



APPLICATION ACCEPTED: November 5, 2008
PLANNING COMMISSION: June 25, 2009
BOARD OF SUPERVISORS: July 13, 2009
@ 3:00 pm

County of Fairfax, Virginia

June 10, 2009

STAFF REPORT

SEA 201-H-027-2

HUNTER MILL DISTRICT

APPLICANT:	One Reston Co. LLC and Two Reston Co. LLC
ZONING:	I-4
PARCEL(S):	17-3 ((8)) 1A1 and 1B
ACREAGE:	36.08 acres
FAR:	0.7
OPEN SPACE:	30%
PLAN MAP:	Office
PROPOSAL:	Amend SE 01-H-027 (previously approved for an increase in building height for Buildings 1 and 2) to allow an increase in building height, an increase in floor area ratio (FAR), and the addition of land area

STAFF RECOMMENDATIONS:

Staff recommends approval of SEA 01-H-027-2, subject to conditions consistent with those contained in Appendix 1.

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

Tracy Strunk

should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application

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

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290 TTY 711 (Virginia Relay Center).

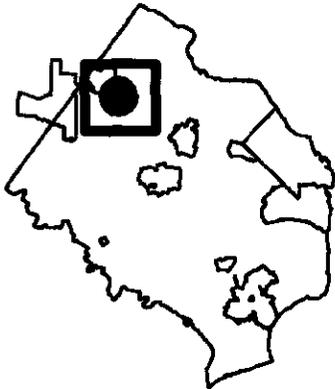
N:\Reston Crescent SEA 01-H-027-2\SEA 01-H-027-2.doc



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).

Special Exception Amendment

SEA 01-H-027-02



Applicant: ONE RESTON CO LLC AND TWO RESTON CO LLC

Accepted: 11/05/2008

Proposed: AMEND SE 01-H-027 PREVIOUSLY APPROVED FOR INCREASE IN BUILDING HEIGHTS TO PERMIT INCREASE IN LAND AREA, ADDITIONAL BUILDING HEIGHT AND INCREASE IN F.A.R.

Area: 36.08 AC OF LAND; DISTRICT - HUNTER MILL

Zoning Dist Sect: 09-060709-0618

Art 9 Group and Use: 6-03 6-15

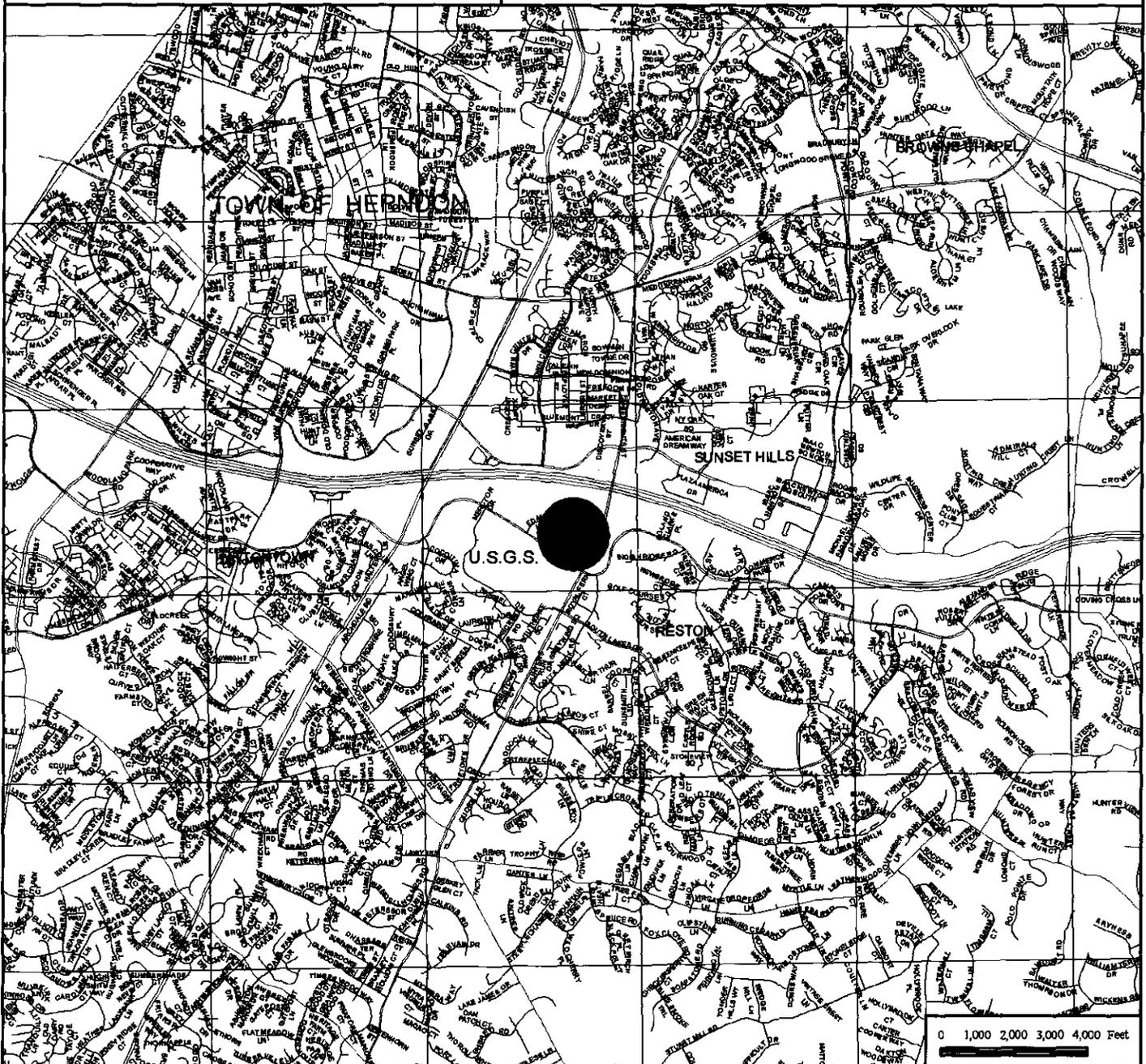
Located: 12000 AND 12010 SUNRISE VALLEY DRIVE

Zoning: I-4

Plan Area: 3,

Overlay Dist:

Map Ref Num: 017-3- /08/ /0001A1 /08/ /0001B



Special Exception Amendment

SEA 01-H-027-02

Applicant:

ONE RESTON CO LLC AND TWO RESTON CO LLC

Accepted:

11/05/2008

Proposed:

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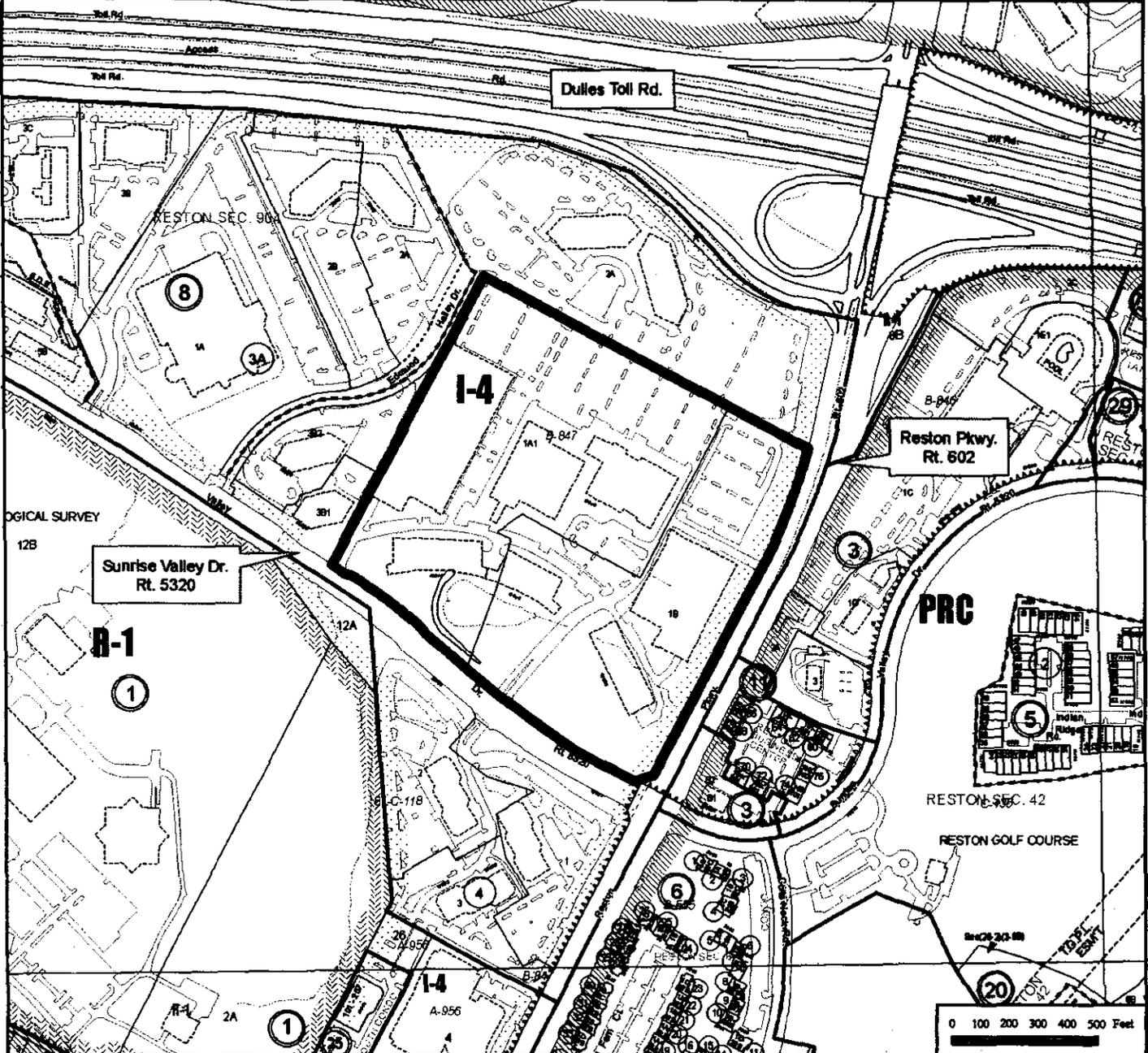
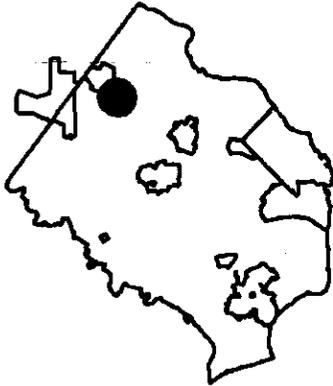
Located: 12000 AND 12010 SUNRISE VALLEY DRIVE

Zoning: I-4

Plan Area: 3,

Overlay Dist:

Map Ref Num: 017-3- /08/ /0001A1 /08/ /0001B



SPECIAL EXCEPTION AMENDMENT PLAT (SEA)

SEA 01-H-027-02

FOR

RESTON CRESCENT

RESTON SECTION 904, BLOCK 1

HUNTER MILL DISTRICT, FAIRFAX COUNTY, VIRGINIA

GENERAL NOTES

1. THE PROPERTIES DELINEATED HEREIN ARE LOCATED ON FAIRFAX COUNTY TAX MAP #17-3-(10). PARCELS 0001A1 AND 0001B ARE CURRENTLY ZONED H-4, AND ARE WITHIN THE HUNTER MILL CORRIDOR AND SIGN CONTROL OVERLAY DISTRICTS.
2. SITE AREA: PARCELS 17-3-(10)-0001A1 = 30,247.00 AC = 1,328,000 S.F.
PARCELS 17-3-(10)-0001B1 = 16,850.00 AC = 730,000 S.F.
TOTAL = 47,097.00 AC = 2,058,000 S.F.
3. THIS SPECIAL EXCEPTION AMENDMENT PROPOSES TO FURTHER AMEND SEA 01-H-027 TO ELIMINATE THE HEIGHT LIMITATION ASSOCIATED WITH PARCELS 10 AND INCLUDE THE ADDITIONAL LAND AREA OF PARCELS 1A-1 WITH THIS APPLICATION.
4. THIS SPECIAL EXCEPTION AMENDMENT PROPOSES AN INCREASE IN THE MAXIMUM ALLOWABLE BUILDING HEIGHT FOR SECTION 9-04F OF THE ZONING ORDINANCE. PROPOSED BUILDING HEIGHTS ARE SHOWN ON SHEETS 5A-E.
5. THIS SPECIAL EXCEPTION AMENDMENT PROPOSES AN INCREASE IN THE MAXIMUM ALLOWABLE FAR FROM .50 TO .70 FOR SECTION 9-010 OF THE ZONING ORDINANCE.
6. THIS PROPOSED DEVELOPMENT IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN, ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED CONTROLS.
7. THE TOPOGRAPHY SHOWN HEREIN IS AT A TWO-FOOT CONTOUR INTERVAL, COMPILED BY PERBA. ALL TOPOGRAPHY WAS OBTAINED VIA AIR SURVEY.
8. THE SITE SHOWN ON THIS PLAN IS LOCATED IN THE HUNTER MILL SERVICE, THE BLUE PLAINS SENIOR DISTRICT AND THE SUGARLAND RUN WATERSHED.
9. THIS SITE IS SERVED BY PUBLIC SEWER AND WATER.
10. STORM WATER MANAGEMENT (SWM) AND BEST MANAGEMENT PRACTICES (BMP) REQUIREMENTS ARE PROVIDED AS DESCRIBED IN THE NARRATIVES ON THIS SHEET.
11. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. THERE IS AN EXISTING STORM SEWER UTILITY EASEMENT OF 25' OR MORE IN WIDTH ON THE SITE. TO THE BEST OF OUR KNOWLEDGE AND BELIEF, ALL UTILITY EASEMENTS HAVING A WIDTH OF 25' OR MORE ON THIS PROPERTY ARE SHOWN ON THE PLAN.
12. UTILITY PLANS AND PROFILES WILL BE SUBMITTED DURING THE SITE PLAN STAGE FOR CONSTRUCTION PURPOSES.
13. THERE ARE NO KNOWN HAZARDOUS OR TOXIC SUBSTANCES ON THIS SITE. IF ANY SUBSTANCES ARE FOUND, THE METHODS FOR DISPOSAL SHALL ADHERE TO COUNTY, STATE, AND/OR FEDERAL LAW.
14. THERE ARE NO KNOWN GROUND SITES FOUND ON THIS SITE.
15. EXISTING PRINCIPAL USE: OFFICE.
16. THERE ARE NO KNOWN SEISMIC OR NATURAL FEATURES ON THIS PROPERTY REQUIRING PROTECTION.
17. ALL PARKING SPACES ARE 8.5' X 18' UNLESS OTHERWISE NOTED.
18. HAZARD NOTIFICATIONS TO THE STATE, EMPLOYERS, FOOTPRINTS AND LOCATION OF BUILDINGS, PARKING SPACES, GARAGES AND RETAILERS MAY OCCUR WITH FINAL ENGINEERING AND DESIGN.
19. THERE ARE NO DESIGNATED FLOOD PLANS, ENVIRONMENTAL QUALITY CORRIDORS OR RPA'S ON THE SITE PER FAIRFAX COUNTY MAPS.
20. TABULATIONS FOR BUILDING, PARKING AND LOADING DATA ARE PROVIDED ON SHEET #7 OF THIS PLAN.
21. ALL NECESSARY EASEMENTS TO BE CONVEYED AT THE TIME OF SITE PLAN APPROVAL.
22. THE EXISTING TRAILS ON-SITE, WHICH ARE TO REMAIN, ARE IN COMPLIANCE WITH THE COMPREHENSIVE TRAILS PLAN.
23. THIS PLAN PROPOSES THREE OFFICE BUILDINGS, TWO PARKING GARAGES AND AN EXPANSION OF AN EXISTING GARAGE.
24. ALL SIGNAGE WILL COMPLY WITH ARTICLE 12 OF FAIRFAX COUNTY ZONING ORDINANCE UNLESS A COMPREHENSIVE SIGNAGE PLAN IS SUBMITTED.
25. LIGHTING WILL COMPLY WITH ARTICLE 14 SECTION 809 OF FAIRFAX COUNTY ZONING ORDINANCE.

STORMWATER MANAGEMENT & BMP NARRATIVE

THE PROPOSED DEVELOPMENT CONSISTS OF THREE NEW OFFICE BUILDINGS, TWO NEW PARKING GARAGES AND AN EXPANSION OF THE EXISTING GARAGE. THERE ARE TWO EXISTING OFFICE BUILDINGS ON-SITE THAT WILL REMAIN. THE SITE IS APPROXIMATELY 3.06 ACRES AND THERE ARE TWO EXISTING NET PONDS ON-SITE WHICH PROVIDE SWM/BMP FOR THE PROPOSED DEVELOPMENT. THE SITE IS LOCATED IN THE SUGARLAND RUN WATERSHED. THE EXISTING PONDS ARE LOCATED ADJACENT TO SUNNYSIDE VALLEY DRIVE. BOTH PONDS WILL REPLACE PEAK FLOWS ON THE 2 YEAR AND 10 YEAR STORM EVENTS TO AT LEAST PRE-DEVELOPED CONDITIONS AND WILL ALSO PROVIDE ADEQUATE BMP STORAGE TO SATISFY FAIRFAX COUNTY REQUIREMENTS. BOTH PONDS WILL BE PRIVATELY OWNED AND MAINTAINED. POND FOOTPRINTS, ALONG WITH THE SPILLWAYS, DAMS, AND APPROXIMATE WATER SURFACE ELEVATIONS CAN BE SEEN ON SHEETS 6J AND 6K. VOLUME AND STORAGE COMPUTATIONS CAN BE FOUND ON SHEETS #11 AND 12. THESE SHEETS SHOW THAT THE PONDS WERE DESIGNED TO HANDLE THE PROPOSED LEVEL OF DEVELOPMENT.

OUTFALL NARRATIVE

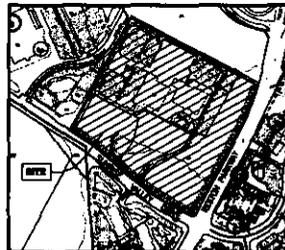
THE PROPOSED DEVELOPMENT DOES NOT CHANGE THE OUTFALL ANALYSIS FROM APPROVED FAIRFAX COUNTY PLAN 8001-SP-02. APPROVED OUTFALL RUNOFF FROM THE SITE WILL BE COLLECTED BY A STORM SEWER SYSTEM WITH DROP INLETS ADEQUATELY SIZED TO INTERCEPT THE 10 YEAR STORM FLOWS. THESE FLOWS WILL THEN BE CONVEYED THROUGH A CLOSED CONDUIT DRAINAGE SYSTEM OF ADEQUATE CAPACITY TO TWO EXISTING STORMWATER MANAGEMENT AND BMP NET PONDS IN SERIES. THE OUTFALL FROM THE PONDS WILL DISCHARGE THROUGH A SYSTEM OF PIPES OF ADEQUATE CAPACITY INTO AN ENGINEERED CONCRETE CHANNEL, WHICH OUTFALLS INTO AN EXISTING TRIPLE 8" CIP PIPES. THE HEADWATER CONDITION ON THE EXISTING PIPES PROVIDES ADEQUATE DEPTH AND FREEDOMS AND FUNCTIONS WITH MAINT CONTROL. THIS SYSTEM OUTFALLS INTO AN EXISTING CONCRETE TRAPEZOIDAL CHANNEL OF ADEQUATE CAPACITY WITH BED AND BANKS LOCATED WITHIN AN EXISTING STORM DRAINAGE EASEMENT. THE ANALYSIS OF THIS CHANNEL IS PROVIDED ON SHEET #13 FOR INFORMATION PURPOSES ONLY. BEYOND THE EXISTING CHANNEL, THE FLOW ENTERS A SERIES OF NET PONDS. THESE STRUCTURES ARE IN GOOD WORKING CONDITION. THESE PONDS ULTIMATELY OUTFALL INTO SUGARLAND WHERE THE DRAINAGE AREA IS GREATER THAN 1.00 MI².

FLOWS FROM THE 2, 10, AND 100 YEAR STORMS ARE DETAINED BY THE EXISTING AND PROPOSED NET PONDS SUCH THAT THE POST-DEVELOPMENT OUTFLOW FROM THE SITE IS LESS THAN THE PRE-DEVELOPMENT OUTFLOW. IN ADDITION, THE COMBINED PRIMARY AND EMERGENCY SPILLWAY IS ADEQUATE TO CONTAIN THE 100 YEAR AND 1,500 YEAR FLOOD EVENTS WITHOUT OVERTOPPING THE DAM. FOR SECTION 9-1603.0C THE PRINCIPLE SPILLWAY MUST CONVEY THE ENTIRE 25 YEAR FLOOD. ANALYSIS OF THE 25 YEAR FLOOD WAS NOT PERFORMED WITH AN CONSTRUCTION OF EXISTING POND 1, SO THE 25 YEAR STORM ELEVATION WAS ASSUMED TO BE 402.91', OR 0.3' ABOVE THE 10 YEAR FLOOD ELEVATION. THE 25 YEAR FLOOD ELEVATION IS BELOW THE 402.9' ELEVATION AT THE TOP OF THE SPILLWAY DAM.

SINCE THE EXISTING PIPE AND CHANNEL SYSTEMS FOR THIS OUTFALL HAVE ADEQUATE CAPACITY TO HANDLE THE FLOWS GENERATED BY THE PROPOSED DEVELOPMENT WITHOUT ANY ADVERSE IMPACT TO DOWNSTREAM PROPERTIES (SEE OUTFALL ADEQUACY COMPUTATIONS AND CHANNEL CROSS SECTIONS ON SHEET 13), ADEQUATE OUTFALL COSTS FOR THE SITE.

VICINITY MAP

SCALE: 1" = 300'



ZONING CLASS: 1-4

APPLICANTS

ONE RESTON CO LLC
& TWO RESTON CO LLC

200 VESSEY ST 11TH FLOOR
3 WORLD FINANCIAL CENTER
NEW YORK NY 10281

FAR TABULATION

EX FAR TABULATION

STRUCTURE	SEA
EX. BUILDING 1	163,429 SF
EX. BUILDING 2	163,429 SF
TOTAL	326,858 SF

EXISTING FAR = 326,858 SQ. COMMERCIAL/LANDUSE BY SITE AREA = 6.24

BY-RIGHT FAR TABULATION

BY-RIGHT FAR = .50
= 1,000,000 SF OF SITE AREA X .50 = 74,521 SF

PROPOSED FAR TABULATION

STRUCTURE	SEA
EX. BUILDING 1	163,429 SF
EX. BUILDING 2	163,429 SF
PROP. BUILDING C	276,128 SF
PROP. BUILDING D	211,998 SF
PROP. BUILDING E	307,444 SF
TOTAL	1,042,428 SF

FAR = 1,042,428 SQ. COMMERCIAL/LANDUSE BY SITE AREA = 6.29

* FOR FAR PURPOSES, SITE AREA INCLUDES THE DENSITY CREDIT OBSERVED DUE TO THE 17,284 SF OF R.O.R. DEDUCTION TO 900'.

SHEET INDEX

1. COVER SHEET
2. GENERAL NOTES
- 3-4. EXISTING CONDITIONS PLAN
- 5-6. SPECIAL EXCEPTION AMENDMENT PLAN
7. OPENSPACE AND CIRCULATION PLAN
8. PROPOSED LANDSCAPE PLAN
9. EXISTING VEGETATION MAP
10. BMP COMPS
- 11-13. SWM & OUTFALL
14. PROPOSED SITE SECTIONS
15. PROPOSED STREET SECTION
16. PROPOSED OVERALL PLAN
17. PROPOSED LANDSCAPE AT CENTRAL GREEN
18. PROPOSED SOUTH LANDSCAPE BUFFER AT RESTON PARKWAY
19. PROPOSED NORTH LANDSCAPE BUFFER AT RESTON PARKWAY
20. PERSPECTIVE RENDERINGS

DATE: MAR. 2008
SCALE: AS NOTED
CL: # 7
FILE NO. SE-1697

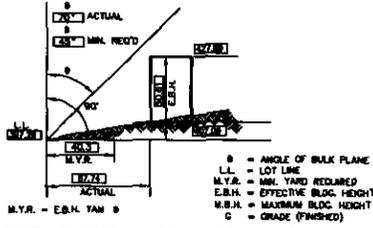
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA



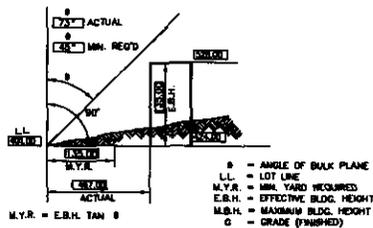
COVER SHEET
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA
DATE: MAR. 2008
SCALE: AS NOTED
CL: # 7

SHEET	1
OF	20
FILE NO.	SE-1697

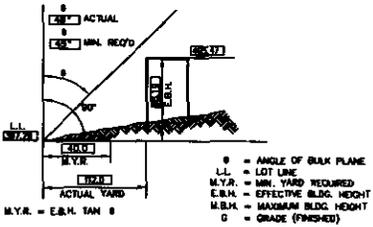
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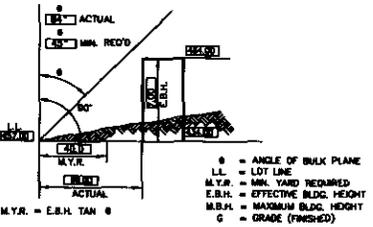
DETAIL ANGLE OF BULK PLANE
1ST FLOOR EXTENSION ALONG SUNRISE VALLEY
EX. BUILDING #2
(NOT TO SCALE)



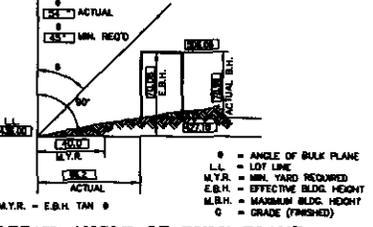
DETAIL ANGLE OF BULK PLANE
MAIN ROOF ALONG SUNRISE VALLEY FRONTAGE
BUILDING D
(NOT TO SCALE)



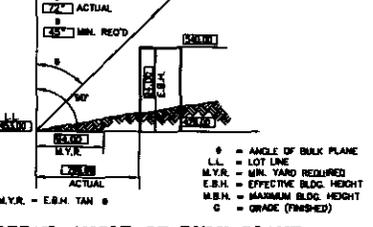
DETAIL ANGLE OF BULK PLANE
MAIN ROOF ALONG SUNRISE VALLEY DRIVE FRONTAGE
EX. BUILDING #8
(NOT TO SCALE)



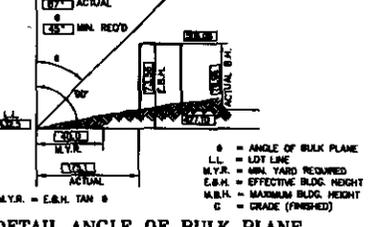
DETAIL ANGLE OF BULK PLANE
MAIN ROOF ALONG RESTON PARKWAY FRONTAGE
GARAGE P8
(NOT TO SCALE)



