APPLICATION ACCEPTED: July 10, 2009
PLANNING COMMISSION: March 25, 2010
BOARD OF SUPERVISORS: April 27, 2010 @ 3:30 PM

County of Fairfax, Virginia

March 11, 2010

STAFF REPORT

RZ/ FDP 2009-HM-019
(Concurrent with DPWES Waiver #2615-WPFM-002-1)

HUNTER MILL DISTRICT

APPLICANT:	Comstock Reston Station Holdings, LC	
PRESENT ZONING:	I-4	
REQUESTED ZONING:	PDC	
PARCEL(S)/ ACREAGE:	17-4 ((24)) 3 (Comstock Parcel):	3.48 acres
	17-4 ((1A)) 17A (County Parcel):	8.99 acres
		12.47 acres total
FAR:	17-4 ((24)) 3 (Comstock Parcel):	2.0 FAR
	17-4 ((1A)) 17A (County Parcel):	2.5 FAR
	Overall 2.5 FAR excluding bonus density associated with Workforce Housing Units (WHU)	
OPEN SPACE:	20%	
PLAN MAP:	Mixed Use	
RZ PROPOSAL:	The applicant seeks to rezone 12.47 acres from the I-4 District to the PDC District to permit transit-oriented mixed use development near the Reston Metro Station at Wiehle Avenue in the Hunter Mill District. The proposed Transit-Oriented Development (TOD) would consist of 1.28 million square feet of development without bonus density and 1.34 million square feet with bonus density resulting from the provision of 12% workforce housing, which includes residential, office, hotel, and retail uses integrated with metro rail facilities.	

William O'Donnell

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

Staff recommends denial of RZ 2009-HM-019 as submitted; however, if it is the intent of the Board of Supervisors to approve RZ 2008-HM-019, staff recommends that such approval be subject to proffers consistent with those contained in Appendix 1.

Staff recommends denial of FDP 2009-HM-019 as submitted; however, if it is the intent of the Planning Commission to approve FDP 2009-HM-019, staff recommends that such approval be subject to development conditions contained in Appendix 2.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

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

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