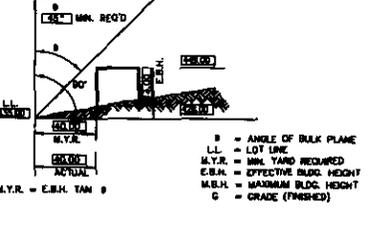
DETAIL ANGLE OF BULK PLANE
AT RESTON PARKWAY FRONTAGE
EX. BUILDING #1
(NOT TO SCALE)



DETAIL ANGLE OF BULK PLANE
MAIN ROOF ALONG RESTON PARKWAY FRONTAGE
BUILDING C
(NOT TO SCALE)



DETAIL ANGLE OF BULK PLANE
AT SUNRISE VALLEY DRIVE FRONTAGE
EX. BUILDING #1
(NOT TO SCALE)



DETAIL ANGLE OF BULK PLANE
MAIN ROOF ALONG RESTON PARKWAY FRONTAGE
GARAGE P8
(NOT TO SCALE)

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

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

This information is required under the following zoning Ordinance paragraphs:
Special Planes (9-21.1 & 9.2) Section 9-21.1 & 9.2
Cluster Subdivision (9-21.10 & 10) Commercial Re-Zoning Districts (9-22.2A(1) & (14))
Development Plans (9-22.2 & 9.4) PUD Plan (10.30.1 & 10.2)
PUD P District (except PUD) (10-30.2 (1) & (2)) Amendments (10-20.101 & 10)

1. Plot to all a reference scale of 1"=60' (unless 8 is depicted on one sheet with a reference note of 1"=100').
2. A graphic depicting the stormwater management facility(ies) and levels of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, road ditches, access ways, site culverts, energy dissipation devices, and stormwater stabilization measures to be shown on Sheet 2.5.1.
3. Provide:

Facility Name	On-site area (acres)	Off-site area (acres)	Drainage area (acres)	Footprint area (sq ft)	Storage Volume (cu ft)	Height (ft)
1. Stormwater Management Facility	7.44	28.24	11.11	32,214	122,000	17
2. Stormwater Management Facility	204.12	79.50	63.44	29,944	144,723	17
TOTAL						
4. Create drainage channels, outlets and pipe systems as shown on Sheet 2.5.1. Pond inlet and outlet pipe systems are shown on Sheet 2.5.1.
5. Stormwater access (road) to stormwater management facility(ies) are shown on Sheet 2.5.1. Type of maintenance access road to be shown on the site is asphalt (concrete, gravel, etc.).
6. Landscaping and tree preservation shown on site and the stormwater management facility is shown on Sheet 2.5.1.
7. A stormwater management narrative which contains a description of how detention and best management practices requirements will be met is provided on Sheet 2.5.1.
8. A description of the existing conditions of each residential site including setbacks from the site to a point which is at least 100' from the site area or which has a drainage area of at least one acre (640 sqm) is provided on Sheet 2.5.1.
9. A description of how the outlet requirements, including controlling drainage areas of the Public Facilities Manual will be satisfied is provided on Sheet 2.5.1.
10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an eroded or filled site as provided on Sheet 2.5.1.
11. A subdivision number is requested for:
12. Stormwater management is not required because:

EXISTING BUILDING DATA & PARKING TABULATION

BUILDING	PRINCIPAL USE	GFA	REQUIRED PARKING RATIO	REQUIRED PARKING
EXISTING BUILDING 1	OFFICE	10,126	2.0 SPACES/1000 GFA	203 SPACES
EXISTING BUILDING 2	OFFICE	10,126	2.0 SPACES/1000 GFA	203 SPACES
TOTAL EXISTING SPACES PROVIDED				406 SPACES

SPECIAL EXCEPTION AMENDMENT BUILDING DATA & PARKING TABULATION

BUILDING	PRINCIPAL USE	GFA	REQUIRED PARKING RATIO	REQUIRED PARKING
PROPOSED BUILDING 1	OFFICE	210,120	2.0 SPACES/1000 GFA	420 SPACES
PROPOSED BUILDING 2	OFFICE	210,120	2.0 SPACES/1000 GFA	420 SPACES
PROPOSED BUILDING 3	OFFICE	101,260	2.0 SPACES/1000 GFA	203 SPACES
TOTAL PROPOSED SPACES REQUIRED				1043 SPACES

SPECIAL EXCEPTION SPACES PROVIDED

ADA SPACES REQUIRED	200 SPACES
ADA SPACES PROVIDED	200 SPACES
TOTAL SPACES PROVIDED	200 SPACES

NOTE: ADA SPACES WILL BE PROVIDED IN ACCORDANCE WITH ADA REGULATIONS AT THE TIME OF FINAL SITE PLAN.

PROPOSED PARKING PROVIDED

BUILDING	PRINCIPAL USE	GFA	PROVIDED PARKING
PROPOSED BUILDING 1	OFFICE	210,120	420 SPACES
PROPOSED BUILDING 2	OFFICE	210,120	420 SPACES
PROPOSED BUILDING 3	OFFICE	101,260	203 SPACES
TOTAL PROPOSED PARKING PROVIDED			1043 SPACES

LOADING SPACES PROVIDED

BUILDING	PRINCIPAL USE	GFA	REQUIRED LOADING RATIO	REQUIRED LOADING
EXISTING BUILDING 1	OFFICE	10,126	1.0 SPACES/1000 GFA	10 SPACES
EXISTING BUILDING 2	OFFICE	10,126	1.0 SPACES/1000 GFA	10 SPACES
EXISTING BUILDING 3	OFFICE	10,126	1.0 SPACES/1000 GFA	10 SPACES
TOTAL EXISTING LOADING SPACES PROVIDED				30 SPACES

LOADING SPACES PROVIDED

BUILDING	PRINCIPAL USE	GFA	PROVIDED LOADING
PROPOSED BUILDING 1	OFFICE	210,120	21 SPACES
PROPOSED BUILDING 2	OFFICE	210,120	21 SPACES
PROPOSED BUILDING 3	OFFICE	101,260	10 SPACES
TOTAL PROPOSED LOADING SPACES PROVIDED			52 SPACES

NOTE: PARKING AND LOADING WILL BE PROVIDED GENERALLY AS SHOWN. THE APPLICANT RESERVES THE RIGHT TO MODIFY THE NUMBER AND/OR LOCATION OF PARKING AND LOADING SPACES PROVIDED ON THE SITE PERFORMING FINAL ENGINEERING, PROVIDED THAT THE NEED TO AVOID THE SITE APPLICATION, PROVIDED THAT THE MINIMUM NUMBER OF PARKING SPACES PROVIDED WILL BE IN ACCORDANCE WITH ARTICLE 11 OF THE FAIRFAX COUNTY ZONING ORDINANCE.

9911-21-0000 04 rev 04 P.02

9911-21-0000 04 rev 04 P.03

Archaeological Survey Data Form - Part A

I warrant that the information provided herein, including information used to provide to the Cultural Heritage Commission and the Board of Supervisors, is true and correct to the best of my knowledge and belief. I warrant that the information provided herein is true and correct to the best of my knowledge and belief. I warrant that the information provided herein is true and correct to the best of my knowledge and belief. I warrant that the information provided herein is true and correct to the best of my knowledge and belief.

APPLICANT: One Seven One LLC
 PROJECT: 1170 Reston Parkway, Reston, VA 20190
 PROPERTY: 1170 Reston Parkway, Reston, VA 20190
 DATE: 11/11/2014
 BY: John J. Smith
 TITLE: Project Manager
 SIGNATURE: [Signature]
 DATE: 11/11/2014

FAIRFAX COUNTY PARK AUTHORITY
1500 Government Center Parkway, Suite 200
Falls Church, VA 22041-2110

Map 7, 2006

Sherry Bellone
One Seven One LLC and One Seven Co., LLC
770 Line Street, Tyngsboro
Amherst, VA 2008

The Archaeological Survey Data Form for 17-0 (20) 1A and B

Day 10 Reference:

I and the Archaeological Survey Data Form package for 17-0 (20) 1A and B is staff for review. The work has no potential for the recovery of listed archaeological resources. No further archaeological work is required.

Should you have any further questions, please do not hesitate to contact me at (703) 244-2881, x. 660.

Theresa
 Elizabeth Conner
 Elizabeth A. Conner, Ph.D.
 Cultural Resources Management and Preservation Section Manager
 Fairfax County Park Authority
 (703) 244-3811

RESTON APPROVED BY UNIVERSITY OF VIRGINIA DESIGN REVIEW

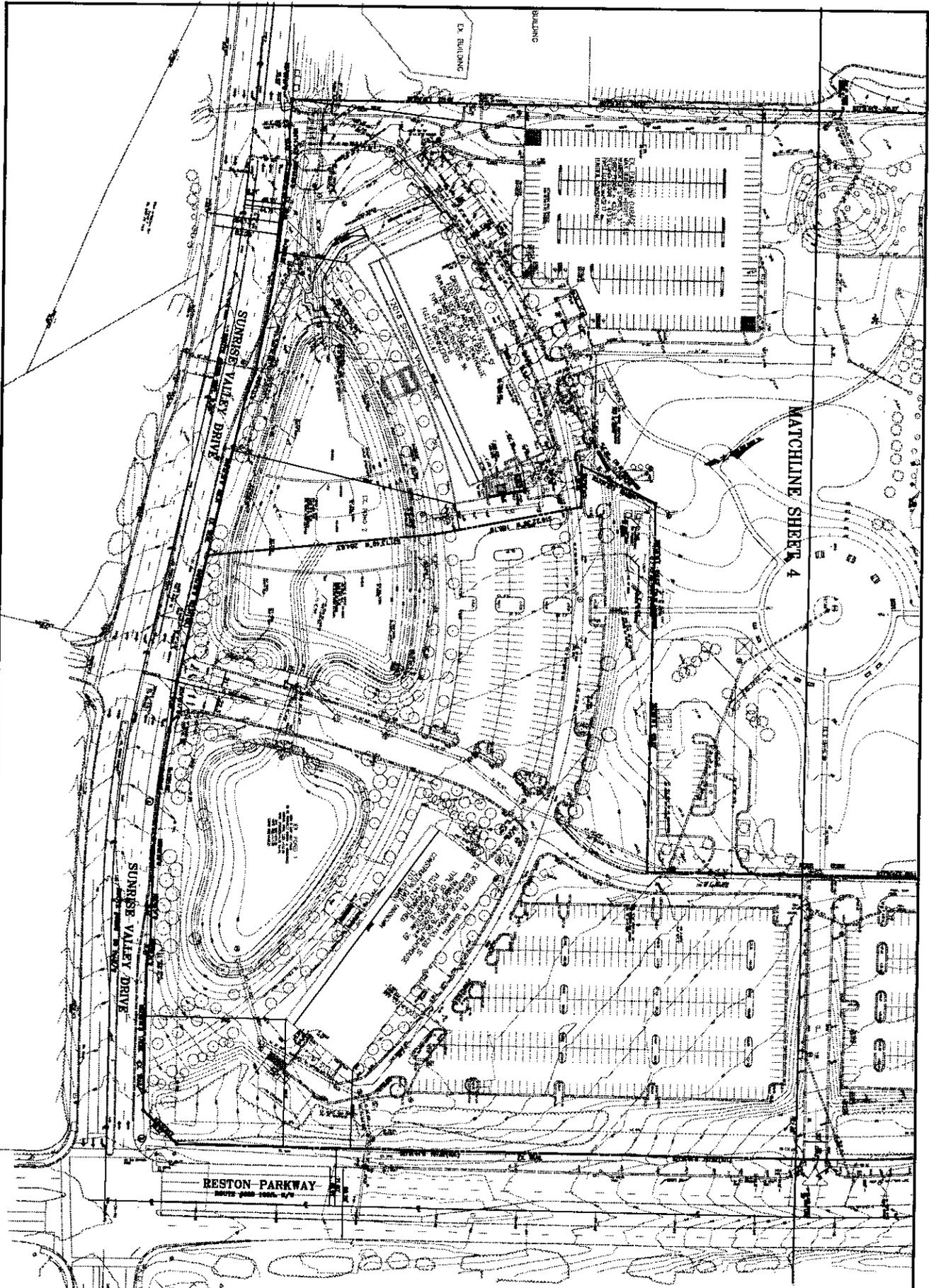
DATE: APR. 2006

SCALE: AS NOTED

GENERAL NOTES

RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SHEET 2 OF 20
FILE No. SE-1697



EXISTING CONDITIONS PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 50' CL = 2 DATE: MAR. 2009

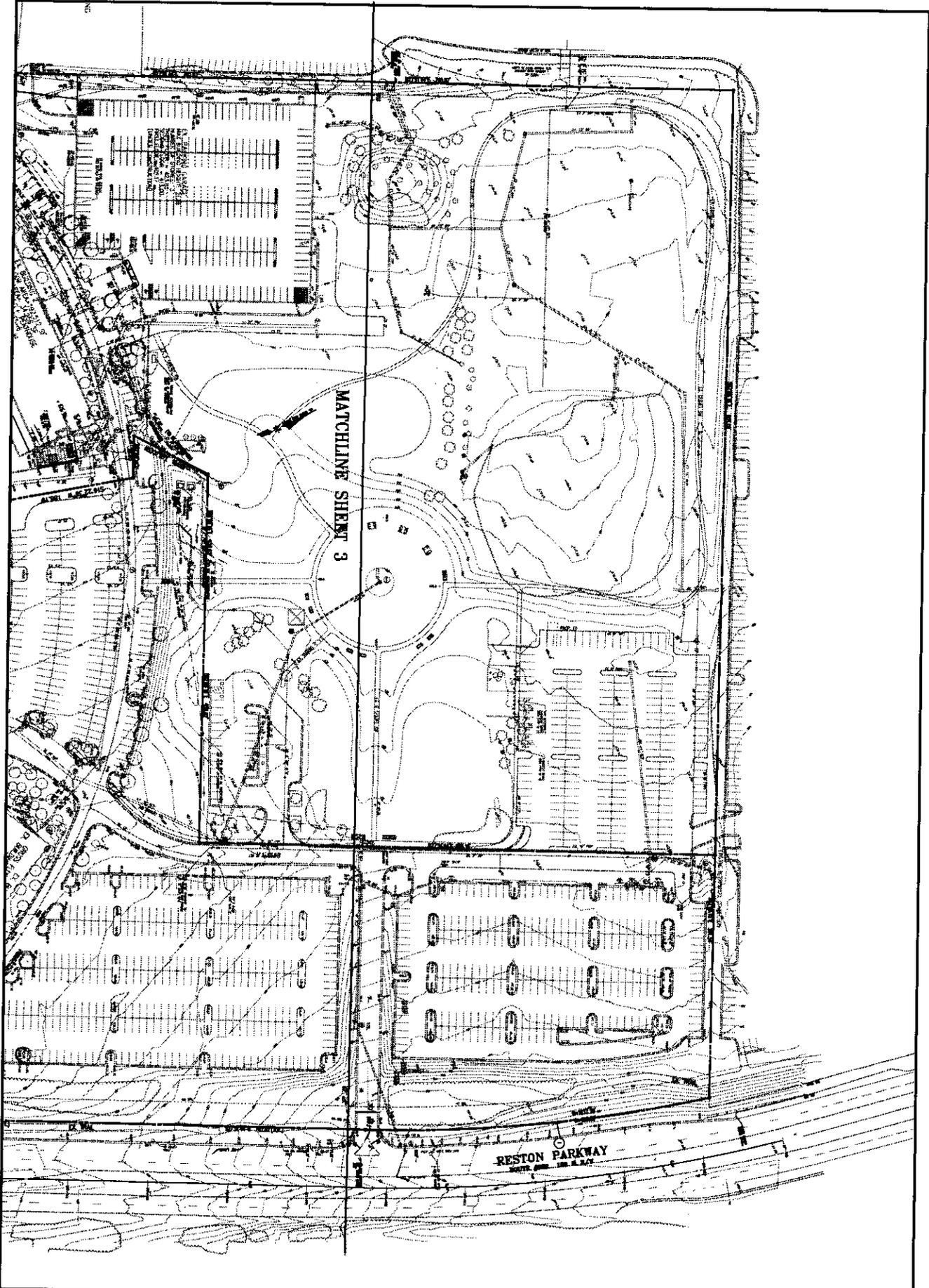


Urban, Ltd.
 7111 Lee Blvd. North
 Annandale, Virginia 22003
 Tel: 703.442.4000
 www.urban-ltd.com

PLN. DATE	DESIGNER	REVIEWER	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

FILE NO.
 904-188-01
 SHEET NO.
 20



EXISTING CONDITIONS PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 50' CI. = 7' DATE: MAR., 2008

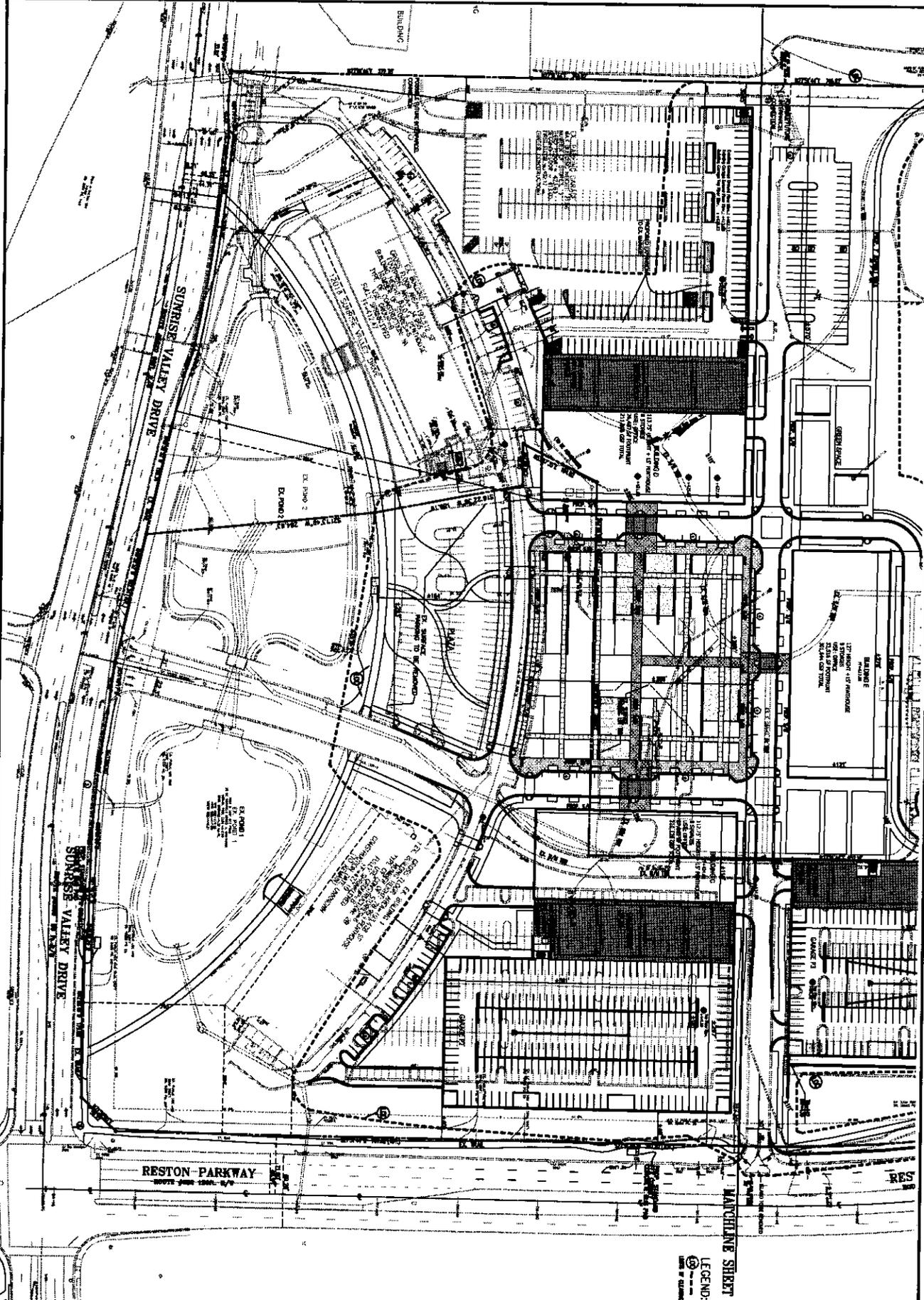


Urban, Ltd.
 7112 Lake Park Triangle
 Alexandria, Virginia 22304
 Tel: 703.461.2000
 www.urban-ll.com

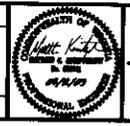
PLAN DATE
03/10/08
03/10/08
03/10/08
03/10/08
03/10/08

REV.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



SPECIAL EXCEPTION AMENDMENT PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1"=40'
 CL # 7
 DATE: MAR., 2008



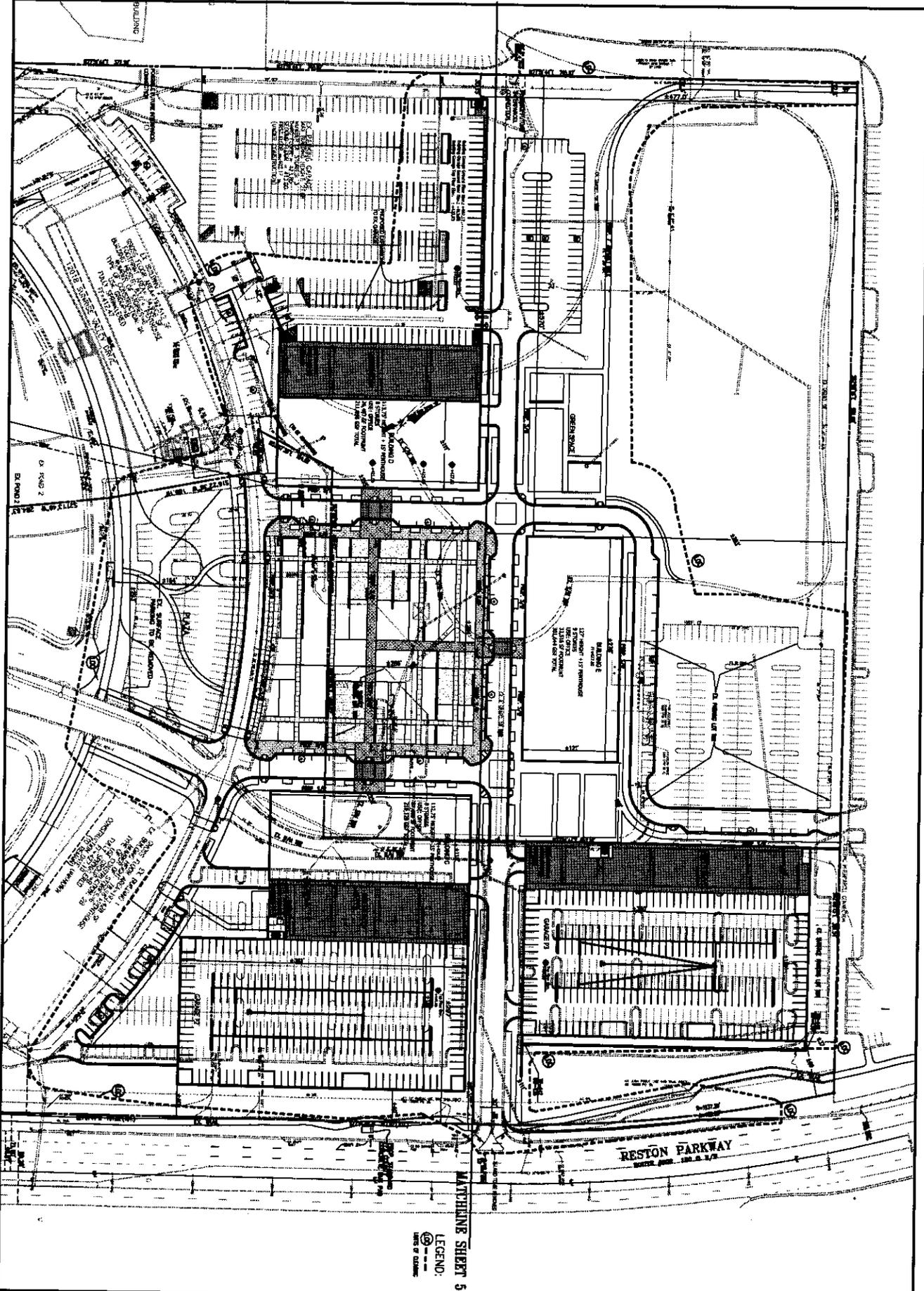
Office, LLC
 7715 Lakeside Triangle
 Annandale, Virginia 22001
 Tel: 703.242.0000
 www.urbanllc.com

LEGEND:
 (Symbol) CONC
 (Symbol) ASPHALT
 (Symbol) GRASS

NO.	DATE	DESCRIPTION	REVIEW APPROVED	DATE
1	08-17-08	COUNTY REVISIONS		
2	08-17-08	COUNTY REVISIONS		
3	08-17-08	COUNTY REVISIONS		
4	08-17-08	COUNTY REVISIONS		
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98	08-17-08	COUNTY REVISIONS		
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100	08-17-08	COUNTY REVISIONS		

MANCHING SHEET 6

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



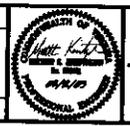
LEGEND:
 LOT LINES
 EASEMENT
 UTILITY LINES

MAITLAND STREET

RESTON PARKWAY
 WIDTH: 100'-0" R/W

SHEET NO.	6
	20
	21
	22

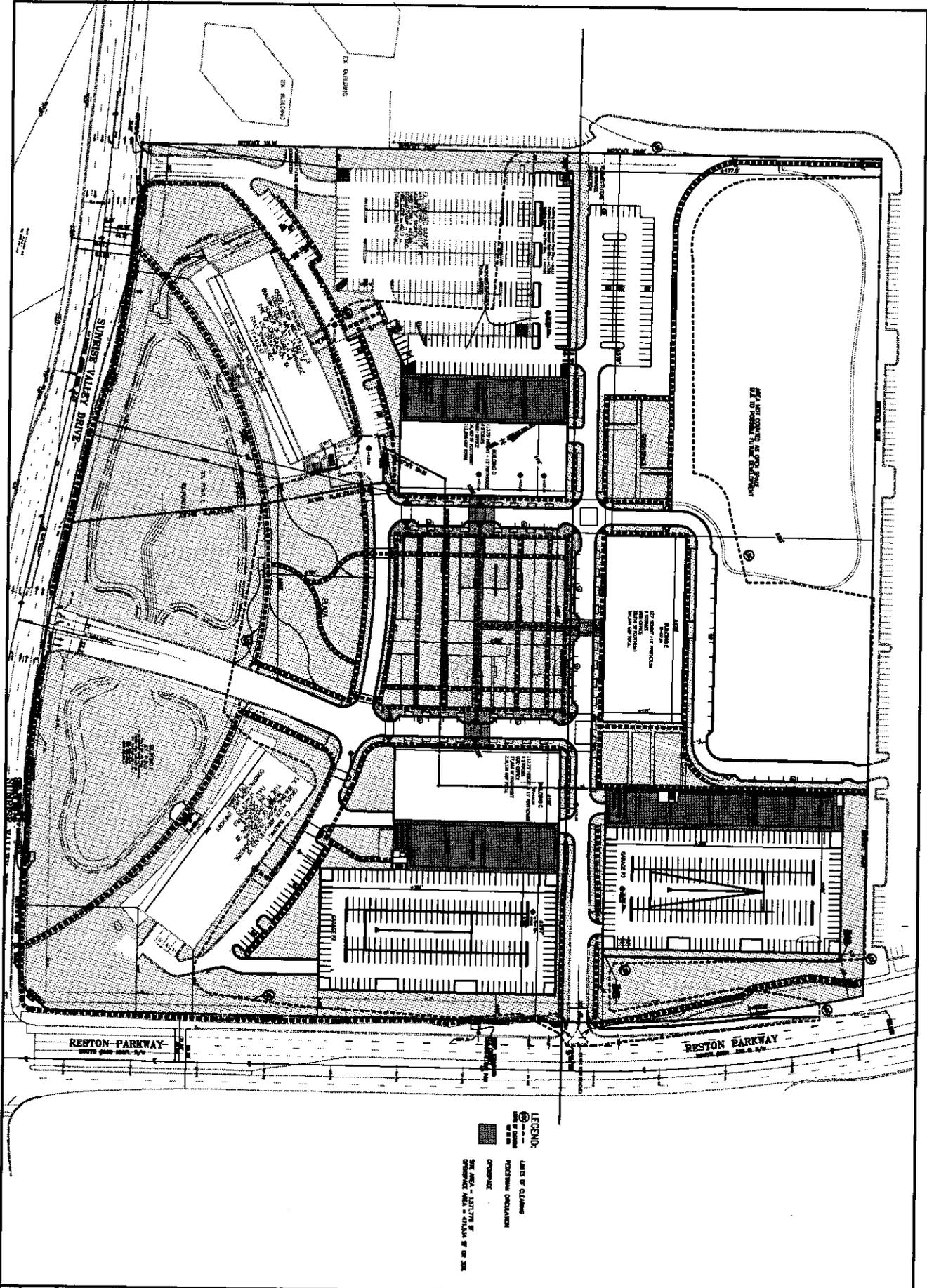
SPECIAL EXCEPTION AMENDMENT PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1" = 50' CL = 2' DATE: APR., 2006



PLAN DATE	
DESIGNED BY	
CHECKED BY	
DATE	

NO.	DATE	DESCRIPTION	REVIEW APPROVAL	DATE
1	08-03-06	COUNTY REVISIONS		
2	08-15-06	COUNTY REVISIONS		

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



RESTON PARKWAY
SECTION 904-1, 904-2, 904-3

RESTON PARKWAY
SECTION 904-1, 904-2, 904-3

LEGEND:
 NEW PAVED DRIVEWAYS
 NEW PAVED SIDEWALKS
 NEW PAVED BIKEWAYS
 NEW PAVED STAIRS
 NEW PAVED DRIVEWAYS
 NEW PAVED SIDEWALKS
 NEW PAVED BIKEWAYS
 NEW PAVED STAIRS

SHEET
7
OF
23
SECTION
904-1

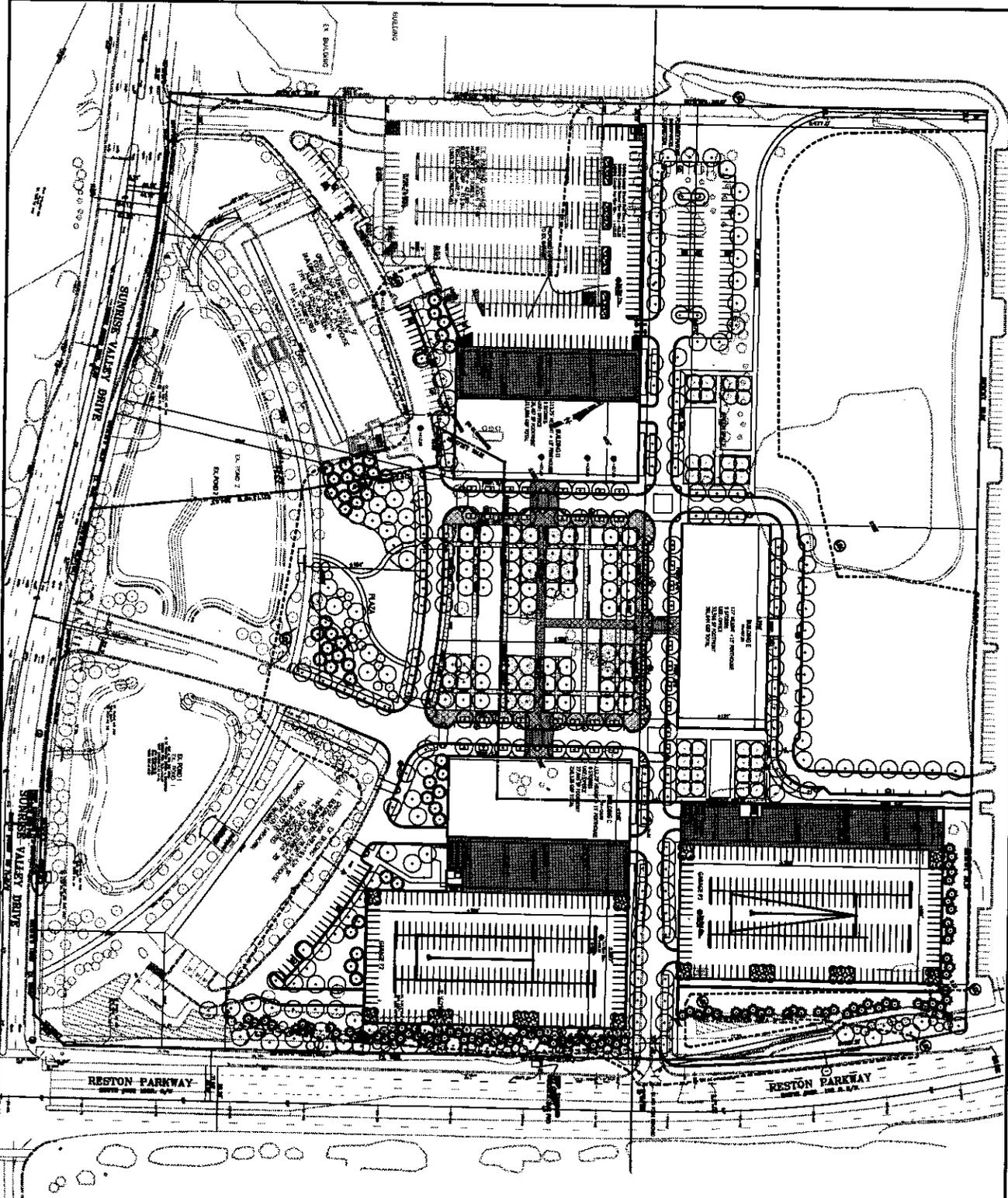
OPENSOURCE AND CIRCULATION PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1" = 60' CI = 2 DATE: APR., 2008



Urban, Ltd.
 770 Lakeshore Boulevard
 Arlington, Virginia 22202
 Tel: 703.442.2800
 www.urban.com

NO.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE
1	05-12-08	COUNTY SUBMISSION			
2	05-13-08	COUNTY SUBMISSION			
3	05-13-08	COUNTY SUBMISSION			
4	05-13-08	COUNTY SUBMISSION			
5	05-13-08	COUNTY SUBMISSION			
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9	05-13-08	COUNTY SUBMISSION			
10	05-13-08	COUNTY SUBMISSION			

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



LEGEND

- - EX. VEGETATION
 - - EX. CHAMPY TREE
 - - PRPD. ENFRINGED TREE
 - - PRPD. LAINE CHAMPY TREE
 - - PRPD. LANDSCAPED GREEN PLAZA AREA
 - - PRPD. GARAGE ROOFTOP OVERSHADOW AREA
 - /// - TREE PRESERVATION AREA
 - - LIMITS OF CLEARING
- NOTE: ALL VEGETATION OUTSIDE THE LIMITS OF CLEARING IS TO BE PRESERVED.
- NOTE: FOR TREES TO AVOID STRESS FROM EXISTING SWELLS AND GROWS SHOULD BE REMOVED AND WELL IRRIGATED.

LANDSCAPING IS SUBJECT TO CHANGE WITH FINAL ENGINEERING AND DESIGN. LANDSCAPING TO BE PROVIDED IN CONFORMANCE WITH THE FAIRFAX COUNTY ORDINANCE.

PROPOSED LANDSCAPE PLAN
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1" = 60' CL # N/A DATE: MAR, 2008



7180 Lee Hwy
 Arlington, Virginia 22202
 Tel: 703.261.1000
 www.urbanva.com

NO.	DATE	DESCRIPTION	BY	APP'D	CHK
1	03-12-08	DRYTY REVISION			
2	03-13-08	DRYTY REVISION			
3	03-13-08	DRYTY REVISION			
4	03-13-08	DRYTY REVISION			
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9	03-13-08	DRYTY REVISION			
10	03-13-08	DRYTY REVISION			

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



Code	Plant Type	Common Name	Scientific Name	Quantity	Notes
1	Deciduous Forest	Oak, Hickory, Maple and Elm	Quercus sp., Fraxinus sp., Acer sp.	1.11	<p>Comments: THE EXISTING VEGETATION IS TO BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. THE EXISTING VEGETATION IS TO BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. THE EXISTING VEGETATION IS TO BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE.</p>
2	Deciduous Forest	Maple	Acer sp.	0.00	
3	Deciduous Forest	Maple	Acer sp.	0.00	
4	Deciduous Forest	Maple	Acer sp.	0.00	

SHEET
9
OF
20
DATE: APR. 2007

EXISTING VEGETATION MAP
RESTON CRESCENT
RESTON SECTION 904, BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1" = 60' CJ = J DATE: APR., 2008



PLANT DATA
 01-01-01
 01-01-02
 01-01-03
 01-01-04
 01-01-05
 01-01-06
 01-01-07
 01-01-08
 01-01-09
 01-01-10

NO.	DATE	DESCRIPTION	BY	APPROVED	DATE
REVISION APPROVED BY DIVISION OF DESIGN REVIEW					

STORMWATER MANAGEMENT BMP NARRATIVE

THE PROPOSED DEVELOPMENT CONISTERS OF TWO (2) OFFICE BUILDINGS, TWO ABOVE GRADE PARKING STRUCTURES, ONE (1) STORMWATER RETENTION POND, UNDERGROUND UTILITIES AND SURFACE PAVING. THE SITE COMPRISES OF 3.5 ACRES WITH INDE (2) EXISTING OFFICE BUILDINGS AND ONE EXISTING WET POND WHICH ARE TO REMAIN. THE SITE IS LOCATED IN THE RESTON CREEK WATERSHED. THE (2) OFFICE BUILDINGS AND (2) PARKING STRUCTURES ARE TO BE CONSTRUCTED ON THE EXISTING DEVELOPMENT. THE PROPOSED WET POND IS LOCATED WEST OF THE EXISTING WATERSHED ON THE SOUTHWESTERN PORTION OF THE SITE. WET POND WILL REMOVE PEAK FLOW ON THE 2 YEAR AND 10 YEAR FLOOD EVENTS TO AT LEAST PREDEVELOPED CONDITIONS AND WILL ALSO PROVIDE ADEQUATE BMP STORAGE TO MEET FAIRFAX COUNTY REQUIREMENTS. WET POND WILL BE PERMANENTLY FENCED AND MAINTAINED.

OUTFALL NARRATIVE

RUNOFF FROM THE SITE WILL BE COLLECTED BY A STORM SEWER SYSTEM WITH DROP MAINS AND MAINS TO INTERCEPT THE 10 YEAR STORM FLOOD. THESE FLOOD MAINS WILL BE CONNECTED THROUGH A CLOSED CONDUIT DRAINAGE SYSTEM OF ADEQUATE CAPACITY TO A PROPOSED STORMWATER MANAGEMENT AND BMP SET FLOW. THIS FLOW MAIN WILL ALSO CONDUIT EXISTING DRAINAGE FLOW INTO THE SITE ON A COMMON 48" TOP ARCHING SECTION PARALLEL. THIS OFFICE RUNOFF WILL BE INTERCEPTED BY A MANHOLE STRUCTURE AND CONDUIT UNDERGROUND INTO THE SET FLOW. THE POND WILL DISCHARGE THROUGH AN ADEQUATE SYSTEM OF PIPES INTO ONE OF TWO SET FLOWS WHICH PROVIDES RETENTION AND BMP TO THE REMAINDER OF THE SITE. THIS FLOW MAIN DISCHARGE THROUGH A SYSTEM OF PIPES OF ADEQUATE CAPACITY INTO AN ENGINEERED CONCRETE CHANNEL WHICH DISCHARGES INTO AN EXISTING TRIPLE 60" TOP PIPES. THE EXISTING CONDUIT ON THE EXISTING POND PROVIDES ADEQUATE RETENTION AND PROTECTION WITH BEST CONTROL. THE STORM FLOOD MAIN AND AN EXISTING CONCRETE DRAINAGE CHANNEL OF ADEQUATE CAPACITY WITH BED AND SAND FILTERED UNDER AN EXISTING STORM DRAINAGE CURB. THE ANALYSIS OF THIS CHANNEL IS PROVIDED ON SHEET 10.

FLOOD FROM THE 2, 10, AND 100 YEAR EVENTS ARE RETAINED BY THE EXISTING AND PROPOSED WET POND SUCH THAT THE POST-DEVELOPMENT OUTFLOW FROM THE SITE IS LESS THAN THE PRE-DEVELOPMENT OUTFLOW. IN ADDITION, THE EXISTING POND AND PROPOSED SPILLWAY IS ADEQUATE TO CONTROL THE 100 YEAR AND 1000 YEAR FLOOD EVENTS WITHOUT OVERFLOWING THE BANK. FOR SECTION 1, THE PROPOSED SPILLWAY MUST CONTROL THE EXISTING 25 YEAR FLOOD. ANALYSIS OF THE 25 YEAR FLOOD AND 100 YEAR FLOOD WITH THE CONSTRUCTION OF EXISTING POND 1, ON THE 25 YEAR STORM DRAINAGE WAS ASSUMED TO BE EQUAL TO BEST MAINT. THE 100 YEAR FLOOD EVENT, THE 25 YEAR FLOOD ELEVATION IS BELOW THE BANK ELEVATION AT THE TOP OF THE SPILLWAY BANK.

SINCE THE EXISTING PIPE AND CHANNEL SYSTEM FOR THIS OUTFALL HAVE ADEQUATE CAPACITY TO HANDLE THE FLOOD GENERATED BY THE PROPOSED DEVELOPMENT WITHOUT ANY ADVERSE IMPACT ON SURROUNDING PROPERTIES (SEE OUTFALL ADEQUACY COMPUTATIONS AND CHANGE ORDER SHEETS ON SHEET 11), ADEQUATE OUTFALL SHEET FOR THE SITE.

OPINION OF ADEQUATE OUTFALL

IT IS THE OPINION OF URBAN ENGINEERING AND ASSOCIATES THAT THE SITE IS ADEQUATELY DRAINED QUOTE AND OUTFALLS ACCORDING TO EXISTING OFFICE DRAINAGE FACILITIES.

SIGNATURE: *Matthew K. Heston* DATE: 10/24/02
MATTHEW K. HESTON, P.E.

**SCHEMATIC DIAGRAMS
STORM DRAINAGE ROUTINGS**

EXISTING CONDITIONS PROPOSED DEVELOPED CONDITIONS

POINT C D.A. = 20.33 Ac Q2 = 45.21 cfs Q10 = 98.73 cfs	POINT C D.A. = 31.39 Ac Q2 = 7.49 cfs Q10 = 48.09 cfs
POINT B D.A. = 37.14 Ac Q2 = 41.79 cfs Q10 = 85.73 cfs	POINT B D.A. = 43.69 Ac Q2 = 14.98 cfs Q10 = 94.46 cfs
POINT A D.A. = 88.75 Ac Q2 = 45.08 cfs Q10 = 140.18 cfs	POINT A D.A. = 65.75 Ac Q2 = 27.02 cfs Q10 = 137.98 cfs

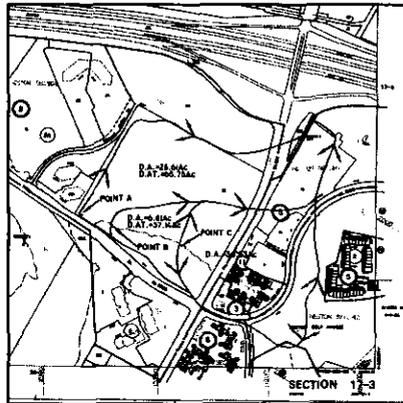
Post developed runoff @ Point A
Q2 = 148.21 cfs
Q10 = 272.06 cfs

Post developed runoff @ Point B
Q2 = 138.03 cfs
Q10 = 254.10 cfs

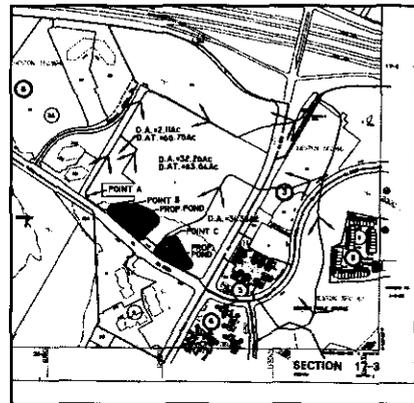
Post developed runoff differential between Points A & B
Q2 @ A - Q2 @ B = 148.21 cfs - 138.03 cfs = 12.18 cfs
Q10 @ A - Q10 @ B = 272.06 cfs - 254.10 cfs = 17.96 cfs

Post detention runoff @ Point B
Q2 = 14.98 cfs
Q10 = 94.46 cfs

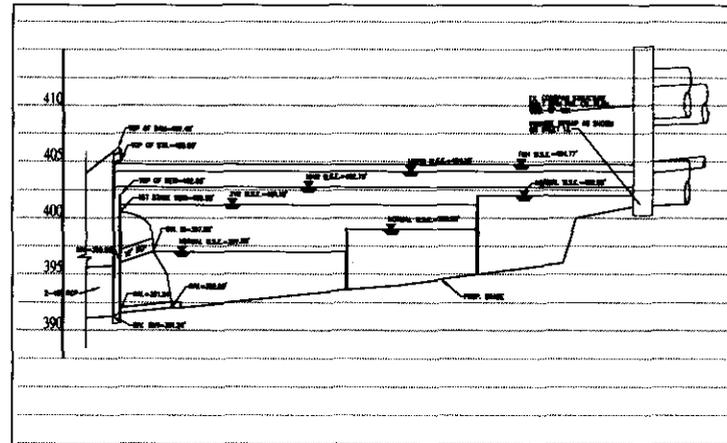
Post detention runoff @ Point A
Q2 = 14.98 cfs + 12.18 cfs = 26.96 cfs
Q10 = 94.46 cfs + 17.96 cfs = 112.42 cfs



LAND USE MAP EXISTING CONDITIONS
SCALE: 1"=100'



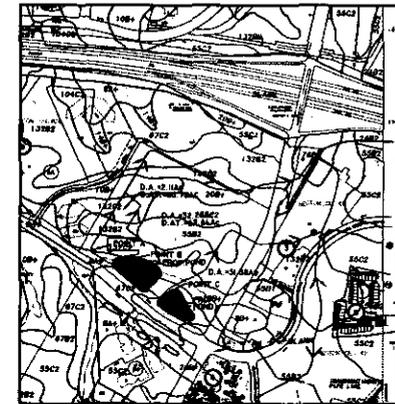
LAND USE MAP PROPOSED CONDITIONS
SCALE: 1"=100'



PROFILE OF SPILLWAY FOR MULTI-LEVEL WET POND
SCALE: HORIZ. 1"=40'
VERT. 1"=4'



EXISTING DRAINAGE DIVIDES MAP
SCALE: 1"=100'



SOILS MAP
SCALE: 1"=100'

Public Use Soil Name	Soil Name	Hydrologic Soil Group
1	Veryacid	D
14	Veryacid	C
28	Intermediate	B
33	Upland	B
37	Fluvial Fill	C
74	Veryacid	D
76	Claystone	D
132	Upland	B

INDEPENDENT WATER INSPECTION
WATER INSPECTION TO CONFIRM THE PROPOSED, RETENTION AREA OF THE PROPOSED LAND DRAINAGE ACTIVITY.
SIGNATURE: *Matthew K. Heston* DATE: 10/24/02
MATTHEW K. HESTON, P.E.

FOR INFORMATION PURPOSES ONLY
REFERENCED FROM APPROVED
PLAN# 8001-SP-02



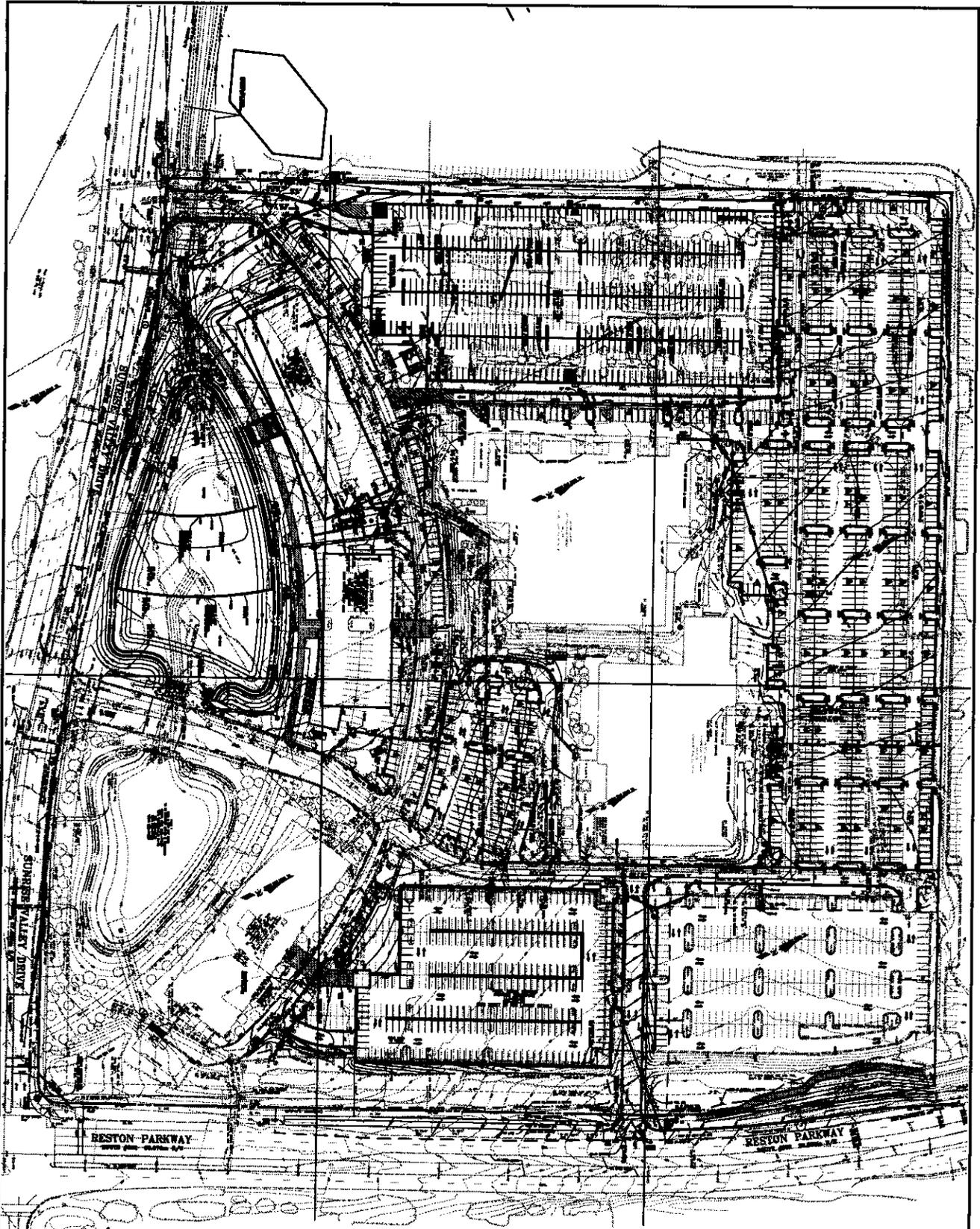
URBAN ENGINEERING & ASSOC., INC.
CITY ENGINEERS • LANDSCAPE ARCHITECTS • LAND DEVELOPMENT
7718 LITTLE ROCK ROAD
FAIRFAX COUNTY, VIRGINIA 22030 (703) 446-1000

RESTON CRESCENT
RESTON SECTION 904 BLOCK 1
FAIRFAX COUNTY, VIRGINIA

DATE: 10/24/02
SCALE: AS SHOWN
CL. NA.

11 SHEET
20 OF 20

FILE No. 8001-SP-02



FOR INFORMATION PURPOSES ONLY
 REFERENCED FROM APPROVED
 PLAN# 8001-SP-02



DATE: 10/1/00
 SCALE: 1/8" = 1'-0"

SWM OVERALL PLAN
RESTON CRESCENT
RESTON SECTION 904 BLOCK 1
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1/8" = 1'-0" CI # 2 DATE: 10/1/00



URBAN ENGINEERING & ASSOC., INC.
 CIVIL ENGINEERING • LANDSCAPE ARCHITECTURE • LAND SURVEYING
 7715 LITTLE HONEY TOWER
 ANNAPOLIS, VIRGINIA 20706 (703) 948-0000

NO.	DATE	DESCRIPTION	REVISION APPROVED	DATE
1	10-01-00	COVERED FROM STATE W DRAIN REL. SOIL, POLE, AND UTILITY		
REVISION APPROVED BY DIVISION OF DESIGN REVIEW				

STORM OUTFALL SECTION A-A

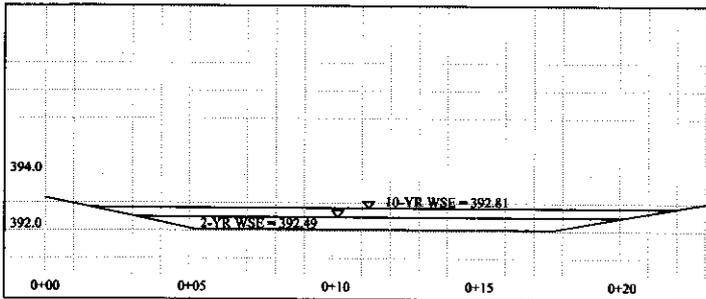
OVERLAND FLOW ACROSS SECTION A-A: 10-15.14 ACRES @ 0.40 CFS/AC = 6.06 CFS
 10-01.28 ACRES @ 0.40 CFS/AC = 4.11 CFS

Flow From	Q ₁	Q ₂
FLOW FROM ROAD ACROSS SECTION A-A	14.84 CFS	168.44 CFS
FLOW FROM SW SWP ACROSS A-A	17.88 CFS	32.88 CFS
FLOW FROM SWP SWP ACROSS A-A	28.72 CFS	32.88 CFS
OVERLAND FLOW ACROSS SECTION A-A	10.17 CFS	4.11 CFS
TOTAL	71.61 CFS	348.71 CFS

CHANNEL LINING = CONCRETE (n=0.015)

2-YEAR WQFE SURFACE ELEVATION
 V₂ = 3.81 FT/S

10-YEAR WQFE SURFACE ELEVATION
 V₁₀ = 5.89 FT/S



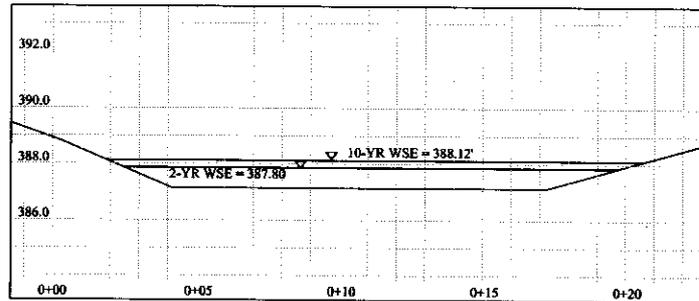
STORM OUTFALL SECTION B-B

Flow From	Q ₁	Q ₂
FLOW FROM SECTION A-A ACROSS B-B	161.13 CFS	168.44 CFS
FLOW FROM EX GP SWP ACROSS BLANCKE VALLEY	142.80 CFS	317.28 CFS
TOTAL	303.93 CFS	485.72 CFS

CHANNEL LINING = CONCRETE (n=0.015)

2-YEAR WQFE SURFACE ELEVATION
 V₂ = 3.81 FT/S

10-YEAR WQFE SURFACE ELEVATION
 V₁₀ = 5.89 FT/S



STORM OUTFALL SECTION C-C

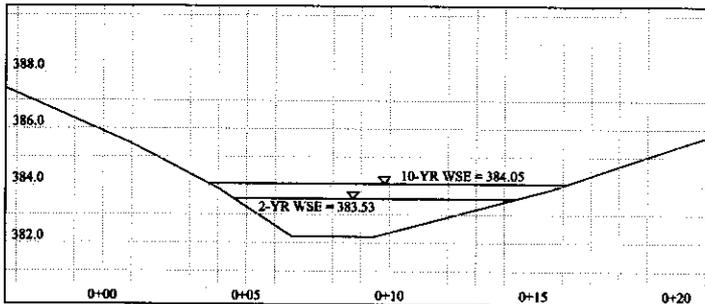
OVERLAND FLOW ACROSS SECTION C-C: 10-15.14 ACRES @ 0.40 CFS/AC = 6.06 CFS
 10-01.24 ACRES @ 0.40 CFS/AC = 4.90 CFS

Flow From	Q ₁	Q ₂
FLOW FROM SECTION B-B ACROSS SECTION C-C	141.86 CFS	168.72 CFS
OVERLAND FLOW ACROSS SECTION C-C	11.16 CFS	32.76 CFS
TOTAL	153.02 CFS	201.48 CFS

CHANNEL LINING = CONCRETE (n=0.015)

2-YEAR WQFE SURFACE ELEVATION
 V₂ = 3.81 FT/S

10-YEAR WQFE SURFACE ELEVATION
 V₁₀ = 5.89 FT/S

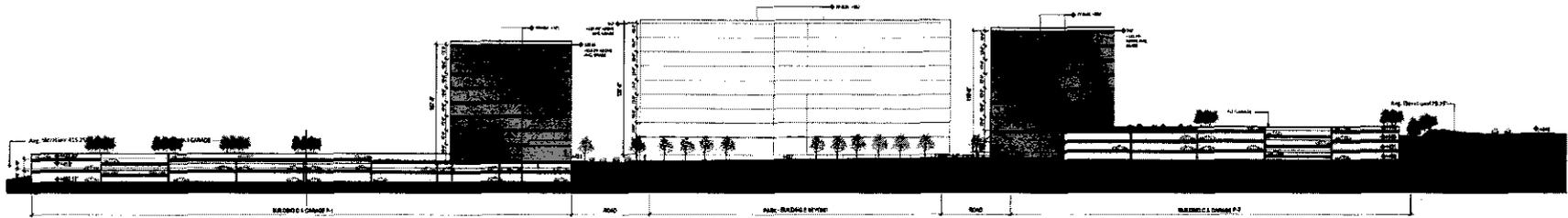


THESE SECTIONS SHOW THE ADEQUACY OF THE EXISTING OUTFALL CHANNEL. ANALYSIS CROSS-SECTION LOCATIONS SHOWN ON SHEET # 13.

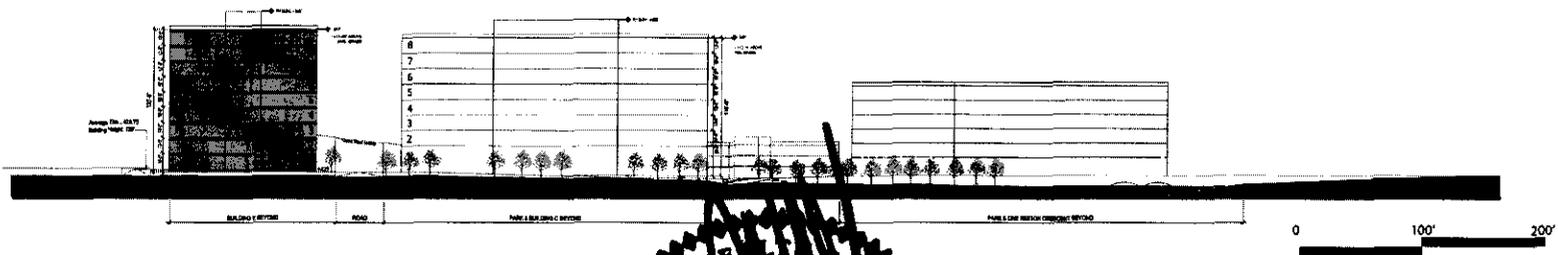
FOR INFORMATION PURPOSES ONLY
 REFERENCED FROM APPROVED
 PLAN# 8001-SP-02



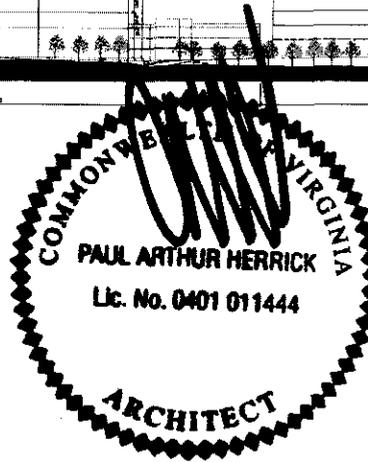
DATE: 10/1/00
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DESIGNED BY: [Name]
 PROJECT: RESTON CREST
 SHEET: 13 OF 14
 FILE NO: 8001-SP-02
 SCALE: AS SHOWN
 URBAN ENGINEERING & ASSOC., INC.
 7712 LITTLE RIVER TURNPIKE
 ANNANDALE, VIRGINIA 22003
 (703) 841-0000
 APPROVED BY: [Signature]
 DATE: 10/1/00
 OUTFALL ADEQUACY COMPUTATIONS
 RESTON CREST
 RESTON SECTION 904 BLOCK 1
 HAMPTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: AS NOTED
 C.I.N.A.
 SHEET 13 OF 14
 FILE NO. 8001-SP-02



SECTION 1: EAST - WEST



SECTION 2: NORTH - SOUTH



SITE SECTIONS

- OFFICE
- PARKING GARAGE

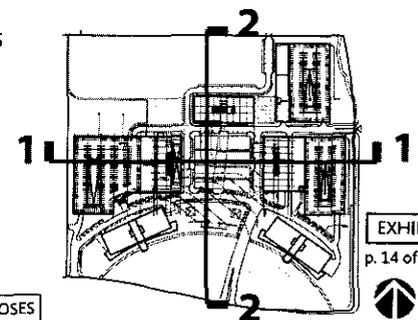
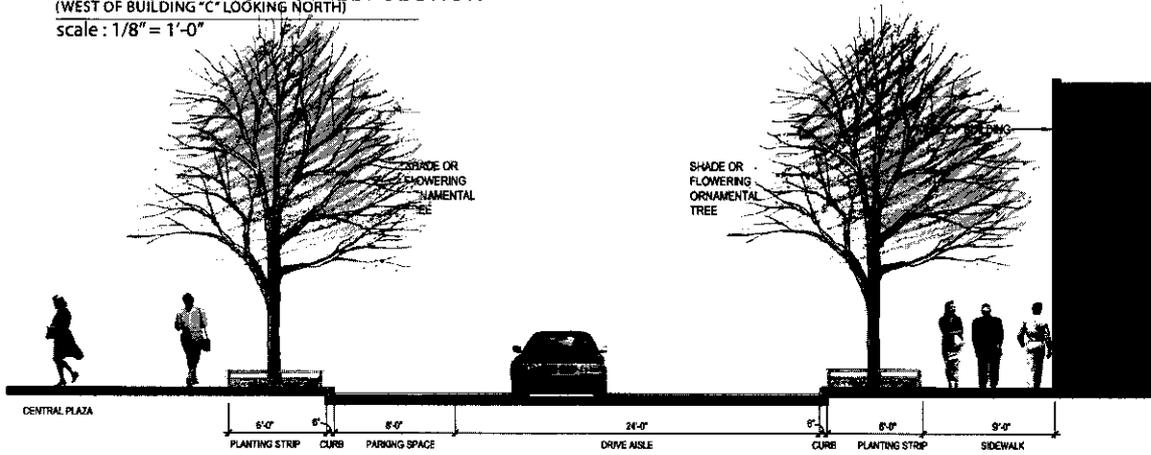


EXHIBIT
p. 14 of 20

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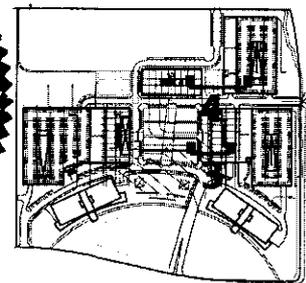
SECTION 3: TYPICAL STREET SECTION
 (WEST OF BUILDING "C" LOOKING NORTH)
 scale : 1/8" = 1'-0"



SECTION 4: SIDEWALK SECTION
 (EAST OF BUILDING "E" LOOKING NORTH)
 scale : 1/8" = 1'-0"

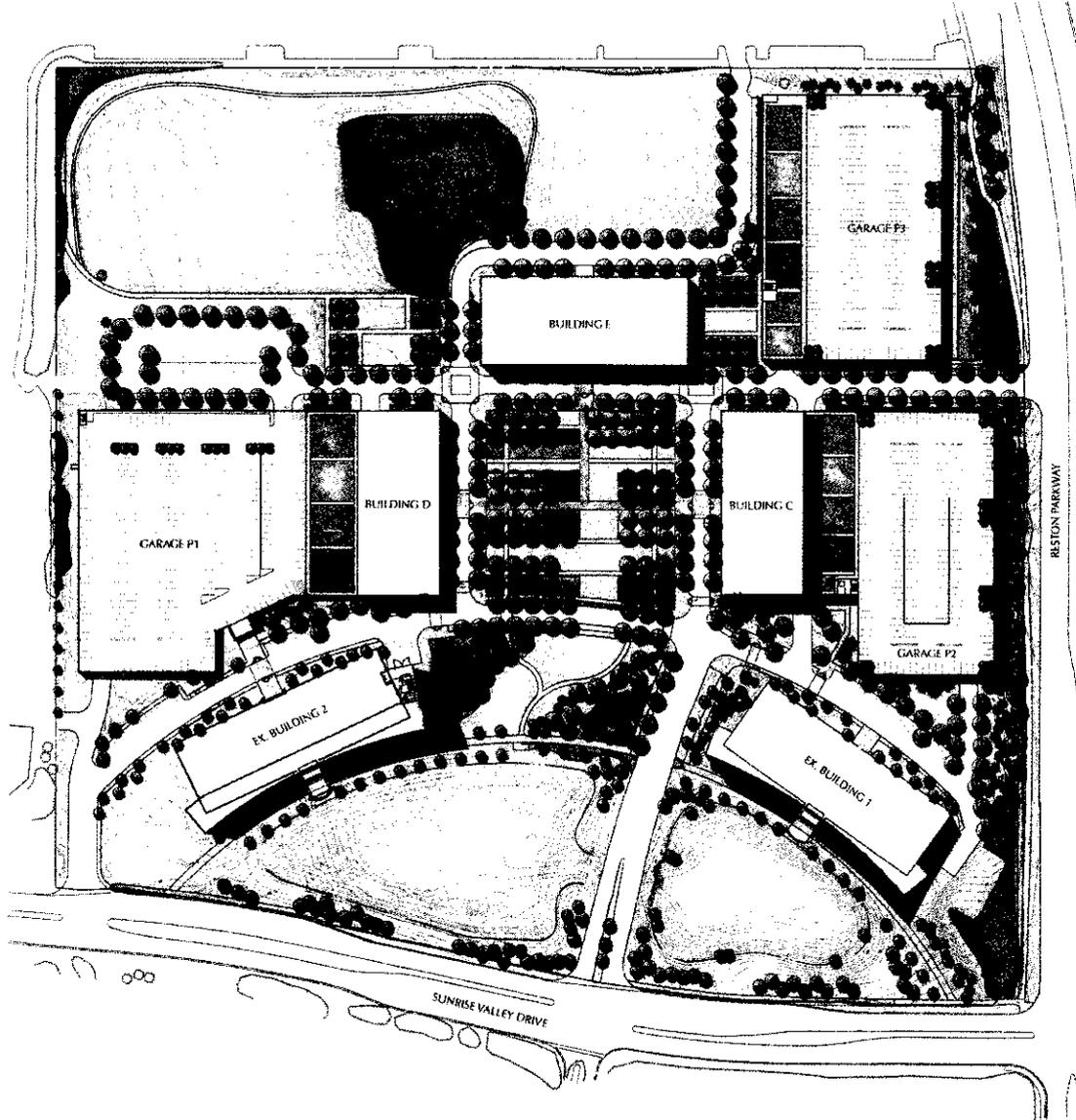
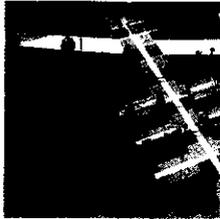


COMMONWEALTH OF VIRGINIA
 PAUL ARTHUR HERRICK
 Lic. No. 0401 011444
 ARCHITECT



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EXHIBIT p. 15 of 20



RESTON CRESCENT
Brookfield Properties

CONCEPTUAL ILLUSTRATION PLAN
PROPOSED OVERALL LANDSCAPE PLAN

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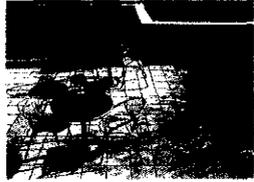


CONCEPTUAL

SE-1657
SHEET #18 OF 20

May 12, 2009

LEWIS SCULLY BOHNET ARCHITECTURE CONSULTANTS



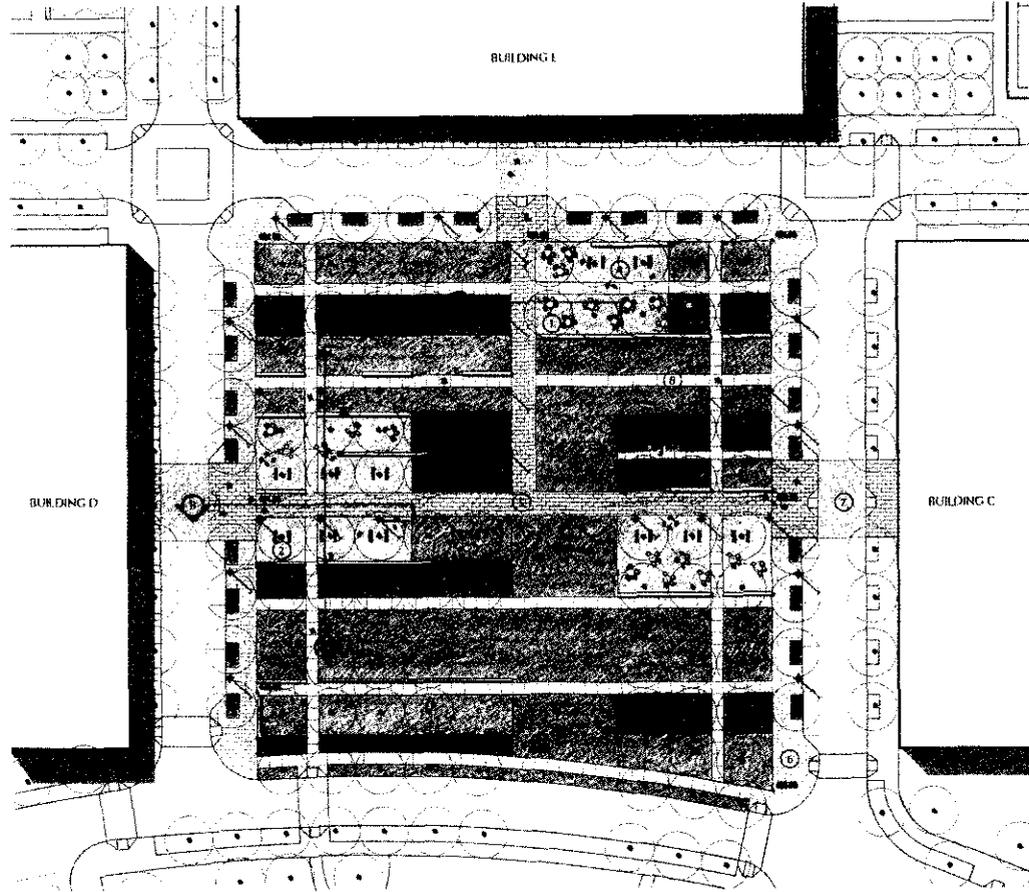
1 Tables & Chairs



2 Benches



3 Pole Lights



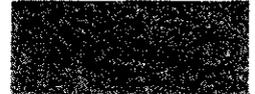
4 Aggregate Paving



5 Concrete Pavers - Type 1



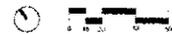
6 Concrete Pavers - Type 2

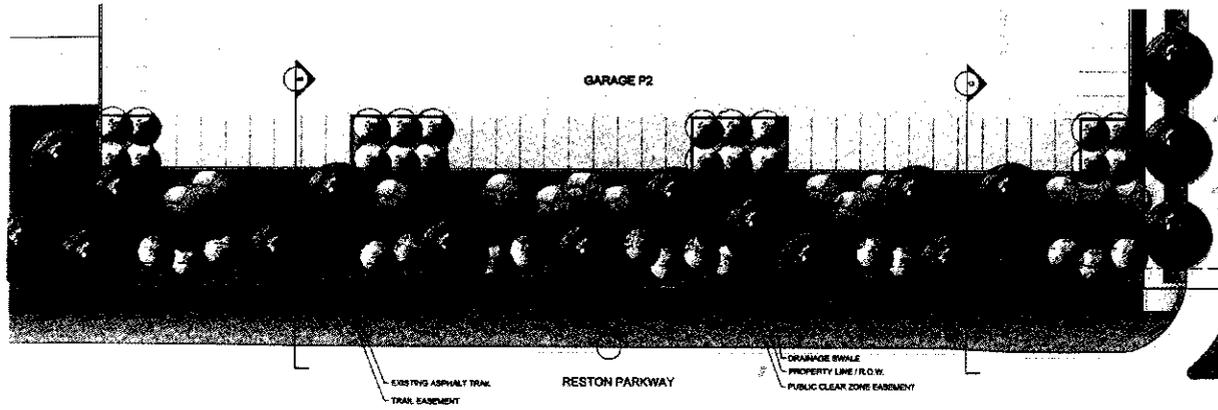


7 Brick Pavers



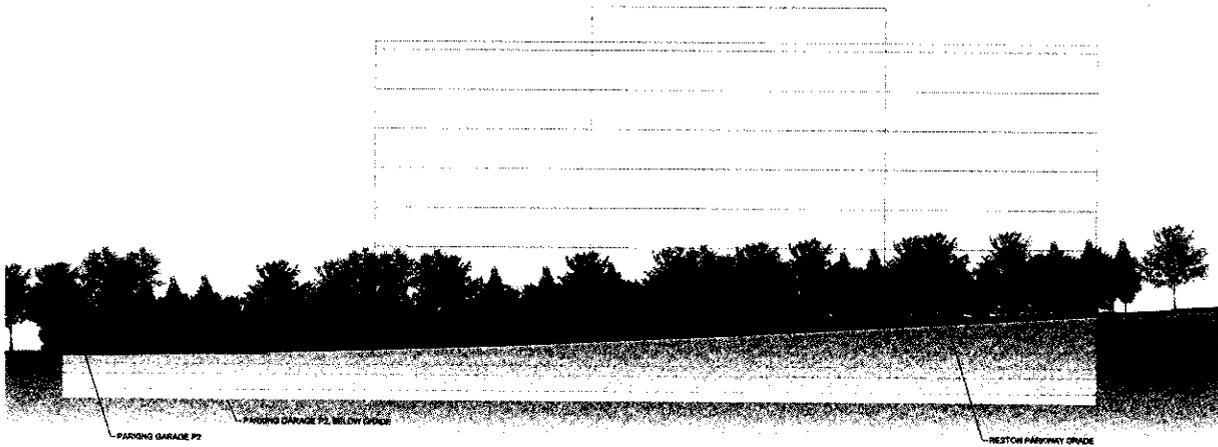
8 Scored Concrete Paving





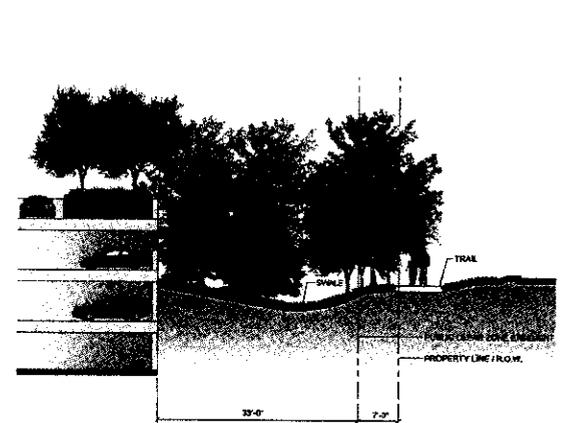
Plan
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0 4 8 16 24



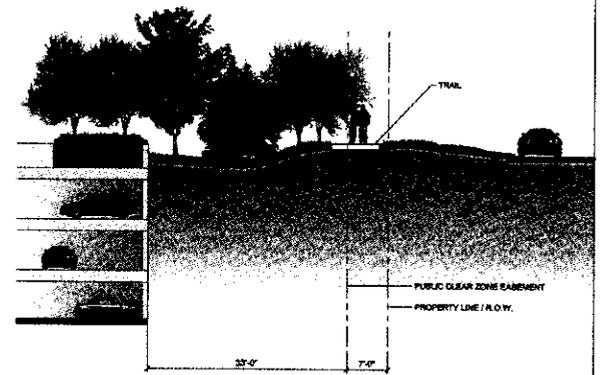
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1/16" = 1'-0"

0 4 8 16 24



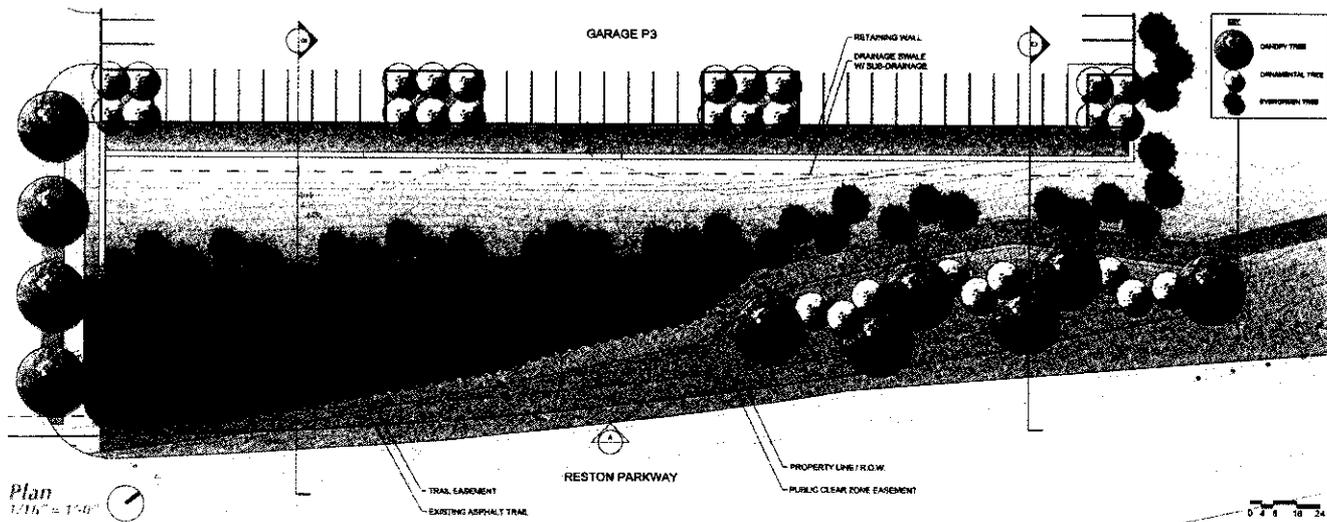
Section B
1/8" = 1'-0"

0 2 4 8 12

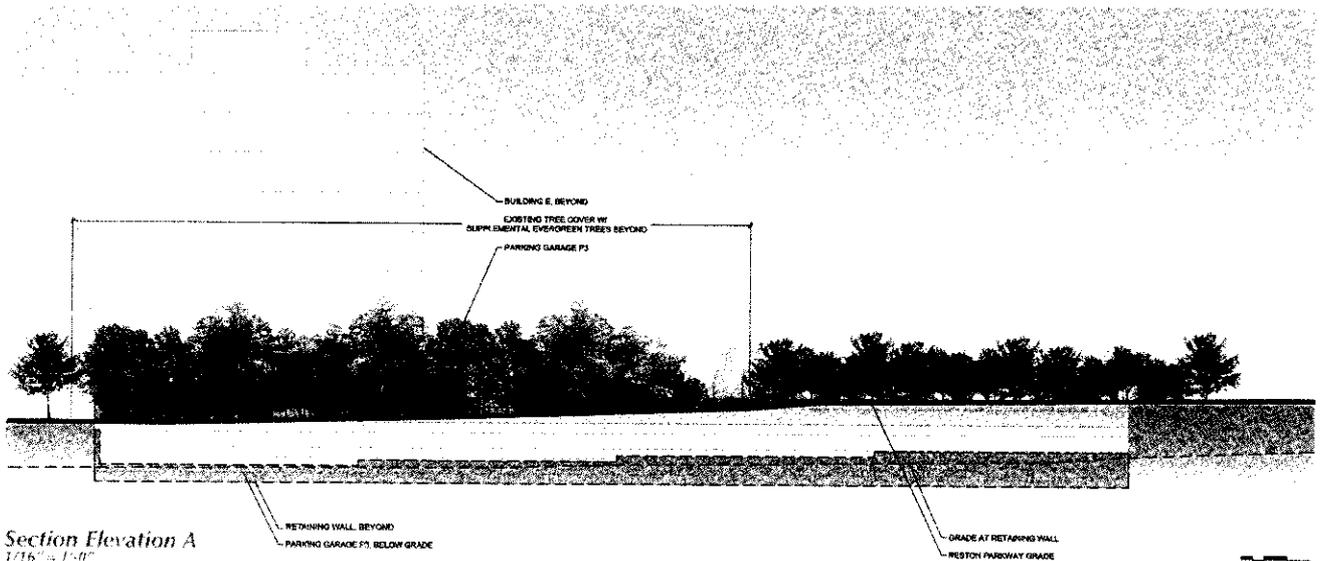


Section C
1/8" = 1'-0"

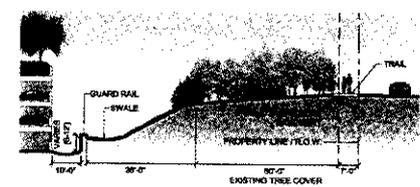
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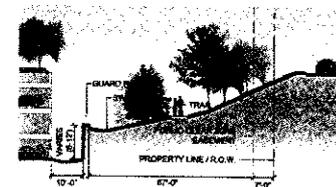
Plan
1/16" = 1'-0"



Section Elevation A
1/16" = 1'-0"



Section B
1/16" = 1'-0"



Section C
1/16" = 1'-0"

RESTON CRESCENT
Brookfield Properties

CONCEPTUAL ILLUSTRATION PLAN
PROPOSED NORTH LANDSCAPE BUFFER AT RESTON PARKWAY

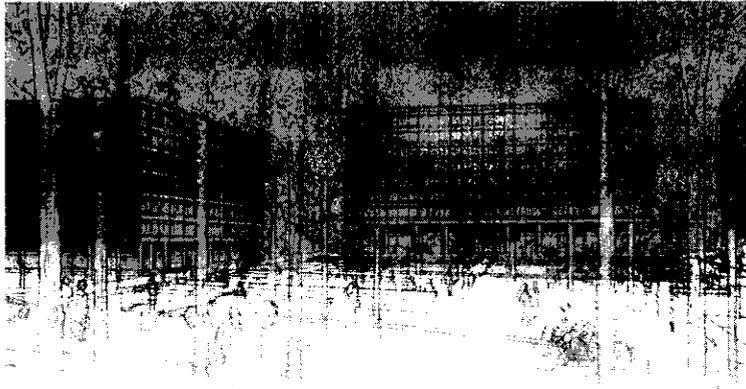
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CONCEPTUAL

SE 1692
SHEET #18 OF 20
May 12, 2009

EWING COLLETT ENGINEERS
DRAWING Gansler



Rendered architecture in view facing North



View facing North



View facing East



View facing SouthEast

Reston Crescent

Perspective Views

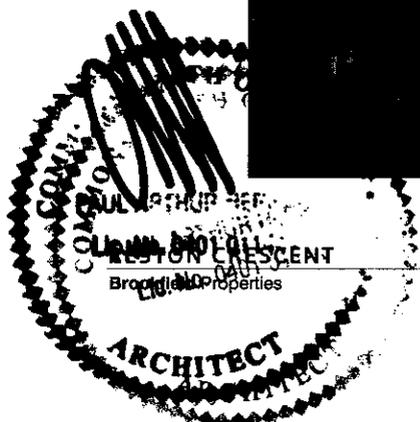
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EXHIBIT

p. 20 of 20

May 12, 2009

00 6399 000 Gensler



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

DESCRIPTION OF THE APPLICATION

Proposal:

The applicant requests approval of a special exception amendment to permit an increase in floor area ratio (FAR) from the 0.5 permitted by-right in the I-4 District to 0.7, and an increase in height from the 75 feet permitted by-right in the I-4 District, as laid out below. The application also proposes to increase the land area, from 20.89 acres to 36.08 acres. It should be noted that the entire land area has always been covered under one site plan (although the extra land was not included in the previous special exception applications), and the FAR for the site (including in the previous SE application) has always been calculated based on the total land area.

The application proposes a total of five office buildings with a maximum gross floor area (GFA) of 1,109,608 square feet, which equates to an FAR of 0.7 (including density reserved from right-of-way dedication). The specifics of each building are as follows:

	GFA	Height
Building 1 <i>existing; height increase approved by SE 01-H-027</i>	193,428 sq. ft.	78.96 feet / 6 stories
Building 2 <i>existing; height increase approved by SEA 01-H-027</i>	192,512 sq. ft.*	83 feet / 6 stories*
Building C <i>proposed</i>	210,128 sq. ft.	112.75 feet / 8 stories
Building D <i>proposed</i>	211,896 sq. ft.	113.75 feet / 8 stories
Building E <i>proposed</i>	301,644 sq. ft.	127 feet / 9 stories

* Building 2 approved for 231,458 sq. ft. and 84 feet in height

The northwest corner of the site is proposed to be left as open space with this application. This open space will serve the office tenants proposed today, with the expectation that higher density development could be added to that area via a rezoning in the future, to complement the future metro station which will be located in the Dulles Airport Access and Toll Road (DAART) to the north.

Waivers & Modifications Requested: none

LOCATION AND CHARACTER

The subject property is located at the northwest corner of the intersection of Sunrise Valley Drive and Reston Parkway. The property is developed with two existing six-story office buildings and associated parking and wet stormwater management ponds. As noted above, the existing office buildings have a gross floor area of 387,997 square feet. Parking is provided by a mixture of surface lots and a three-story, free-standing garage. Except for the Reston Parkway frontage, the site is cleared of tree cover. The site has two points of access onto Sunrise Valley Drive, and one, right-in/right-out access point onto Reston Parkway.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
North	Office Buildings	I-4	Office
South	Office Buildings	I-4	Office
East	Hotel and Retail	PRC	Residential Planned Community
West	Office Buildings	I-4	Office

BACKGROUND

- On March 12, 1960, the Board of Supervisors (BOS) rezoned approximately 192.46 acres, including the application property, to the I-P District, pursuant to rezoning case number B-847. No proffers were approved with this rezoning.
- In August 1978, with the implementation of the current Zoning Ordinance, the property was rezoned from the I-P District to the I-4 District.
- The property was not "grandfathered" pursuant to the Commercial and Industrial District amendments; therefore it is subject to a 0.5 FAR (with a 0.7 FAR allowed by Special Exception).
- Building 1 was constructed with an average building height above grade of 78.96 feet (3.96 feet above the I-4 maximum of 75 feet).
- SE 01-H-027 was approved by the BOS on January 7, 2002, for an increase in building height for Building 1 only. The SE covered Parcel 1B only, which then consisted of 20.89 acres.

- SEA 01-H-027 was approved by the BOS on January 7, 2002, for an increase in building height for Building 2, allowing up to 84 feet (9 feet in excess of the 75 foot limit). See Appendix 4 for approved conditions and plat. The SEA was filed on Parcel 1B only, but the conditions included a provision clarifying that the FAR was to be calculated on both Parcels 1A and 1B, because they were combined in one site plan. Two buildings (three-stories each with a combined gross floor area of 287,008 square feet) were located on Parcel 1A.
- The two previously existing buildings on Parcel 1A have since been removed from the site and replaced with open space and surface parking. An approved site plan shows the two existing buildings on Parcel 1B, a smaller, third building between them, an open space area in the center of the site, and the remainder of the site developed with surface and deck parking.

COMPREHENSIVE PLAN PROVISIONS (Appendix 5)

Plan Area:	Area III
Planning District:	Upper Potomac
Planning Sector:	Reston-Herndon Suburban Center
Plan Map:	Office
Plan Text:	

In the Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, as amended through June 30, 2008, Reston-Herndon Suburban Center and Transit Station Areas, on pages 47 and 48, the Plan states:

Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

See Appendix 5 for additional Plan text

ANALYSIS

Special Exception Plat (SE Plat) *Copy at front of staff report*

Title of SE Plat: Reston Crescent: Reston Section 904, Block 1
Prepared By: *Sheets 1-13: Urban, Ltd.*
Sheets 14-20: Gensler
Original and Revision Dates: May 8, 2008 as revised through May 12, 2009

The SE Plat consists of 20 sheets.

Sheet 1 is the title sheet and includes a sheet index, notes, overall tabulations, a vicinity map and the stormwater management narrative

Sheet 2 includes more detailed building and parking tabulations, illustrations of the angle of bulk plane, the stormwater checklist, and the archeology checklist.

Sheets 3 and 4 show the existing conditions for the southern and northern portions of the site, respectively (scale of 1" = 50')

Sheets 5 and 6 show the proposed layout of the site for the southern and northern portions of the site, respectively (scale of 1" = 50'), as further discussed below

Sheet 7 shows a pedestrian plan for the entire site (scale of 1" = 60')

Sheet 8 shows the landscape plan for the entire site (scale of 1" = 60')

Sheet 9 is the existing vegetation map for the entire site (scale of 1" = 60')

Sheets 10 through 13 include the stormwater management details for the site

Sheet 14 shows north-south and east-west cross sections through the site, showing grade changes and how parking decks fit into the buildings and grade

Sheet 15 shows typical street and sidewalk sections

Sheet 16 shows the overall landscape plan, with photographic examples of landscape details

Sheet 17 shows an enlargement of the central green, with additional details such as paving and seating

Sheets 18 and 19 show the plan view, elevation, and cross sections of the landscape area along the southern and northern portions of the Reston Parkway frontage, respectively

Sheet 20 shows illustrative renderings of the buildings and central green area

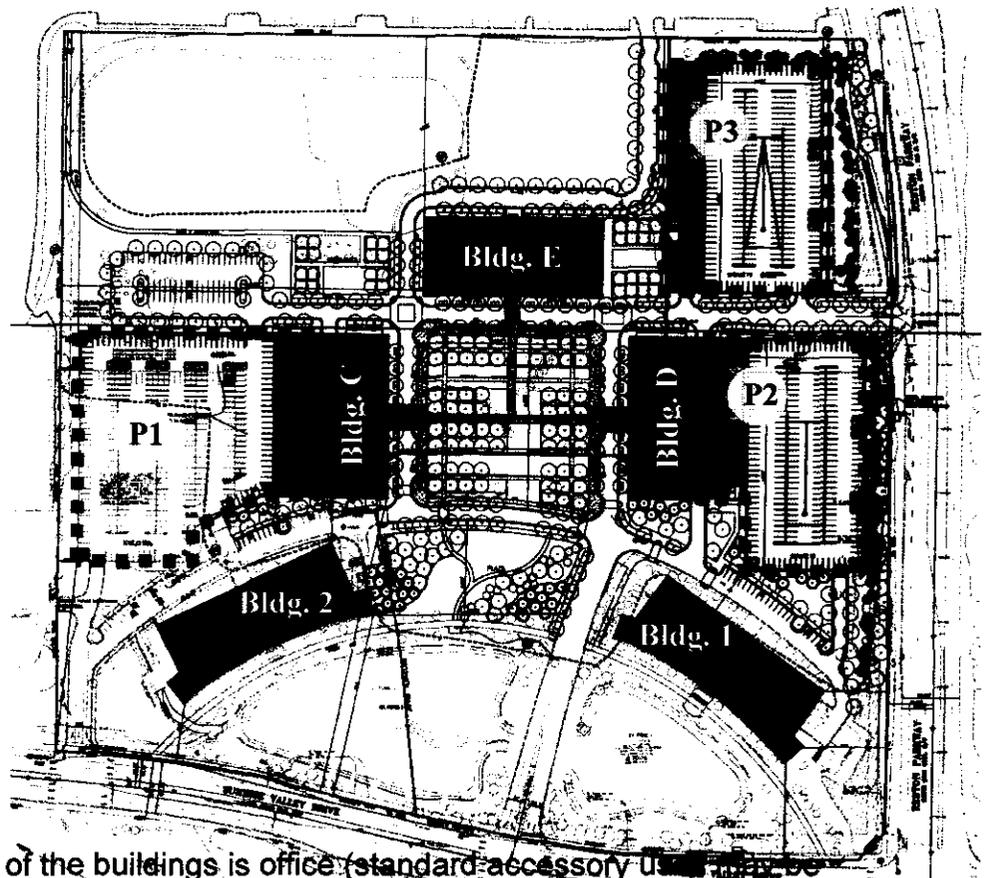
Buildings & Structures:

The SE Plat shows five buildings on the site, two existing and three proposed. Floor area and height details for each building are shown in the following chart.

		GFA	Height
Existing	Building 1	193,428 sq. ft.	78.96 feet / 6 stories
	<i>height increase approved by SE 01-H-027</i>		
Proposed	Building 2	192,512 sq. ft.*	83 feet / 6 stories*
	<i>height increase approved by SEA 01-H-027</i>		
	Building C	210,128 sq. ft.	112.75 feet / 8 stories
	Building D	211,896 sq. ft.	113.75 feet / 8 stories
	Building E	301,644 sq. ft.	127 feet / 9 stories

* Building 2 was approved for 231,458 sq. ft. and 84 feet in height but was not built to the maximums allowed

The existing buildings (Buildings 1 and 2) are located along the arced driveway through the southern portion of the site, facing Sunrise Valley Drive. The three proposed buildings would be located to the rear (north) of the existing buildings, facing onto a central green. As shown to the right, Buildings C and D would be located to the west and east of the central green (respectively), and Building E would front on the north side of the green. This building configuration would result in the largest and tallest buildings being located the closest to the future metro station (to be located in the Dulles Toll Road), with height and intensity stepping down from north to south through the site.



The proposed use for all of the buildings is office (standard accessory use may be provided in accordance with the Zoning Ordinance). The applicant has indicated,

however, that the first floor of each of the proposed buildings will be built to accommodate retail uses. The applicant's stated intent is to pursue a higher intensity zoning in the future to accommodate the planned metro stop and potential re-planning of the area to accommodate a mixed-use development. At that time, retail and other uses which might be allowed by such a rezoning could be accommodated in those buildings.

Parking is provided primarily in three structured decks (also labeled in the graphic above). All of the decks are located "behind" the proposed buildings, as seen from the central green. Deck P1 is located on the western property line, on the west side of proposed Building C (a portion of this deck is existing). Deck P2 is located on the eastern property line, adjacent to the southern portion of the Reston Parkway frontage, on the east side of proposed Building D. Each of these decks is designed such that the deck is attached to the building, and a portion of the parking is tucked under the building. This can be seen in the SE Plat on Sheet 14, which shows cross-sections of the site. Deck P3 is also located on the eastern property line, adjacent to the northern portion of the Reston Parkway, on the east side of proposed Building E. Deck P3 is a free-standing structure. All three decks are designed so that the portion of the top level closest to the adjacent buildings will have a "green roof" feature to soften the top of the structure and to provide some stormwater management treatment.

Roads & Access:

Access to the site is not proposed to change. Two points of access are provided to Sunrise Valley Drive along the southern frontage of the site, and one right-in / right-out only access is provided on Reston Parkway. Additionally, an existing interparcel access to the north is shown to be retained, and two points along the western property line are shown as future interparcel access points, should the adjacent parcel redevelop.

Additional pedestrian access is provided in the northwest corner of the site, to allow for interim pedestrian access to the future metro station area.

Open Space & Amenities:

The SE Plat notes that 30% of the site area will be open space. It should be noted that the applicant has not counted the large open area in the northwestern corner of the site as open space because of the expectation that that area will be redeveloped in the future.

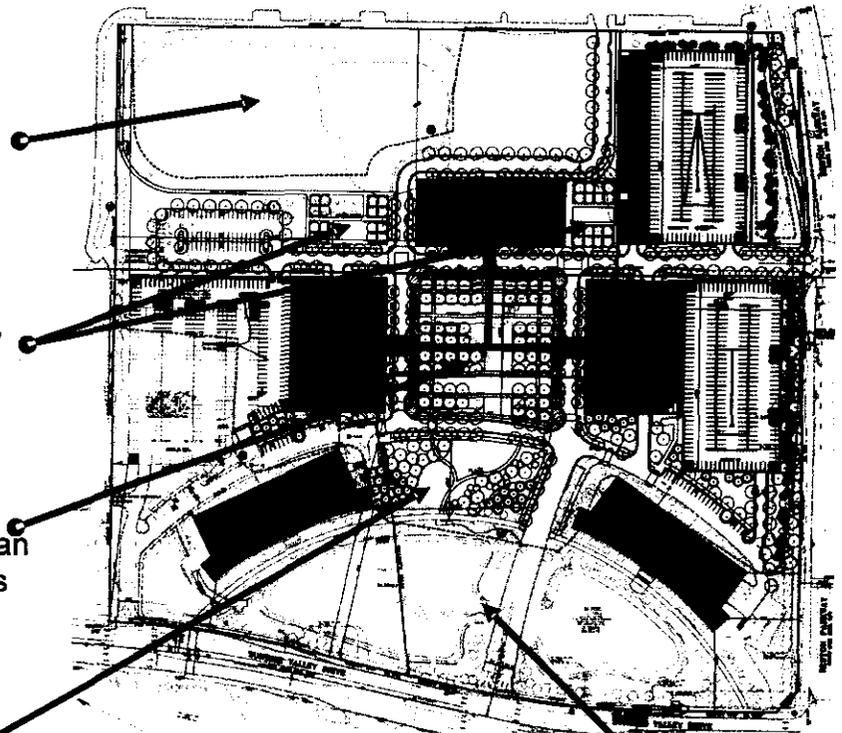
A variety of open spaces are provided on the property, offering opportunities for different uses including passive recreation (walking trails), seating and eating areas, gathering spots, and pleasant pedestrian access between buildings.

The northwestern corner is proposed to be left as an undeveloped open space at this time, with the expectation that the area will be re-planned and redeveloped at a later date. At this time, this area is shown with minimal amenities of some trails and peripheral trees.

Small plazas are shown on the east and west sides of the final building, Building E. These are primarily entryways for the building, with sidewalks and vegetation.

The central feature of the site is an open space designed to be an actively utilized area, serving to provide pleasant pedestrian connections between the various buildings as well as seating and gathering areas.

A less programmed green space is provided between the two existing buildings, serving as an entry feature as well as a connection between the formal green and the pond amenities.



At the southern end of the site, the existing stormwater management wet ponds are surrounded by trails.

Stormwater Management

As noted previously, the site has two existing stormwater management ponds that also serve as site amenities. These existing ponds were designed to accommodate the currently proposed development, thus no additional facilities are necessary. It should be noted, however, that the three parking decks are provided with partial green roofs, which could be designed to provide additional stormwater benefits.

Land Use Analysis (Appendix 5)

As noted, the applicant is seeking approval to amend an existing special exception to allow an increase in height and in development intensity, from 0.5 to 0.7 FAR. As note, the applicant has also provided conceptual drawings showing future phases of development to coincide with the planned Phase II of the Dulles MetroRail extension. At this time, preliminary engineering for Phase II has been accomplished at the approximate 50 percent level. Based on the existing plans for the location of a future Reston Parkway Metrorail station, the northern portion of the site will be within a ¼ radius of the future station, and the majority of the site (including that area under consideration with this application) will be within a ½ mile radius of the station.

The subject property is located in Land Unit E, Sub-unit E-5 of the Reston-Herndon Suburban Center and Transit Station Areas (TSA). The applicant has submitted Plan nomination 08-III-24UP as part of the North County Area Plan Review (APR) which requests to increase the E-5 sub-unit's planned intensity under the Rail-oriented Residential Mixed Use Option from a 2.0 FAR on the five acres nearest rail to a 2.0 FAR for the entire sub-unit. The E-5 sub-unit consists of the subject property's 36 acre site plus several additional acres held by another landowner. This nomination along with several other nominations located within the Reston-Herndon Suburban Center and Transit Station Areas have been held over for special study. The current application is not dependant on the proposed plan amendment, but seeks to develop the property in accordance with the current Plan text.

Staff nominated APR 08-III-14UP, which also encompasses Sub-unit E-5, is scheduled to be considered by the Fairfax County Board of Supervisors on July 13, 2009. This amendment seeks to correct an editorial error that occurred when Land Unit E was subdivided into sub-units via a plan amendment in 2001. At that time, the plan text relating to the conditions for approval of an FAR of 0.7, which applied to the land area which became sub-units E-4 and E-5, was inadvertently not included in the E-5 plan text. The Plan designation of 0.7 will not change with this editorial amendment; which will not affect the current request.

Use and Intensity: The Comprehensive Plan states that the land unit is planned for office uses up to a .70 FAR. The applicant is proposing three new office buildings in addition to two existing buildings for a combined FAR of 0.7. The final development will step down in height from nine to six stories as the distance increases from the planned metrorail station, with the applicant's anticipation that the undeveloped northwestern portion of the site, closest to the planned station, will eventually redevelop with additional uses and intensity. Additionally, the applicant has indicated that with such future redevelopment of the site, under a rail-oriented Plan option, the three new office buildings surrounding the central green will have ground level retail uses fronting the street. To coincide with the planned extension of rail near this site, a mix of uses to include such ground level retail is recommended. Staff believes that the proposed use and intensity are in conformance with the Comprehensive Plan.

Urban and Street Design: This area has been predominantly developed with suburban style office parks. With this proposal, the applicant has begun to create a more urban form for the development, with an internal street grid at a scale that facilitates pedestrian and cyclist movement while still providing for vehicular circulation, street-oriented buildings facing a central plaza and common green area, and parking structures located to the rear or side of the proposed buildings along the exterior of the site. The applicant has shown two possible interparcel connections to the west on the development plan and provided conceptual plans showing future redevelopment of the vacant portion of the site located closest to the planned metrorail station. Until such redevelopment occurs, the SE Plat shows a seven foot wide asphalt walk to be provided from the proposed development to the station. Staff has indicated to the applicant the expectation that additional interparcel connections along

the northern boundary will be provided when either the subject site or parcels to the north are redeveloped, to decrease the size of the block in that area and encourage pedestrian travel.

To demonstrate the proposed design of the development, the applicant has provided site cross-sections, street sections, an overall landscape plan and details, and perspective renderings.

Parking: The applicant proposes to provide 3,818 parking spaces, 931 spaces over the amount required by the Zoning Ordinance. As this site is located in a planned transit station area, staff has expressed concern about the large amount of parking that is proposed. A reduction in parking could result in an expanded setback of Garage P2 from Reston Parkway, so that it is more in line with the eastern boundary of Garage P3, which would allow for additional preservation of the existing treed buffer. If the applicant does not reduce the amount of parking substantially, it is recommended that some of the parking required for any future development on the northeast corner of the site (which would require an approved Plan amendment and a zoning revision) be accommodated in the parking structures proposed with this application. The applicant has minimized the amount of surface parking and provided on-street parking surrounding the central green in keeping with the County's transit-oriented development guidelines.

Landscaping: The applicant proposes extensive landscaping along the streets and within the proposed plaza, central green and green space areas. Almost all of the existing treed buffer along Reston Parkway will be removed in order to construct two parking structures. The buffer between the garages and existing trail will be replaced with a combination of evergreen and canopy trees. A small tree preservation area is shown along Reston Parkway to the north of the existing access point. Additionally, the applicant has proposed green roofs on the portions of the three parking structures closest to the buildings to provide visual relief for the office employees.

Pedestrian Connectivity: An open space and circulation plan has been provided that shows an extensive sidewalk plan connecting the two existing buildings and three proposed buildings with the proposed open space areas, street frontages, adjacent parcels and the planned metrorail station. Staff feels that this issue has been adequately addressed.

Phasing: The applicant has indicated that the three new buildings will be constructed over time. Because the new buildings will require the removal of existing parking lots (currently serving the existing buildings), they have indicated that those areas shown as open space amenities (specifically the formal central green and less formal green space between the two existing buildings) will be utilized as temporary parking during construction of each phase or building. While staff does not object to such use in concept, it is vital that open space amenities be provided prior to the final development, and that, when not needed for parking, these areas be available to serve the on-site population as intended, as open space. Therefore, the applicant has

provided staff with a proposed phasing plan to demonstrate how site development, temporary parking and the provision of open space amenities will be developed over time. Staff is comfortable with this proposal, and has further proposed development conditions which will require the edges of the open space areas to be installed with the initial phase (and maintained), and that those areas utilized for temporary parking will be returned to open space use at the end of each phase of development. With the imposition of these conditions, staff feels this issue has been adequately addressed.

Transportation The applicant has proposed a transportation demand management (TDM) program for the site to encourage reduced vehicular traffic to the site. The applicant proposed to reduce vehicle trips generated by the existing and proposed office buildings by 15% during both the AM and PM peak hours, with an increase in the reduction to 25% when rail is available. Additionally, the applicant has indicated on the development plan areas for covered bicycle parking within each of the parking structures. The adequacy of the transportation improvements is discussed below, in the transportation analysis.

Environmental Analysis (Appendix 5)

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the county's remaining natural amenities.

Water Quantity and Quality: The subject property is located in the Sugarland Run watershed. The applicant proposes to address the stormwater management (SWM) and best management practice (BMP) requirements through two existing, on-site wet ponds located along Sunrise Valley Drive. The site will meet the phosphorus removal requirement with calculations showing a 47.2% removal rate, which is in excess of the required 40%. Both ponds will reduce peak flows for the two year and ten year storm events to at least pre-developed conditions, and will also provide adequate BMP storage to meet the county's requirements. The proposed development will not alter the existing outfall analysis from a site plan approved in 2006. As noted in the Stormwater Management Analysis by DPWES (Appendix 8), there are no issues raised by this proposal. It should be noted, however, that the applicant should correct the outfall narrative which refers to existing and proposed wet ponds; both wet ponds have already been constructed.

Green Building Design: The Board of Supervisors has adopted a Comprehensive Plan amendment and Board Policy which recommends that new development in growth areas commit to certification through the *Leadership in Energy and Environmental Design Green Building Rating System of the U.S. Green Building Council (LEED)*, or some equivalent program. The application property is in a growth area and is expected to comply with the Board's Policy.

The applicant has committed to attaining basic LEED certification for each of the three proposed buildings. The applicant should post a green building escrow equivalent to \$2 per square foot for each building prior to site plan approval that will be released upon demonstration of attainment of LEED certification within one year of the issuance of the first non-residential use permit for each building. It is recommended that the applicant commit to including a LEED-accredited professional as a member of the design team. As part of the project's site plan and building plan submissions, a list of specific credits that the applicant anticipates attaining within the most current version of the USGBC LEED rating system should be provided. In addition to making a firm commitment to attaining LEED certification and providing a green building escrow, the applicant should also commit to providing a green building maintenance reference manual that will be prepared and distributed to the future building occupants.

The applicant is encouraged to pursue LEED-Silver certification for all three office buildings. If the applicant commits to meeting the LEED-Silver precertification requirements and provides documentation of attainment of precertification from the USGBC to the Environment and Development Review Branch of the Department of Planning and Zoning prior to building plan approval for each building, the green building escrow may be waived. In addition, prior to site plan approval, the applicant should designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning as a team member in the USGBC's LEED Online system. As a team member, County staff will be able to review project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

Staff has proposed development conditions addressing these issues. With the imposition of these conditions, this issue is addressed.

Transportation Analysis (Appendix 6)

Transportation Demand Management (TDM): The applicant initially provided draft conditions proposing TDM measures for the subject property that committed to a 15% reduction in vehicle trips. The following critical issues were identified to the applicant:

1. No remedy or penalty provisions were provided, should the reduction goal not be met. Such provisions should be redundant, to ensure their effectiveness.
2. Although the current application is being sought under Plan text that is not rail-dependant, the development is less than ½ mile from a proposed metrorail station that will almost certainly be constructed in the same time frame as this development. The applicant was therefore asked to increase the vehicle trip reduction goal at such time as rail is extended to the Reston Parkway station.
3. The applicant's initial proposal did not initiate TDM provisions until the issuance of the Non-residential Use Permit. Staff believes that the TDM program should

be initiated earlier in the development of the site, so that the program is up and running when the site is occupied.

To address staff's issues, the applicant revised their proposal to include a remedy for the TDM program, and to increase the reduction goal (without penalties) to 25% at such time as rail service is available at the adjacent rail station. To simplify tracking for the application, staff has proposed the use of mode-split goals instead of vehicle reduction. This will allow the applicant to use surveys rather than the more expensive, more complex traffic counts. Staff has further recommended a tiered goal for the "pre-rail" circumstance, with a 10% non-single occupancy vehicle (non-SOV) mode split goal with the first new building, a 12.5% non-SOV mode split goal with the second, and the 15% non-SOV mode split goal only required when all three of the proposed new buildings are constructed. Staff continues to recommend that the TDM program be in place prior to the issuance of the first Non-RUP, and has revised the applicant's proposed development condition accordingly. With the proposed development conditions found in Appendix 1, staff believes this issue has been addressed.

Parking: As noted in the Land Use Analysis, the proposed development is over-parked by more than 900 spaces. Transportation staff also recommends that a commitment be made to share this parking with later phases of development. The applicant had proposed conditioning a market study after rail, but staff believes that, without very specific methodology and commitments (which are difficult, if not impossible to accurately include at this time), such a condition would be a meaningless exercise.

Roadway Improvements: The applicant has submitted a 527 traffic impact analysis (See Appendix 7), and proposed a number of improvements to the surrounding network to address their anticipated traffic generation.

1. *Reston Parkway/Sunrise Valley Drive* – The applicant should construct the full improvements outlined in their consultant's traffic analysis, subject to Virginia Department of Transportation (VDOT) approval. If VDOT does not approve the proposed improvements for installation at this time, an escrow reflecting their full value should be provided.
2. The applicant has indicated agreement to a commitment to widen Reston Parkway on the frontage of the site and provide a right-turn lane, prior to the last Non-RUP for the final office building. Staff would prefer to see this improvement occur earlier in the site development.
3. The right-in/right-out entrance to Reston Parkway should be designed to minimize the ability to weave across traffic lanes to access the left turn lane at Sunrise Valley Drive.

Staff has proposed development conditions addressing these issues. Staff recommends that the commitment to widen Reston Parkway occur prior to the first

Non-RUP for the final office building to allow construction to occur concurrently with the building, and to enable the commitment to be more easily tracked.

Bicycle Facilities: On-site bicycle facilities for both employees and visitors should be provided. Facilities for employees, in particular, should be secure (such as lockers, bike cages or bike rooms). The applicant has provided locations for bicycle parking in each of the three new garages; staff has complemented this designation on the plat with a condition providing bicycle parking ratios, and clarifying that bike parking for employees must be secure.

Bus Stops: The applicant has indicated agreement to a commitment to provide concrete bus stop pads proximate to the site. Easements for the pads should also be provided if necessary; staff has included the provision of easements in the proposed development conditions.

Access to Future Metrorail: Access between the subject property and the parcel to the north adjoining the future WMATA rail station has been discussed with the applicant. As noted in the Land Use Analysis, staff is seeking enhanced vehicular access to further a 'grid' network as well as direct pedestrian access to the future station. The applicant has indicated their support for both initiatives; however, they are reluctant to grant unilateral access easements at this time. There is agreement that pedestrian access is most critical, and that additional vehicular access can and should be provided at such time as the northwestern corner of the site redevelops. With the current proposal, the applicant has agreed to provide the pedestrian access to the northwestern corner of the site with the first phase of the site development.

ZONING ORDINANCE PROVISIONS

Bulk Standards (I-4)		
Standard	Required	Provided
Lot Size	20,000 square feet	36.08 acres
Lot Width	100 feet	1,303 feet
Building Height	75 feet	Building 1: 78.96 ¹ Building 2: 83 feet ¹ Building C: 112.75 feet ² Building D: 113.75 feet ² Building E: 127 feet ²
Front Yard	45° ABP, not less than 40 feet Building 1: 78.96 feet Building 2: 83 feet Building C: 112.75 feet	Building 1: 96 ft (Reston Pkwy); 148 ft (Sunrise Valley Dr) Building 2: 99 ft (Sunrise Valley Dr) ³ Building C: 295 ft (Reston Pkwy) Garage P2: 40 ft Garage P3: 69 ft (Reston Pkwy)

Bulk Standards (I-4)		
Standard	Required	Provided
FAR	0.50	0.70 ⁴
Open Space	15%	30% ⁵
Parking Spaces	2,887 spaces	3,818 spaces
Transitional Screening & Barrier: none required		

- ¹ Increase in height approved with SE 01-H-027 and SEA 01-H-027
- ² Increase in height requested with this application
- ³ 74 feet to a one-story portion of the building which fits under the angle of bulk plane
- ⁴ Increase in FAR requested with this application
- ⁵ Open Space in NW corner of the site not included in Open Space calculation (see Sheet 7)

Special Exception Requirements (Appendix 9)

General Special Exception Standards (Sect. 9-006)

Provisions for Approving an Increase in Building Heights (Sect. 9-607)

Increase in FAR (Sect. 9-618)

General Special Exception Standards (Sect. 9-006)

The General Special Exception Standards require that the proposal be in harmony with the Comprehensive Plan, that there be a finding of no significant negative impacts on surrounding properties, and that safe and adequate vehicular and pedestrian access be provided. As stated, the applicant's proposal is in conformance with the Comprehensive Plan recommendations for the site. No transitional screening or barriers are required, and the site exceeds the required minimum open space. Access to the site will be changed only minimally from that existing today, with the applicant's proposed improvements expected to address the increased traffic from the site. Therefore, staff believes that, as conditioned, the proposal satisfies all of the General Special Exception Standards.

Provisions for Approving an Increase in Building Heights (Sect. 9-607)

Paragraph 1 requires that the proposal be in harmony with the policies in the Comprehensive Plan. As stated, the proposal raises no land use issues, and staff believes this issue to be addressed.

Paragraph 2 requires that the proposal not be detrimental to the character and development of adjacent lands. While metrorail is not yet constructed to the site, it is expected in the relatively near future. In anticipation of rail, the applicant (and others) have proposed new Comprehensive Plan text to increase the density, and staff has proposed a special study of the area to fully address the coming changes. It is staff's

opinion that the increase in height is in keeping with the office development in the area, and the expected future rail, and would not be detrimental to surrounding properties.

Paragraph 3 requires that the remaining regulations for the zoning district be satisfied. The proposal meets all other standards; no variances or waivers are required or requested. This standard is satisfied.

Increase in FAR (Sect. 9-618)

The Zoning Ordinance states that the Board may approve a special exception to allow an increase in the maximum permitted floor area ratio in the I-5 District, in accordance with the maximum set forth in the Zoning Ordinance. There are no additional standards set forth with this section. The requested maximum FAR of 0.7 is in accord with the limits in the Zoning Ordinance, and with the Comprehensive Plan.

Summary of Zoning Ordinance Provisions

All applicable standards have been satisfied with the proposed development conditions.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant seeks to amend an existing special exception (for an increase in height) to allow additional proposed buildings to also be increased in height, and to allow an increase in floor area ratio. The site has been designed to accommodate future development, if the Comprehensive Plan is amended to allow such intensification (which is likely, given the future metrorail station to be located less than ¼ mile from the site). With the imposition of the proposed development conditions, staff is satisfied that the development is addressing the standards of the Zoning Ordinance and the Comprehensive Plan.

Recommendations

Staff recommends approval of SEA 01-H-027-2, subject to conditions consistent with those contained in Appendix 1.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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 Board of Supervisors.

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Approved Plat and Conditions, SEA 01-H-027
5. Plan Citations, Land Use and Environmental Analysis
6. Transportation Analysis
7. VDOT 527 Review memo
8. Stormwater Management Analysis, DPWES
9. Zoning Ordinance Provisions
10. Glossary of Terms

DEVELOPMENT CONDITIONS**SEA 01-H-027-2****June 10, 2009**

If it is the intent of the Board of Supervisors to approve SEA 01-H-027-2 located at 12000 and 12010 Sunrise Valley Drive, Tax Map 17-3 ((8)) 1A1 and 1B, previously approved for an increase in building height, to permit an increase land area, an increase in building height and an increase in FAR pursuant to Sects. 9-607 and 9-618 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions, which supersede all previously approved conditions (those conditions carried forward from the previous approval are marked by an asterisk *):

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land. *
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions. *
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "SEA 01-H-027-2," prepared by Urban Ltd., and dated March 2008 as revised through May 12, 2009, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. The heights of the buildings on the site shall be limited to the maximums in the following chart, as depicted on the SE Plat (exclusive of structures provided in accordance with Sect. 2-506 of the Zoning Ordinance).

	Height
Building 1	78.96 feet
Building 2	83 feet
Building C	113 feet
Building D	114 feet
Building E	127 feet

5. As depicted on the SE Plat, the Floor Area Ratio shall not exceed 0.7.

6. A landscape plan shall be submitted concurrent with each site plan for review which shall provide for the number, sizes and locations of trees and plantings consistent with that shown on the SE plat and the additional requirements of these conditions. The landscape plan shall be subject to the review and approval of Urban Forest Management (UFM). Minor modifications may be permitted by UFM to the extent that these do not change the designations of individual trees, or result in significant physical impacts to the areas designated to be left undisturbed.
7. The two landscaped open space areas designated on the SE Plat as the Central Green and the Lower Central Green may be utilized for temporary parking during construction with the following conditions:
 - A. Prior to issuance of a Non-RUP for the first new office building, curb and gutter, sidewalks, and trees within a planting area a minimum of eight feet in width, shall be installed around the outside edge of each area to create the outlines of the Central Green and the Lower Central Green. Trees may be spaced to allow for temporary vehicular access. Grass (or other landscaping materials) and temporary pathways and seating areas shall also be installed to permit use of the Central Green and the Lower Central Green during periods of no construction.
 - B. During construction of the second office building, the temporary facilities and landscaping in the interior of the Central Green and the Lower Central Green may be removed and the areas used for temporary surface parking and construction staging. The features installed pursuant to Par. A above shall be maintained. Upon completion of construction of the building, temporary seating and removable landscaping shall be restored in the Central Green and permanent landscaping and hardscape shall be installed in the Lower Central Green, as shown on the SE Plat.
 - C. During construction of the third and final office building, the temporary facilities and landscaping in the interior of the Central Green may be removed and the area used for temporary surface parking and construction staging. The features installed pursuant to Par. A above shall be maintained. Upon completion of construction of the building, permanent landscaping, hardscape and amenities shall be installed in the Central Green, as shown on the SE Plat
8. All lighting shall be in conformance with Part 9 of Article 14 of the Zoning Ordinance.
9. All signage shall be in conformance with Article 12 of the Zoning Ordinance.
10. An application for certification under the U.S. Green Building Council's ("USGBC") Leadership in Energy and Environmental Design ("LEED") Green Building Rating System shall be filed for each new office building constructed on the Property.
 - A. Prior to building plan review for each new office building, an agreement shall be executed and a bond posted, as a "Green Building Escrow," in the form of cash or

a letter of credit from an institution acceptable to DPWES in an amount equal to \$2.00 per square foot of development, to be held in an escrow account by the County to ensure compliance with this Development Condition. This escrow shall be in addition to, and separate from, other bond requirements and shall be released to the Applicant upon the applicable building's certification under the LEED rating system by the USGBC. A letter or other documentation from the USGBC stating that the building has obtained LEED certification shall be sufficient to demonstrate compliance with this Development Condition. In the event documentation of the Property's certification under the LEED rating system is not produced within one year following the issuance of the first Non-RUP for the office building for which such escrow was posted, then the escrow shall be released to Fairfax County as the sole remedy available for the building's failure to secure LEED certification under this Development Condition and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.

If the Applicant provides documentation from the U.S. Green Building Council (USGBC) demonstrating, to the satisfaction of the Environment and Development Review Branch of the Department of Planning and Zoning (EDRB), that USGBC completion of the review of the LEED Certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the Zoning Administrator may agree to a later date for documentation from the USGBC stating that the applicable building has obtained LEED certification. No release of escrowed funds shall be made to the Applicant or the County during this time extension unless the Applicant provides documentation from the USGBC to EDRB regarding the completion of the review of the LEED Certification application and any appeals.

- B. The applicant shall include a LEED-accredited professional as a member of the design team.
- C. As part of the project's site plan and building plan submissions, a list of specific credits that the applicant anticipates attaining within the most current version of the USGBC LEED rating system shall be provided.
- D. The applicant shall prepare a green building maintenance reference manual for distribution to future building occupants.
- E. Option for LEED Silver Designation: Notwithstanding the foregoing, an application for a LEED Silver designation of each new office building may be filed in lieu of an application for base certification. If the applicant commits to meeting the LEED Silver precertification requirements, and provides documentation of attainment of precertification from the USGBC to the Environment and Development Review Branch of the Department of Planning and Zoning prior to building plan approval for each building, no Green Building Escrow shall be required for that building. The decision to apply for a LEED Silver designation of

each new office building instead of base certification shall be made by the Applicant, in its discretion, prior to submission of a building permit application for that building. If LEED Silver certification is sought, the applicant shall designate the Chief of EDRB as a team member in the USGBC's LEED Online system, with privileges to review the project status and monitor the progress of all documents submitted by the project team only. This team member will not be assigned responsibility for any LEED credits, and will not be provided with the authority to modify any documentation or paperwork.

11. Road Improvements:

- A. Reston Parkway/Sunrise Valley Drive. Prior to the issuance of the first Non-RUP for the first new office building constructed on the Property, the eastbound approach of Sunrise Valley Drive at Reston Parkway shall be widened to provide dual left-turn lanes, an exclusive through lane, and a shared through/right-turn lane, subject to Virginia Department of Transportation ("VDOT") approval. In conjunction with the improvements to the eastbound approach, the westbound approach of Sunrise Valley Drive at Reston Parkway shall be re-striped to provide dual left-turn lanes, an exclusive through lane, and an exclusive right-turn lane, subject to VDOT approval. If VDOT does not approve the intersection improvements indicated in this Condition, an escrow, equivalent to the cost of the improvements, including any utility relocations, as determined by DPWES, shall be contributed towards future improvements at this intersection, or other transportation improvements in the vicinity of the project.
- B. Right-Turn Lane on Reston Parkway. Prior to the issuance of the first Non-RUP for the third proposed office building, the pork chop island at the right in/right out driveway on Reston Parkway (the "Right-In/Right-Out") shall be removed, the existing right-turn lane into the Property shall be connected with the existing right-turn lane from Reston Parkway to westbound Sunrise Valley Drive and a new southbound right-turn lane from Reston Parkway into the Property shall be constructed along the Property's frontage on Reston Parkway, subject to VDOT approval. Any additional right-of-way necessary for the improvement shall be dedicated to the Board of Supervisors in fee simple. Funds previously escrowed with the County to widen Reston Parkway may be accessed to be applied to the cost of constructing this improvement. Should this improvement be funded and constructed by others, all right-of-way shall be dedicated to the Board of Supervisors in fee simple, and, in addition, any easements necessary for construction of the improvement shall be provided.
- C. Signage for Eastbound Sunrise Valley Drive. Prior to issuance of the first Non-RUP for the first new office building constructed on the Property, signage shall be installed on the Property to direct motorists exiting the Property toward northbound Reston Parkway to use eastbound Sunrise Valley Drive via the signalized driveway on Sunrise Valley Drive.

- D. Upon demonstration by the Applicant that, despite diligent efforts, the transportation improvements described herein have been delayed due to unforeseen circumstances, engineering and/or construction related issues, the Zoning Administrator may agree to a later date for the completion of the improvements.
12. Prior to issuance of a Non-RUP for the first new office building constructed, the trail to the northwest corner of the Property, as shown on the SEA Plat shall be installed. The trail shall be a minimum of five feet in width, and shall be constructed to meet ADA standards. The trail shall be maintained and kept clear of hazardous conditions by the property owner.
13. Parking shall be provided in accordance with the parking requirements of Article 11 of the Fairfax County Zoning Ordinance and as generally shown on the SE Plat. Parking may be reduced from that shown on the SE Plat so long as the requirements of Article 11 are met. Any surface spaces that are removed pursuant to this condition shall be replaced with landscaped open space.
14. A Transportation Demand Management Plan (TDM Plan) shall be implemented in order to reduce single occupant vehicle trips generated site development during peak hours.
- A. Transportation Coordinator. Within one year of approval of this Special Exception, an individual shall be designated to act as the Transportation Coordinator (TC) for the Property, whose responsibility will be to implement the TDM strategies with on-going coordination with Fairfax County Department of Transportation (FCDOT). Written notice shall be provided to FCDOT of the appointment of the TC within 30 days of such appointment, and thereafter, within 30 days of any change in such appointment.
- B. TDM Plan. Ninety days after the appointment of the TC, a TDM Plan for the Property shall be submitted to FCDOT for review and approval. The TDM Plan and any amendments thereto shall include provisions for the following with respect to the office uses within the Property:
- i. Information Dissemination. Transit maps and schedules, ridesharing and other relevant transit option information shall be made available to owners/tenants and employees in a common area of each office building; such as a central lobby;
 - ii. Ride Matching. Coordination and assistance with vanpool and carpool formation programs, ride matching services including adjacent office buildings, and established guaranteed ride home programs shall be provided to employees of the office buildings;

- iii. Car Sharing Information. Information regarding the use of car sharing program(s) to tenants and employees (such as ZipCar/FlexCar) shall be made available to owners/tenants and employees in a common area of each office building;
- iv. Bicycle Storage. Secure bicycle parking for employees shall be provided at each new building in accordance with the following formula: one bicycle parking space for every 7,500 square feet or portion thereof of office GFA in that building. Additionally, one visitor bicycle parking space shall be provided at each new building for every 20,000 square feet or portion thereof of office GFA in that building. The final location and design of the bicycle racks shall be subject to the review of FCDOT.
- v. Amenities for Bicyclists and Pedestrians. Shower facilities for employees shall be installed in each new building to be constructed.
- vi. Bus Pads. Two pads for bus shelters shall be built by the Applicant and shall generally be located as shown on the SE Plat. The final locations of the bus pads shall be determined in coordination with FCDOT as part of site plan review for the first new building constructed. The pads shall be installed prior to final bond release for that building. Easements shall be granted for each pad as necessary for public access, maintenance, and to accommodate the construction of a bus shelter by others.
- vii. Preferential Parking. Preferential parking spaces for Zipcar and carpools/vanpools shall be provided within each new parking garage constructed, and these preferential parking spaces shall be in convenient and desirable locations. If preferential parking for hybrid vehicles is provided, it will be independent from parking for carpools/vanpools.
- viii. Traffic Management Area Program. Participation in a larger Traffic Management Area Program, such as membership in LINK, which is the transportation management association for the Reston Town Center, shall be encouraged in lease packages provided to tenants.

If FCDOT has not responded with any comments to the TC within 60 days of receipt of the TDM Plan, the TDM Plan shall be deemed approved.

- C. Mode Split Goals. Mass transit, ride-sharing and other transportation strategies targeted to employees within the development shall be utilized to achieve a minimum 10% non-single occupancy vehicle (non-SOV) mode split for employee trips to and from the site during the AM and PM peak hours upon completion of the first new office building. A 12.5% non-SOV mode split for employee trips shall be achieved upon completion of the second new office building and a 15% non-SOV mode split shall be achieved upon completion of the third new office building.

For purposes of this Condition, completion of each building shall be deemed to occur upon the issuance of the last initial Non-RUP for floor area representing at least 80% of full occupancy.

- D. Annual Surveys & Coordination with FCDOT. Between September and November of each calendar year following completion of the first new office building, the TC shall conduct a survey of employees (the "Employee Survey") designed to evaluate the effectiveness of the TDM measures in meeting the applicable Mode Split Goal and to evaluate the need, if any, for changes to the TDM measures then in place. The TC shall coordinate the draft Employee Survey materials and the methodology for validating survey results with FCDOT at least 30 days prior to each year's Employee Survey. The TC shall submit the Employee Survey to FCDOT as part of its annual reporting to the County. The survey content shall include at a minimum:
- i. A description of the TDM measures in effect for the survey period and a description of how such measures have been implemented;
 - ii. The number of people surveyed and the number of people who responded;
 - iii. The results of the surveys taken during the survey period;
 - iv. The number of employees participating in the TDM programs, displayed by category and mode of use;
 - v. An evaluation of the effectiveness of the TDM program elements in place, including their effectiveness at achieving the applicable Mode Split Goal, and, if necessary, proposed modifications; and
 - vi. A description of the uses constructed and occupied on the site at the time the survey was conducted.
- E. Trip Counts. If the Employee Survey reveals either: (a) a Mode Split that is two or more percentage points lower than the then applicable Mode Split Goal; or (b) a survey response rate that is less than 20%, then the TC shall conduct site Trip Counts to further evaluate the effectiveness of the TDM program and to determine if the Mode Split Goal is being met. The Trip Counts shall be conducted at the three site driveways plus the inter-parcel connection to the north during the peak hour, as defined below, during a week without any holidays and when Fairfax County Public Schools are in session. At least 30 days prior to conducting the Trip Counts, the TC shall meet with FCDOT to review and reach agreement on the counting dates and methodology for the Trip Counts, and the analysis to be done upon their completion to determine the relationship between the observed Trip Counts and the Mode Split Goal compliance. Results of the Trip Counts will be submitted to FCDOT within 30 days of completion.

The relevant weekday AM or PM "peak hour" shall be that 60-minute period during which the highest volume of mainline through volumes occurs between 6:00 and

9:00 AM and 4:00 to 7:00 PM, respectively, as determined by mechanical and/or manual traffic counts along Sunrise Valley Drive and/or Reston Parkway conducted by a qualified traffic engineering firm. To determine the peak hour, the Trip Counts shall be collected beginning on a Monday at 2400 hours and continuing to the following Thursday at 2400 hours during a week when public schools are in session that does not contain a federal holiday. The methodology for determining the peak hour may be modified, in agreement between the Applicant and FCDOT in order to respond to technological and/or other improvements in trip counting.

- F. **Non-Attainment.** If the Employee Survey and/or Trip Counts determine that the Mode Split Goal is not achieved, the TC shall request a meeting with FCDOT within 30 days after the completion of the Employee Survey or Trip Counts to review the results of that information and the TDM strategies then in place for the Property. The TC shall be responsible to design and implement a strategy, including use of TDM Remedy Fund monies as described in (i.) below, that is intended to achieve the Mode Split Goal. The Applicant shall submit any revisions to the TDM Plan to FCDOT within 30 days following this meeting. If FCDOT has not responded with any comments to the TC within 60 days of receipt of the revised TDM Plan, this TDM Plan shall be deemed approved.

If it is determined through any subsequent Employee Surveys and/or Trip Counts that the applicable Mode Split Goal is not met, implementation of additional strategies and penalties shall continue as applicable, until such time as two consecutive Employee Surveys show that the Mode Split Goal has been met.

- i. **TDM Remedy Fund.** The purpose of the TDM Remedy Fund shall be to fund additional TDM strategies, such as direct subsidies to employees for the use of alternative transportation modes. If the Employee Survey and/or Trip Counts determine that the Mode Split Goal is not met for a particular year, a TDM Remedy Fund in an amount equal to \$0.035 per square foot of office space in those office buildings designated as “new” with this application shall be provided. Funds from the TDM Remedy Fund shall be drawn on only for purposes of remedying the non-attainment of the Mode Split Goal.
- ii. **TDM Penalty Fund.** In the event Employee Surveys and/or Trip Counts conducted reveal that the applicable Mode Split Goal is not met for two consecutive years, penalties in addition to the TDM Remedy Fund shall be paid according to the following schedule:
 - a. At completion of First New Building: \$500 for each one-tenth (1/10) of a percentage point less than the 10% mode split goal, to a maximum of \$50,000
 $[10 - \text{achieved non-SOV rate} \times 10 \times \$500 = \text{Penalty}]$
Example: 10% goal and 8.2% achieved. $10\% - 8.2\% = 1.8\%$ below goal. $1.8\% = 18 \text{ tenths. } 18 \times \$500 = \$9,000 \text{ penalty}$

- b. At completion of Second new Building – \$750 for each one-tenth (1/10) of a percentage point less than the 12.5% mode split goal, to a maximum of \$100,000
[12.5 – achieved non-SOV rate x 10 x \$750 = Penalty
Example: 12.5% goal and 10% achieved. 12.5% – 10% = 2.5% below goal. 2.5% = 25 tenths. 25 x \$750 = \$18,750 penalty]
- c. At completion of Third new Building – \$1,000 for each one-tenth (1/10) of a percentage point less than the 15% mode split goal, to a maximum of \$150,000
[15 – achieved non-SOV rate x 10 x \$1,000 = Penalty
Example: 15% goal and 14% achieved. 15% – 14% = 1% below goal. 1% = 10 tenths. 10 x \$1,000 = \$10,000 penalty]
- iii. Any penalty for non-attainment shall be paid to Fairfax County within 30 days of a determination by FCDOT that non-attainment has occurred. Penalty funds paid to the County shall be applied to transportation improvements in the vicinity of the Property at the County's sole discretion.
- G. Termination. Employee Surveys shall be conducted annually following completion of each of the three new buildings until it can be demonstrated to FCDOT that the Mode Split Goal has been met for two consecutive survey periods. If it is demonstrated that the goal has been met for two consecutive years, the surveys may be terminated until such time as another new building is constructed, although the TDM Program will continue.
- H. Vehicle Trip Objectives with Rail. At such time as Metrorail service is operational at the Reston Town Center Transit Station, the Mode Split Goals outlined in subparagraph (C) shall be uniformly increased to 25% non-SOV trips.

At that time, the Annual Surveys and/or Trip Counts shall continue as previously described or, if they have been terminated in accordance with subparagraph (G), shall be reinstated in conformance with subparagraph (D) to determine the effectiveness of meeting the 25% Mode Split Goal. Remedies and penalties for non-attainment shall continue to be based on Pre-Rail Mode Split Goals outlined in subparagraph (E), wherein the threshold range for implementing penalties is between 10 to 15 percent as applicable to the site development.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted on at least one of the three proposed buildings. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

SPECIAL EXCEPTION AFFIDAVIT

DATE: May 22, 2009
 (enter date affidavit is notarized)

I, Jill S. Parks, do hereby state that I am an
 (enter name of applicant or authorized agent)

(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

102544c

in Application No.(s): SEA 01-H-027-02
 (enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS and REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
One Reston Co. LLC Agents: John F. Landry Sophia Cha Balestri Joseph G. Hsu Simon (nmi) Carney	200 Vesey Street 11th Floor 3 World Financial Center New York, NY 10281	Applicant/Title Owner Parcel # 17-3-8-0001B
Two Reston Co. LLC Agents: John F. Landry Sophia Cha Balestri Joseph G. Hsu Simon (nmi) Carney	200 Vesey Street 11th Floor 3 World Financial Center New York, NY 10281	Applicant/Title Owner Parcel # 17-3-8-0001A1

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

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

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

Special Exception Attachment to Par. 1(a)DATE: May 22, 2009
(enter date affidavit is notarized)

102544c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))

(NOTE: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel (s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Gensler Architecture, Design and Planning, P.C. Agent: Jeff P. Barber	2020 K Street, NW Suite 200 Washington, DC 20006	Architect/Agent
Urban Engineering & Associates, LLC (t/a Urban, Ltd.) Agents: Eric S. Siegel, P.E. Matthew K. Koirtyohann, P.E. Shawn H. Batterton	7712 Little River Turnpike Annandale, VA 22003	Engineer/Agent
M.J. Wells & Associates, Inc. Agents: Martin J. Wells Robin L. Antonucci Jorjean M. Stanton	1420 Spring Hill Road Suite 600 McLean, VA 22102	Traffic Consultant/Agent
Cooley Godward Kronish LLP Agents: Antonio J. Calabrese, Esquire Mark C. Looney, Esquire Colleen Gillis Snow, Esquire Jill S. Parks (f/k/a Jill D. Switkin), Esquire Brian J. Winterhalter, Esquire Shane M. Murphy, Esquire John P. Custis, Esquire Jeffrey A. Nein, AICP, Planner Molly M. Novotny, Planner Ben I. Wales, Planner	Reston Town Center One Freedom Square 11951 Freedom Drive Reston, VA 20190	Attorneys/Agent
Lewis Scully Gionet Inc. Agents: Mark R. Lewis, ASLA Daniel H. Park	1919 Gallows Road Suite 110 Vienna, VA 22182	Landscape Architect/Agent

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: May 22 2009
(enter date affidavit is notarized)

10254c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the **SHAREHOLDERS** of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

(NOTE: Include **SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS** herein.)

CORPORATION INFORMATION

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

One Reston Co. LLC
200 Vesey Street, 11th Floor
3 World Financial Center
New York, NY 10281

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

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

Special Exception Attachment to Par. 1(b)

DATE: May 22, 2009
(enter date affidavit is notarized)

102544c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))

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

Two Reston Co. LLC
200 Vesey Street, 11th Floor
3 World Financial Center
New York, NY 10281

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

Urban Engineering & Associates, LLC (t/a Urban, Ltd.)
7712 Little River Turnpike
Annandale, VA 22003

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Barry B. Smith
J. Edgar Sears, Jr.
Brian A. Sears

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

Special Exception Attachment to Par. 1(b)

DATE: May 22, 2009
(enter date affidavit is notarized)

102544c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))

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

Gensler Architecture, Design and Planning, P.C.
2020 K Street, NW
Suite 200
Washington, DC 20006

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Employee owned - none own 10% or more
of any class of stock.

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

M.J. Wells & Associates, Inc.
1420 Spring Hill Road, Suite 600
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

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

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

M.J. Wells & Associates, Inc. Employee	All employees are eligible plan participants;
Stock Ownership Trust (ESOT)	however, none own more than 1% or more
	of any class of stock.

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

Special Exception Attachment to Par. 1(b)

DATE: May 22, 2009
(enter date affidavit is notarized)

10254c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))

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

Lewis Scully Gionet Inc.
1919 Gallows Road
Suite 110
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

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

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

Mark R. Lewis
Mark C. Gionet
Robert K. Esselburn
Yunhui (Connie) Fan

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

DESCRIPTION OF CORPORATION: (check one statement)

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

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

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: May 22, 2009
(enter date affidavit is notarized)

102544c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the **PARTNERS**, both **GENERAL** and **LIMITED**, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

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

Cooley Godward Kronish LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190

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

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

Gian-Michele a Marca
Jane K. Adams
Maureen P. Alger
Mazda K. Anita
Gordon C. Atkinson
Michael A. Attanasio
Jonathan P. Bach
Celia Goldwag Barenholtz
Frederick D. Baron
James A. Beldner

Keith J. Berets
Laura A. Berezin
Laura Grossfield Birger
Russell S. Berman
Elias J. Blawie
Barbara L. Borden
Jodie M. Bourdet
Wendy J. Brenner
Matthew J. Brigham
Robert J. Brigham
John P. Brockland
James P. Brogan

Nicole C. Brookshire
Matthew D. Brown
Alfred L. Browne, III
Matthew T. Browne
Robert T. Cahill
Antonio J. Calabrese
Linda F. Callison
Roel C. Campos
William Lesse Castleberry
Lynda K. Chandler
Dennis (nmi) Childs
Ethan E. Christensen

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

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

Special Exception Attachment to Par. 1(c)DATE: May 22, 2009
(enter date affidavit is notarized)

102540

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)Cooley Godward Kronish LLP
Reston Town Center, One Freedom Square
11951 Freedom Drive
Reston, VA 20190(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)

Richard E. Climan	Jon E. Gavenman	Jason M. Koral
Samuel S. Coates	John M. Geschke	Barbara A. Kosacz
Alan S. Cohen	Kathleen A. Goodhart	Kenneth J. Krisko
Thomas A. Coll	Lawrence C. Gottlieb	John G. Lavoie
Joseph W. Conroy	Shane L. Goudey	Robin J. Lee
Jennifer B. Coplan	William E. Grauer	Natasha (nmi) Leskovsek
Carolyn L. Craig	Jonathan G. Graves	Shira Nadich Levin
John W. Crittenden	Paul E. Gross	Alan (nmi) Levine
Janet L. Cullum	Kenneth L. Guernsey	Michael S. Levinson
Nathan K. Cummings	Patrick P. Gunn	Elizabeth L. Lewis
John A. Dado	Jeffrey M. Gutkin	Michael R. Lincoln
Craig E. Dauchy	Zvi (nmi) Hahn	James C. T. Linfield
Wendy (nmi) Davis	John B. Hale	David A. Lipkin
Renee R. Deming	Andrew (nmi) Hartman	Chet F. Lipton
Darren K. DeStefano	Amy (nmi) Hartman (former)	Cliff Z. Liu
Scott D. Devereaux	Bernard L. Hatcher	Samuel M. Livermore
Jennifer Fonner DiNucci	Matthew B. Hemington	Douglas P. Lobel
James J. Donato	Cathy Rae Hershcopf	J. Patrick Loofbourrow
Michelle C. Doolin	John (nmi) Hession	Mark C. Looney
John C. Dwyer	Gordon (nmi) Ho	Robert B. Lovett
Erik S. Edwards	Suzanne Sawochka Hooper	Andrew P. Lustig
Robert L. Eisenbach, III	Mark M. Hrenya	Michael X. Marinelli
Sonya F. Erickson	Christopher R. Hutter	John T. McKenna
Lester J. Fagen	Jay R. Indyke	Bonnie Weiss McLeod
Brent D. Fassett	Craig D. Jacoby	Mark A. Medearis
David J. Fischer	Chrystal N. Jensen	Daniel P. Meehan
M. Wainwright Fishburn, Jr.	Eric C. Jensen	Beatriz (nmi) Mejia
M. Manuel Fishman (former)	Mark L. Johnson	Thomas C. Meyers
Keith A. Flaum	Robert L. Jones	Erik B. Milch
Grant P. Fondo (former)	Barclay J. Kamb	Keith A. Miller
Daniel W. Frank	Richard S. Kanowitz	Robert H. Miller
Richard H. Frank	Kimberley J. Kaplan-Gross	Chadwick L. Mills
William S. Freeman	Jeffrey S. Karr	Brian E. Mitchell
Alison J. Freeman-Gleason	Scott L. Kaufman	Patrick J. Mitchell
Steven L. Friedlander	Sally A. Kay	Ann M. Mooney
Thomas J. Friel, Jr.	J. Michael Kelly	Gary H. Moore
Koji F. Fukumura	Kevin F. Kelly	Timothy J. Moore
James F. Fulton, Jr.	Jason L. Kent	Webb B. Morrow, III
Philip J. Gall	James C. Kitch	Kevin P. Mullen
William S. Galliani	Michael J. Klisch	Frederick T. Muto
Stephen D. Gardner	Michael H. Knight	Ryan E. Naftulin

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

Special Exception Attachment to Par. 1(c)

DATE: May 22, 2009
(enter date affidavit is notarized)

10254c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number (s))

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

Cooley Godward Kronish LLP
Reston Town Center
11951 Freedom Drive
Reston, VA 20190

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

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

Stephen C. Neal
James E. Nesland
Alison (nmi) Newman
William H. O'Brien
Thomas D. O'Connor
Ian (nmi) O'Donnell
Vincent P. Pangrazio
Timothy G. Patterson
Amy Elizabeth Paye
Anne H. Peck
D. Bradley Peck
Susan Cooper Philpot
Benjamin D. Pierson
Frank V. Pietrantonio
Mark B. Pitchford
Michael L. Platt
Christian E. Plaza
Lori R.E. Ploeger
Thomas F. Poche
Anna B. Pope
Marya A. Postner
Steve M. Przesmicki
Seth A. Rafkin
Frank F. Rahmani
Marc (nmi) Recht
Thomas Z. Reicher
Eric M. Reifschneider
Michael G. Rhodes
Michelle S. Rhyu
John W. Robertson
Julie M. Robinson
Ricardo (nmi) Rodriguez
Adam C. Rogoff (former)
Jane (nmi) Ross
Richard S. Rothberg
Adam J. Rutttenberg
Adam L. Salassi

Thomas R. Salley III
Richard S. Sanders
Glen Y. Sato
Martin S. Schenker
Joseph A. Scherer
Paul H. Schwartz (former)
Renee (nmi) Schwartz
William J. Schwartz
John H. Sellers
Brent B. Siler
Gregory A. Smith
Whitty (nmi) Somvichian
Mark D. Spoto
Wayne O. Stacy
Neal J. Stephens
Donald K. Stern
Michael D. Stern
Anthony M. Stiegler
Steven M. Strauss
Myron G. Sugarman
Christopher J. Sundermeier
Ronald R. Sussman
C. Scott Talbot
Mark P. Tanoury
Philip C. Tencer
Gregory C. Tenhoff
Michael E. Tenta
Timothy S. Teter
John H. Toole
Robert J. Tosti
Michael S. Tuscan
Edward Van Geison
Miguel J. Vega
Erich E. Veitenheimer, III
Aaron J. Velli
Robert R. Vieth

Lois K. Voelz
Craig A. Waldman
Kent M. Walker
David A. Walsh
David M. Warren
Mark B. Weeks
Steven K. Weinberg
Thomas S. Welk
Christopher A. Westover
Francis R. Wheeler
Brett D. White
Peter J. Willsey
Mark Windfeld-Hansen
Nancy H. Wojtas
Jessica R. Wolff
Nan (nmi) Wu
Mavis L. Yee
John F. Young (former)
Kevin J. Zimmer

Additions:
Connie N. Bertram
Kristen D. Kercher

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

SPECIAL EXCEPTION AFFIDAVIT

DATE: May 22, 2009
(enter date affidavit is notarized)

10254c

for Application No. (s): SEA 01-H-027-02
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

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

None.

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.

Application No.(s): SEA 01-H-027-02

(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: May 22, 2009
(enter date affidavit is notarized)

102544c

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

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

None

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

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

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

WITNESS the following signature:

Jill Parks

(check one)

Applicant

Applicant's Authorized Agent

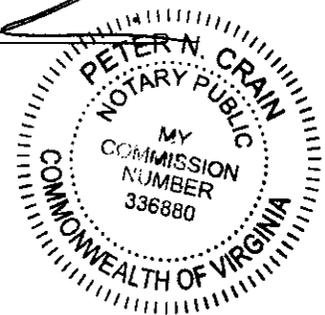
Jill S. Parks

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

Subscribed and sworn to before me this 22ND day of MAY 2009, in the State/Comm. of VIRGINIA, County/City of FAIRFAX.

Peter N. Crain
Notary Public

My commission expires: 10/31/2011



**Reston Crescent
Statement of Justification
Special Exception Amendment**

**May 30, 2008
Revised August 1, 2008**

RECEIVED
Department of Planning & Zoning
AUG 01 2008
Zoning Evaluation Division

I. Introduction

In order to provide for the future development of the properties identified on the Fairfax County Tax Map as 17-3 ((8)) 1A-1 and 1-B (the "Property"), Two Reston Co. LLC and One Reston Co. LLC (the "Applicant") propose to develop the Property with three new commercial buildings, two new parking structures and an expansion to the existing parking structure for a total FAR of .70 (the "Proposed Development"). To that end, the Applicant is seeking a further amendment to Special Exception Amendment SEA 01-H-027 to increase the height of the existing buildings on Parcel I-B, to bring in the land area of Parcel 1A-1, to increase the allowable building height on Parcel 1A-1 and to increase the total FAR on the Property from .50 to .70 (the "SEA").

The Proposed Development is the second phase of a multi-phase plan for the Property. Currently, there are two commercial buildings and a parking structure located on the Property. The Applicant is now proposing three new commercial office buildings, two new parking structures and an expansion to the existing parking structure to complement the existing improvements. Finally the Applicant is setting the stage for transit-oriented development by reserving the back portion of the Property (that closest to the planned Reston Parkway Metrorail Station) for a combination of residential and retail uses. In providing for commercial development now and reserving residential and retail uses for a future phase, the Applicant's plans are aligned with the County's vision for the future development of the Reston-Herndon Transit Station Area.

II. Background

The Property is approximately 36 acres in size and is located in the northwest quadrant of the intersection of Reston Parkway and Sunrise Valley Drive. As such, it sits within Land Unit E-5 of the Reston-Herndon Suburban Center and Transit Station Areas, in the Hunter Mill District of Fairfax County, Virginia.

Land Bay E-5 is planned at the baseline for office use with support retail and service uses up to .50 FAR or residential use up to 30 dwelling units per acre. In addition, the Plan offers an option to increase the FAR up to .70 if certain transportation-related conditions are met. Those conditions, associated with 2001 revisions to the Comprehensive Plan, are attached hereto as Exhibit A. Finally, the Plan offers an option for transit-oriented, mixed-use development up to 2.0 FAR on the 5 acres of the Property located closest to the proposed Reston Parkway Metrorail Station.

The Property is zoned I-4, the County's medium intensity industrial district. The I-4 district permits development up to .50 FAR, with an increase up to .70 FAR with Board of Supervisors' approval of a Special Exception. Although the Property is not subject to proffers or proffered plans and may therefore develop by-right in accordance with the I-4 zoning district, it is bound by a Special Exception ("SE 01-H-027") (the "SE"), approved on January 7, 2002 for a slight increase in building height of one of the buildings already constructed (from 75 feet to 78.96). The Property is also bound by Special Exception Amendment SEA 01-H-027 (the "First SEA"),

approved November 15, 2004 for an increase in building height of the second existing building (from 75 feet to 84 feet).

III. Proposed Development

The Applicant proposes to develop the Property with a high-quality commercial office park that will add three new office buildings to the two already constructed. This development scheme is in harmony with the County's vision for future development of the Reston-Herndon Transit Station Area. For example, the Design Guidelines provide that building heights should be greatest closest to the Dulles Airport Access Road. The Proposed Development is consistent with this preference as the three new office buildings which sit closer to the Dulles Airport Access Road than the existing office buildings, are designed to be reasonably taller and slightly more intense. Specifically, the three new office buildings - two planned for approximately 113 feet and one for 127 feet - will step-up from the existing office buildings which stand at 78.96 and 84 feet, respectively. And, the gross floor areas of the new buildings range from approximately 210,000 to 300,000 square feet whereas the existing buildings are approximately 190,000 square feet, thereby providing a natural progression. These development characteristics promote a sense of scale and place that accentuates the urban design favored in the Plan.

A. Quality Design

The Applicant promises to deliver a superbly designed commercial office park that will respond to Fairfax County's market demands. The new office buildings will complement the existing office buildings and will result in a fully-integrated, functionally-efficient commercial campus at the heart of the Dulles Corridor. Furthermore, the Proposed Development is carefully oriented around two ponds and a large, landscaped plaza. The ponds serve the twin purposes of storm water management and high-quality site design, while the plaza, into which the ponds directly feed, provides a natural environment in which employees and visitors may congregate. Furthermore, the office buildings that frame the plaza will be fully landscaped with canopy trees as will the periphery and heart of the plaza, so as to give the plaza a deliberate form and create a sense of enclosure. In this configuration, and once seating, lighting and other amenities are installed, the plaza will develop into a community focal point for the entire area. In addition, the office buildings are themselves framed by green space, with canopy trees forming a backdrop against the corresponding parking structures.

B. Amenities

As indication of its evolution towards a pedestrian and transit-oriented environment, the Applicant has designed the Proposed Development with a comprehensive pedestrian, bicyclist and open space system with urban features, such as the large, landscaped plaza. To further support the use of the pedestrian and bicyclist system, the Applicant is open to installing amenities such as a fitness center, shower facilities, bicycle racks and bicycle lockers.

C. Open Space and Green-Building

As noted, the Applicant is proposing to dedicate a great deal of space for a large plaza and smaller, pocket parks throughout the Proposed Development. In total, the Applicant is reserving 40% or 628,711 square feet for open space, a laudable and significant increase over the 15% required by the Fairfax County Zoning Ordinance. Furthermore, the Proposed Development will

be fully landscaped as shown on the proposed Landscape Plan which the Applicant is submitting as part of its Special Exception Plat.

In addition, in deference to Fairfax County's newly adopted policies pertaining to green-building and at no small cost, the Applicant has agreed to register with the United States Green Building Council ("USGBC") and apply for LEED certification.

D. Transportation

Located partially within one-quarter mile and completely within one-half mile of the proposed Reston Parkway Metrorail Station, in close proximity to the Dulles Airport Access and Toll Road and directly on Sunrise Valley Drive and Reston Parkway, the Proposed Development has enviable access to the local and regional transportation networks. As such, the Applicant will seek to reduce single occupancy vehicle trips by encouraging the future use of Metrorail, supporting the carpooling efforts of its employees and sponsoring cost-saving measures for those traveling on the Dulles Airport Access and Toll Road. Moreover, because the Applicant understands that its site design should balance the needs of vehicular, pedestrian and bicycle traffic, it will also encourage non-vehicular circulation in, through and around the Proposed Development by ensuring safe and efficient pedestrian and bicycle access.

In addition, the Applicant will give consideration to a direct connection from Reston Parkway through the Proposed Development to Edmund-Halley Drive so as to help mitigate the traffic on Sunrise Valley Drive.

IV. Summary

The Applicant respectfully requests favorable consideration of its Special Exception Amendment Application by Staff, the Planning Commission and the Board of Supervisors.



Jill D. Switkin, Esquire
Cooley Godward Kronish LLP



FAIRFAX COUNTY

OFFICE OF THE CLERK
BOARD OF SUPERVISORS
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035-0072

Tel: 703-324-3151 • Fax: 703-324-3926 • TTY: 703-324-3903

I R G I N I A

www.fairfaxcounty.gov/gov/bos/clerkhomepage.htm

Email: clerktothebos@fairfaxcounty.gov

December 13, 2004

Hillary Katherine Zahm, AICP
Cooley Godward LLP
11951 Freedom Drive
Reston, Virginia 20190-5656

Re: Special Exception Application Number SEA 01-H-027

Dear Ms. Zahm:

At a regular meeting of the Board of Supervisors held on November 15, 2004, the Board approved Special Exception Application Number SEA 01-H-027 in the name of Trizechan Reston II LLC located at 12000 Sunrise Valley Drive [Tax Map 17-3 ((8)) 1B] to permit an increase in height for a second office building pursuant to Sect. 9-607 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions which supersede all previously approved conditions (those conditions carried forward from the previous approval are marked by an asterisk *):

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land. *
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions. *
3. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat entitled "SEA 01-H-027," prepared by Urban Engineering & Associates, Inc. and dated May 27, 2004 as revised through September 20, 2004, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. The height of Building 1 shall be limited to a maximum of 78.96 feet as depicted on the SE Plat. *
5. The height of Building 2 shall be limited to 84 feet as depicted on the SE Plat.

SEA 01-H-027
December 13, 2004

2

6. As depicted on the SE Plat, the Floor Area Ratio shall not exceed 0.5 as measured on the entire land area approved under Site Plan #8001-SP-01 (including Tax Map Parcels 17-3 ((8)) 1B and 1A).

If you have questions regarding the expiration of this Special Exception or filing a request for additional time, they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors

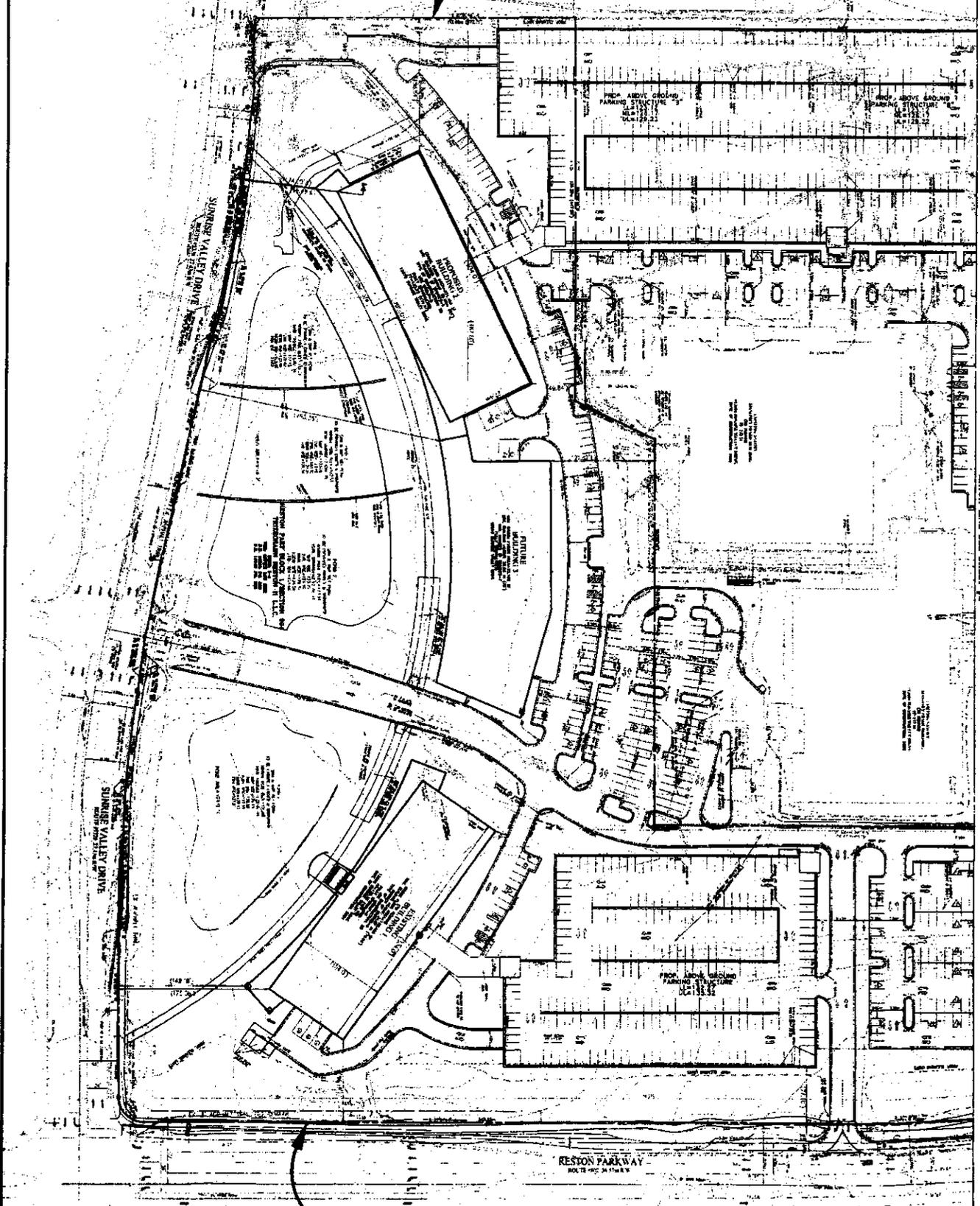
NV/det

cc: Chairman Gerald E. Connolly
Supervisor Catherine Hudgins, Hunter Mill District
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ
Leslie B. Johnson, Deputy Zoning Administrator for Zoning Permit Review Branch
Audrey Clark, Director, BPRD, DPWES
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ
Angela K. Rodeheaver, Section Chief, Trnsprt'n. Planning Div.,
Charles Strunk, Project Planning Section, Department of Transportation
Michelle A. Brickner, Director, Site Development Services, DPWES
Marie Langhorne, Plans & Document Control, OSDS, DPWES
Deloris Harris, DPWES - Environment & Facilities Review Division
Department of Highways, VDOT
Kirk Holley, Park Planning Branch Mgr., FCPA
District Planning Commissioner
Gary Chevalier, Office of Capital Facilities, Fairfax County Public Schools

RESTON BLOCK 381/SECTION 904
 AETNA LIFE INSURANCE CO.
 100000 S.W. 10TH AVE
 MIAMI, FL 33157

AREA SUBJECT
 TO SPECIAL EXCEPTION
 AMENDMENT

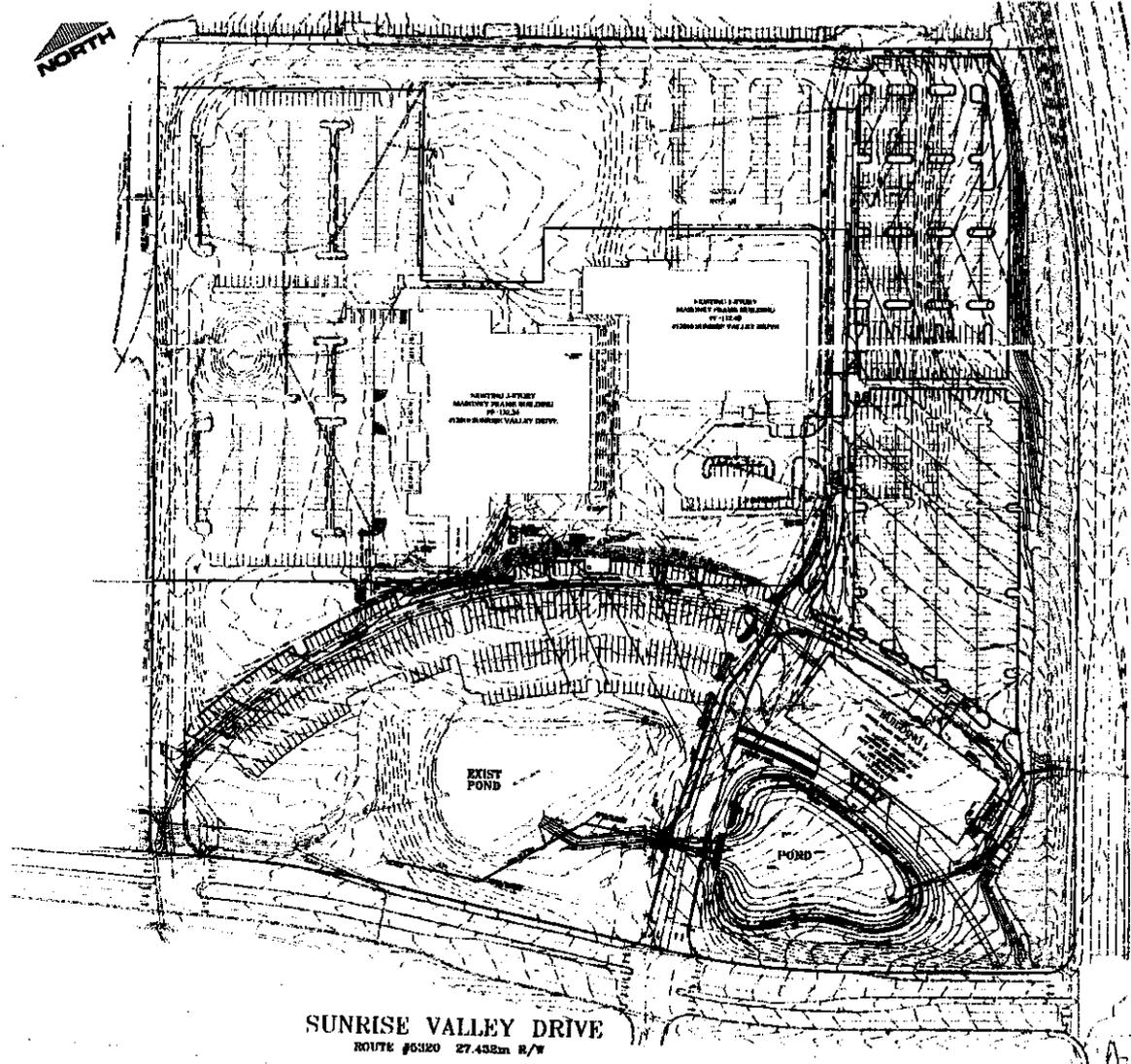
RESTON BLOCK 386/SECTION 904
 AETNA LIFE INSURANCE CO.
 100000 S.W. 10TH AVE
 MIAMI, FL 33157



MATCH LINE SEE SHEET P2

AREA SUBJECT
 TO SPECIAL EXCEPTION
 AMENDMENT

SHEET 1 OF 1	SEA01-H-027 INCREASE IN BUILDING HEIGHT BUILDING #12018 RESTON SECTION 904 BLOCK 1 HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA			URBAN ENGINEERING & ASSOC. INC. CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS 7712 LITTLE RIVER TURNPIKE ANNANDALE, VIRGINIA 22000 (703) 841-9800	PLAN DATE 05-27-04 06-10-04 06-23-04
	SCALE: 1"=30' CI				DATE: MAY 2004



SUNRISE VALLEY DRIVE
ROUTE #6320 27.432m E/W

LEGEND

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGE	CONDITION	ACREAGE	COMMENTS
HARDWOOD	EXISTING TREES COVER	N/A	GOOD	0.12 AC.	
				TOTAL TREE ACREAGE	0.12 AC.

REVISED

DATE

NO.

K. ANDERSON
05-27-04
05-05-04

URBAN ENGINEERING & ASSOC., INC.

CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS
7715 LITTLE BETH TERPES
AROUNDALL, VIRGINIA 22020 (703) 642-1800

SCALE: 1"=40'

DATE: MAY 2004

CI

EXISTING VEGETATION MAP
INCREASE IN BUILDING HEIGHT
BUILDING #12018
RESTON SECTION 904 BLOCK 1
HUNTER HILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SHEET
3
OF
3

FILE NO.
MSC 1485



County of Fairfax, Virginia

MEMORANDUM

DATE May 20, 2009

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Land Use Analysis and Environmental Assessment: SEA 01-H-027-02
One Reston Co. LLC and
Two Reston Co. LLC

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Special Exception Amendment application dated May 8, 2008 as revised through May 12, 2009. The extent to which the application conforms to the applicable guidance contained in the Comprehensive Plan is noted. Possible solutions to remedy identified issues are suggested.

DESCRIPTION OF THE APPLICATION

The applicant, One Reston Co. LLC and Two Reston Co. LLC, proposes to amend the existing Special Exception Amendment approved in 2002. Two six story office buildings totaling 385,940 square feet and one above grade parking structure currently occupy the approximately 36.08 acre site. The current application is to develop three office buildings and two above-grade parking structures and expand the existing parking structure. Two of the office buildings are proposed at eight stories (at heights of approximately 113 feet) and a maximum of 210,128 and 211,896 square feet and one building is proposed at nine stories (at a height of approximately 127 feet) and 301,644 square feet. The total existing and proposed development equals 1,109,608 square feet. This application will increase the floor area ratio (FAR) from 0.24 to 0.70, the maximum intensity that the site is currently approved.

The applicant is seeking approval for this additional phase of development as part of a multi-phase development plan. Conceptual plans have been provided that show further redevelopment of the site to coincide with the planned Phase II of the Dulles MetroRail extension. At this time, preliminary engineering for Phase II has been accomplished at the approximate 50 percent level. Based on the existing plans for the location of a future Reston Parkway Metrorail station, the site will be within the ¼ and ½ mile radii of the future station. The portion of the site currently under consideration is between the ¼ to ½ mile radii.

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/



The subject property is located in Land Unit E, Sub-unit E-5 of the Reston-Herndon Suburban Center and Transit Station Areas (TSA). The applicant has submitted Plan nomination 08-III-24UP as part of the North County Area Plan Review (APR) which requests to increase the E-5 sub-unit's planned intensity under the Rail-oriented Residential Mixed Use Option from a 2.0 FAR on the five acres nearest rail to a 2.0 FAR for the entire sub-unit. The E-5 sub-unit consists of the subject property's 36 acre site plus several additional acres held by another landowner. This nomination along with several other nominations located within the Reston-Herndon Suburban Center and Transit Station Areas have been held over for special study.

Staff nominated APR 08-III-14UP, which encompasses Sub-unit E-5, to correct an editorial error that occurred in Plan Amendment 2000-01 in 2001. No change to the Comprehensive Plan designation is proposed. The nomination is scheduled to be considered by the Fairfax County Board of Supervisors on July 13, 2009.

The existing points of access to the site will remain: two full access points from Sunrise Valley Drive and one right in/right out only point of access from Reston Parkway. The applicant proposes to expand the internal network of streets and provide for future interparcel connections once redevelopment occurs on adjacent properties.

LOCATION AND CHARACTER OF THE AREA

The subject property makes up the majority of Land Unit E, Sub-unit E-5 of the Reston-Herndon Suburban Center and Transit Station Areas (TSA). The northwestern portion of the land unit is located within ¼ mile of the planned Reston Parkway Metrorail station platform and the rest of the site is located within the ¼ to ½ radii of the station platform. The site is surrounded by office uses to the north and west and across Sunrise Valley Drive to the south. The Comprehensive Plan recommends mixed use development on the surrounding land to the north of Sunrise Valley Drive, including residential uses, at higher intensities than currently exist if metrorail is extended to this area. To the east across Reston Parkway, exist office and retail uses. Redevelopment plans for the site were approved in 2008 for a mixed use development with office, residential and retail uses at significantly higher intensities than the existing development.

COMPREHENSIVE PLAN CITATIONS:

Land Use

In the Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, Land Unit E, Sub-unit E-5, as amended through March 30, 2009, pages 51 and 54 through 55, the Plan states:

“Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east (see Figure 12). The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development. . . .

Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations,

is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.”

Environment

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, pages 7 to 18, the Plan states:

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

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

Policy j. Regulate land use activities to protect surface and groundwater resources.

Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques...

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. . . .

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. . . .

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects. These practices can include, but are not limited to:

- Environmentally-sensitive siting and construction of development
- Application of low impact development practices, including minimization of impervious cover (See Policy k under Objective 2 of this section of the *Policy Plan*)
- Optimization of energy performance of structures/energy-efficient design
- Use of renewable energy resources
- Use of energy efficient appliances, heating/cooling systems, lighting and/or other products
- Application of water conservation techniques such as water efficient landscaping and innovative wastewater technologies
- Reuse of existing building materials for redevelopment projects
- Recycling/salvage of non-hazardous construction, demolition, and land clearing debris
- Use of recycled and rapidly renewable building materials
- Use of building materials and products that originate from nearby sources
- Reduction of potential indoor air quality problems through measures such as increased ventilation, indoor air testing and use of low-emitting adhesives, sealants, paints/coatings, carpeting and other building materials.

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED®) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR® rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the

provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs.

Policy b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.”

COMPREHENSIVE PLAN MAP: Office

LAND USE ANALYSIS

Use and Intensity The Comprehensive Plan recognizes the prior approval of the Reston Crescent office park for three buildings up to a .70 FAR. The applicant is proposing three new office buildings in addition to two existing buildings for a combined .70 FAR. The proposed and current office buildings will step down in height from nine to six stories as the distance increases from the planned metrorail station, with the applicant’s anticipation and the remaining undeveloped northwestern portion of the site that is closest to the planned station will eventually redevelop with even taller buildings. Additionally, the applicant has indicated that with future redevelopment of the site under a rail-oriented Plan option, the three office buildings surrounding the central green will have ground level retail uses fronting the street. To coincide with the planned extension of rail near this site, a mix of uses to include ground level retail is recommended. The proposed use and intensity is in conformance with the Comprehensive Plan.

Urban and Street Design With this proposal, the applicant has begun to create a development with a more urban form, with an internal street grid at a scale that facilitates pedestrian and cyclist movement and provides for vehicular circulation, street-oriented buildings facing a central plaza and common green area, and parking structures located to the rear or side of the

proposed buildings along the exterior of the site. The applicant has shown two possible interparcel connections to the west on the development plan and provided conceptual plans showing future redevelopment of the vacant portion of the site that is located closest to the planned metrorail station. A proposed seven foot wide asphalt walk will be provided from the proposed buildings to the station. Staff has indicated to the applicant the expectation that additional interparcel connections to the north will be provided when either the subject site or parcels to the north are redeveloped.

The applicant has provided illustratives of the site sections, street sections, overall landscape plan, central green landscape plan, Reston Parkway landscaped buffers and perspective renderings.

Parking The applicant proposes to provide 3,818 parking spaces, 931 spaces over the amount required by the Zoning Ordinance. As that this site is located in a planned transit station area, staff has expressed concern about the large amount of parking that is proposed. A reduction in parking could result in an expanded setback of Garage P2 from Reston Parkway, so that it is more in line with the eastern boundary of Garage P3, which would allow for the preservation of the existing treed buffer. If the applicant does not reduce the amount of parking substantially, it is recommended that some of the parking required for any future development on the site that would be constructed under the rail-oriented option be accommodated in the parking structures proposed with this application. The applicant has minimized the amount of surface parking and provided onstreet parking surrounding the central green in keeping with the County's transit-oriented development guidelines.

Landscaping The applicant proposes extensive landscaping along the streetfronts and within the proposed plaza, central green and green space areas. Almost all of the existing treed buffer along Reston Parkway will be removed in order to construct two parking structures. The buffer between the garages and existing trail will be replaced with a combination of evergreen and canopy trees. A small tree preservation area is shown along Reston Parkway to the north of the existing access point. Additionally, the applicant has proposed green roofs on the portions of the three parking structures closest to the buildings to provide visual relief for the office employees.

Pedestrian Connectivity An open space and circulation plan has been provided that shows an extensive sidewalk plan connecting the two existing buildings and three proposed buildings with the proposed open space areas, street frontages, adjacent parcels and the planned metrorail station. Staff feels that this issue has been adequately addressed.

Phasing The applicant has provided staff with a proposed phasing plan that will provide sufficient parking while at the same time providing sufficient pedestrian and vehicular connectivity and urban amenities such as streetscaping and vegetated open space areas until the proposed development is completely constructed. Staff feels that this issue has been adequately addressed.

Transportation The applicant has established a transportation demand management (TDM) program for the site to encourage reduced vehicular traffic to the site. The applicant is proposing to reduce vehicle trips generated by the existing and proposed office buildings by 15 percent during both the AM and PM peak hours. Additionally, the applicant has indicated on the development plan areas for covered bicycle parking within each of the parking structures. The adequacy of the transportation improvements will be subject to review and approval by Fairfax County Department of Transportation.

ENVIRONMENTAL ANALYSIS

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the county's remaining natural amenities.

Water Quantity and Quality The subject property is located in the Sugarland Run watershed. The applicant proposes to address the stormwater management (SWM) and best management practice (BMP) requirements through two existing wet ponds onsite located along Sunrise Valley Drive. The site will meet the phosphorus removal requirement with calculations showing a 47.2 percent removal rate, over the required 40 percent. Both ponds will reduce peak flows on the two year and ten year storm events to at least pre-developed conditions and will also provide adequate BMP storage to meet the county's requirements. The proposed development will not alter the existing outfall analysis from a site plan approved in 2006. The applicant should correct the outfall narrative which refers to existing and proposed wet ponds; both wet ponds have already been constructed. The adequacy of the submission materials as well as any proposed SWM/BMP measures will be subject to review and approval by DPWES.

Greenbuilding Design The applicant has committed to attaining basic LEED certification for each of the three proposed buildings. The applicant should post a green building escrow equivalent to \$2 per square foot for each building prior to site plan approval that will be released upon demonstration of attainment of LEED certification within one year of the issuance of the first non-residential use permit for each building. It is recommended that the applicant commit to including a LEED-accredited professional as a member of the design team. As part of the project's site plan and building plan submissions, a list of specific credits that the applicant anticipates attaining within the most current version of the USGBC LEED rating system should be provided. In addition to making a firm commitment to attaining LEED certification and providing a green building escrow, the applicant should also commit to providing a green building maintenance reference manual that will be prepared and distributed to the future building occupants.

The applicant is encouraged to pursue LEED-Silver certification for all three office buildings. If the applicant commits to meeting the LEED Silver precertification requirements and provides documentation of attainment of precertification from the USGBC to the Environment and Development Review Branch of the Department of Planning and Zoning prior to building plan approval for each building, the green building escrow will be waived. In addition, prior to site plan approval, the applicant should designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

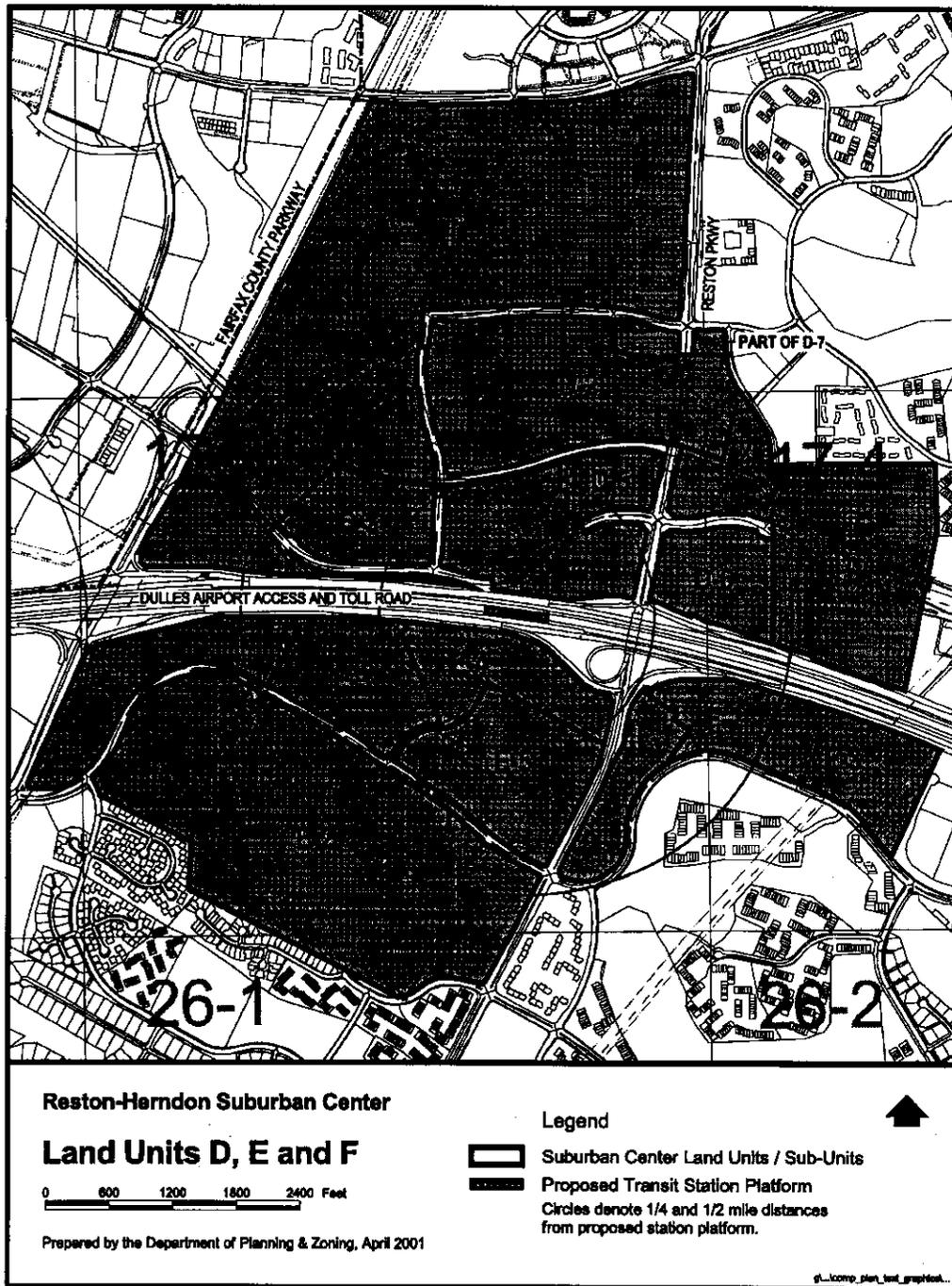
COUNTYWIDE TRAILS PLAN

The Countywide Trails Plan Map shows major paved trails of 8 feet or more in width along both Reston Parkway and Sunrise Valley Drive. Both trails have been built already.

PGN: JRB

Additional Comprehensive Plan Citations

In the Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, as amended through March 30, 2009, page 43, the Plan states:



In the Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, as amended through March 30, 2009, pages 72 through 75, the Plan states:

“Design Guidelines for Transit Station Areas

Building Design, Height and Mass

- Building heights should be greatest closest to the Dulles Airport and Access Road, transitioning to lower heights at the outer edge of transit station areas. See specific height limitation in the land unit recommendations.
- Buildings at the outer edge of transit station areas should be sensitive to neighboring development with regard to height and mass.
- Varied building heights and roof lines are encouraged to create interest.
- Building facades should be interesting and varied, with an absence of blank walls. Buildings should be designed with features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be mitigated with landscaping, screening and buffering. Long expanses of blank walls along major roads should be avoided.
- To encourage a more urban environment and pedestrian scale, the bulk and mass of buildings should be minimized through the articulation of the building form, step backs from the building base, and plane changes within the building elevations.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets by large parking lots.
- Free-standing retail establishments are prohibited. Retail uses should be integrated into the design of the lower floors of non-residential and residential buildings.

Design Compatibility

- Development on the periphery of transit station areas adjacent to existing residential areas should be maintain or create an effective transition to the surrounding community in terms of layout, design and appearance.

Open Spaces

- Small plazas and/or courtyards should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of local employees and visitors. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited.
- Public art/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design when possible.
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.

- Significant landscaped and/or natural streetscapes, as well as street trees should be provided along all roadways, in particular roadways which form the periphery of the Suburban Center and Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road).

Pedestrian and Bicycle Access and Connections

- Site designs should balance the needs of both the pedestrian and the automobile; however, the circulation systems for pedestrians and automobiles should remain separate.
- Pedestrian/bicycle access should be provided to facilitate circulation within, to, around, and between each transit station area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian access between buildings is essential to ensure opportunities are available for people to walk to nearby uses.
- Pedestrian/bicycle paths of any one development or site should interconnect with pedestrian/bicycle paths of any adjacent development or site, to create a highly-connected transit station area. In addition, pedestrian/bicycle access should connect to the countywide and regional trail systems, connecting local sites with the larger community.
- Safe and convenient pedestrian street crossings should be designed, and include good lighting as well as access elements (e.g. ramps for persons with disabilities).
- Secure and convenient bicycle storage should be provided as part of all non-residential development.

Transit Access and Connections

- Safe, convenient and direct pedestrian pathways should be provided between all types of transit stops and buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof.

Vehicular Access and Connections

- Avoid direct access from parking structures onto major arterial roads.

Parking Areas

- Parking should be provided in either above or underground structures, with limited parking areas at the sides or back of buildings. If it is not possible to accommodate parking structures behind or beside buildings, minimize parking in front of buildings.
- Locate priority parking spaces for car/vanpools close to the employee entrance of the building or parking structure to encourage ride-sharing.
- Integrate the design of parking structures with that for the building served.
- Parking structures, as well as adjacent areas, should be landscaped to create a visually attractive environment.
- Parking lots should be screened to control the view and visual impact from the street right-of-way, adjacent development, and buildings being served by the lot. Plant materials, walls, fences or earth berms should be used.
- Interior parking lot landscaping should be provided. Large parking lots should be sub-divided into smaller lots by using planting areas as dividers.

Buffers

- Use natural landscaping to create edges and provide a buffer to define developments.
- Provide significant vegetated buffers in situations where non-residential development on the periphery of the Suburban Center or Transit Station Area is adjacent to existing residential neighborhoods.
- Screen from public view rooftop mechanical equipment, materials storage, utility substations and other similar items.

Lighting

- Develop coordinated lighting plans for all development complexes, in order to reinforce the complex's identity and provide a congruent appearance.
- Provide exterior lighting that enhances nighttime safety and circulation, as well as highlights key landmark features.
- Design lighting in a manner that focuses lighting directly onto parking/driving areas and sidewalks, such that lighting for a development does not project beyond the development's boundary. Utilization of fully shielded lighting fixtures is desirable in order to minimize the occurrence of glare, light trespass, and urban sky glow.

Signage

- Coordinated signage plans for all developments are encouraged to emphasize the complex's identity and provide a harmonious appearance.
- Signage should be appropriate for its location and purpose.
- Similar types of signage should be used for developments within a Transit Station Area to facilitate "way-finding" within the TSA."



County of Fairfax, Virginia

MEMORANDUM

DATE: May 11, 2009

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

FILE: 3-5 (SE 01-H-027)

SUBJECT: SEA 01-H-027-2 - One & Two Reston Company LLC (Reston Crescent)
Land Identification Maps: 17-3 ((8)) 1A1, 1B

This department has reviewed the subject special exception amendment including conditions proposed by the applicant dated April 16, 2009, and plat dated December 29, 2008. Our comments are noted below.

- The draft conditions propose TDM measures for the subject property. The following critical issues have been identified to the applicant:
 1. No remedy or penalty provisions are provided. Redundant measures of effectiveness of remedies should also be proposed.
 2. The applicant has been asked to increase the achievement percentage when rail is extended to the Reston Parkway station.
 3. TDM provisions should be initiated earlier in the development of the site.
- The proposed development is over-parked by more than 900 spaces. A commitment to share this parking with later phases of development should be included in the conditions.
- Roadway improvements
 1. Reston Parkway/Sunrise Valley Drive - The applicant should construct the full improvements outlined in their consultant's traffic analysis, subject to Virginia Department of Transportation (VDOT) approval.
 2. If VDOT does not approve the proposed improvements, a contribution reflecting their full value should be provided. A provision to allow the funds to be used for other transportation improvements in the Reston area should be included.
 3. The applicant has indicated agreement to a commitment to widen Reston Parkway on the frontage of the site and provide a right-turn lane. The applicant should accelerate this construction to an earlier timeframe in the site development.
 4. The right-in/right-out entrance to Reston Parkway should be designed to minimize the ability to weave across traffic lanes to access the left turn lane at Sunrise Valley Drive.

- On-site bicycle facilities for visitor parking should be provided.
- The applicant has indicated agreement to a commitment to concrete bus stop pads proximate to the site. Easements for the pads should also be provided if necessary.
- Access between the subject property and the parcel to the north adjoining the future WMATA rail station has been discussed with the applicant. We are seeking enhanced vehicular access to further a 'grid' network as well as direct pedestrian access to the future station. The applicant has indicated their support for both initiatives however they are reluctant to grant unilateral access easements at this time. There is agreement that pedestrian access is most critical and there is an expectation that the conditions for the proposed development will reflect a provision for this when the rail is available to the site.

AKR/MAD



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DAVID S. EKERN, P.E.
COMMISSIONER

May 19, 2009

Ms. Regina Coyle
Director of Zoning Evaluation
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035-5511

Re: Reston Crescent TIA
SEA 01-H-027-2

Dear Ms. Coyle:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the proposed special exception application was submitted to the Virginia Department of Transportation (VDOT) for review on April 24, 2009. It was anticipated the zoning would create a substantial impact or change to the existing transportation network of state highways.

In general, the TIA is found acceptable with the comments provided in the attached Evaluation Report.

Please contact me if you have any further questions regarding this report.

Sincerely,

A handwritten signature in black ink, appearing to read "Noreen H. Maloney".

Noreen H. Maloney
Transportation Engineer

cc: Angela Rodeheaver

EVALUATION REPORT OF RESTON CRESCENT TRAFFIC IMPACT ANALYSIS

Summary of the Key Findings

We have received the revised 2nd submission of TIA for the subject location. This project is located north of Sunrise Valley Drive and west of Reston Parkway. The site at the time of study was developed for 385,940 SF of office uses (existing and under construction) under approved FAR of 0.5 and approval for an additional 130,911 SF of office space. Applicant is now seeking approval of special exception to increase FAR to 0.7 to increase the amount of total office space to 1,109,608 SF. The local access to the site is from two access points along Sunrise Valley Drive with one signalized and the other un-signalized driveway and a right-in and right-out driveway at Reston Parkway

Accuracy of the Traffic Impact Analysis

The applicant has addressed most of our previous comments in the revised 2nd submission of the study.

Comments on Recommended Improvements

1. Recommendation # 10, bullet #3, additional right of way should also be reserved for a third through lane along Reston Parkway from the right-in-right out driveway to Sunrise Valley Drive.

Additional VDOT Recommendations

1. Signal modification and pavement marking & signing plan will need to be submitted for review and approval.
2. Changing of signal timings can be an option, however, the entire corridor or network should be included to assess the overall impact of changes.
3. All locations where overlaps or other signal operation changes have been proposed will require signal modification plans.

Conclusions

We have found the revised TIA generally acceptable and we concur with the recommendations in the study.



County of Fairfax, Virginia

MEMORANDUM

DEC 11 2008

DATE:

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Qayyum Khan, Senior Stormwater Engineer 
Stormwater and Geotechnical Section
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Special Exception Amendment Application, SEA 01-H-027-02, Reston Crescent, Plan Dated August 1, 2008, LDS Project #8001-ZONA-001-1, Tax Map #017-3-08-0001A1 and 0001B, Hunter Mill District

We have reviewed the subject application and offer the following comments related to Stormwater Management (SWM):

Chesapeake Bay Preservation Ordinance

There is no Resource Protection Area on the site.

Floodplain

There is no floodplain on the site.

Downstream Drainage Complaints

There is no drainage complaint on file.

SWM

The applicant proposes to use two existing on-site wet ponds to meet the stormwater detention and BMP requirements. The facilities will be privately owned and maintained.

Site Outfall

Narrative for outfall has been provided.

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

QK/tg

cc: Craig Carinci, Director, Stormwater Planning Division, DPWES
Zoning Application File

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12055 Government Center Parkway, Suite 535
Fairfax, Virginia 22035-5503
Phone 703-324-1720 • TTY 711 • FAX 703-324-8359



9-006 General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

9-607 Provisions for Approving an Increase in Building Heights

As set forth in the C-3, C-4, C-6, C-7, C-8, C-9, I-1, I-2, I-3, I-4, I-5 and I-6 Districts, and as applicable to all Group 3, Institutional Uses and Category 3, Quasi-Public Uses, the Board may approve a special exception for an increase in height above the maximum building height regulations specified for the zoning district or a given use, but only in accordance with the following provisions:

1. An increase in height may be approved only where such will be in harmony with the policies embodied in the adopted comprehensive plan.
2. An increase in height may be approved only in those locations where the resultant height will not be detrimental to the character and development of adjacent lands.
3. An increase in height may be approved in only those instances where the remaining regulations for the zoning district can be satisfied.

9-618 Increase in FAR

The Board may approve a special exception to allow an increase in the maximum permitted FAR for all uses in the C-6, C-7, C-8, I-3, I-4, I-5 and I-6 Districts, in accordance with the maximum FAR set forth in the respective zoning district.

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
LQS	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		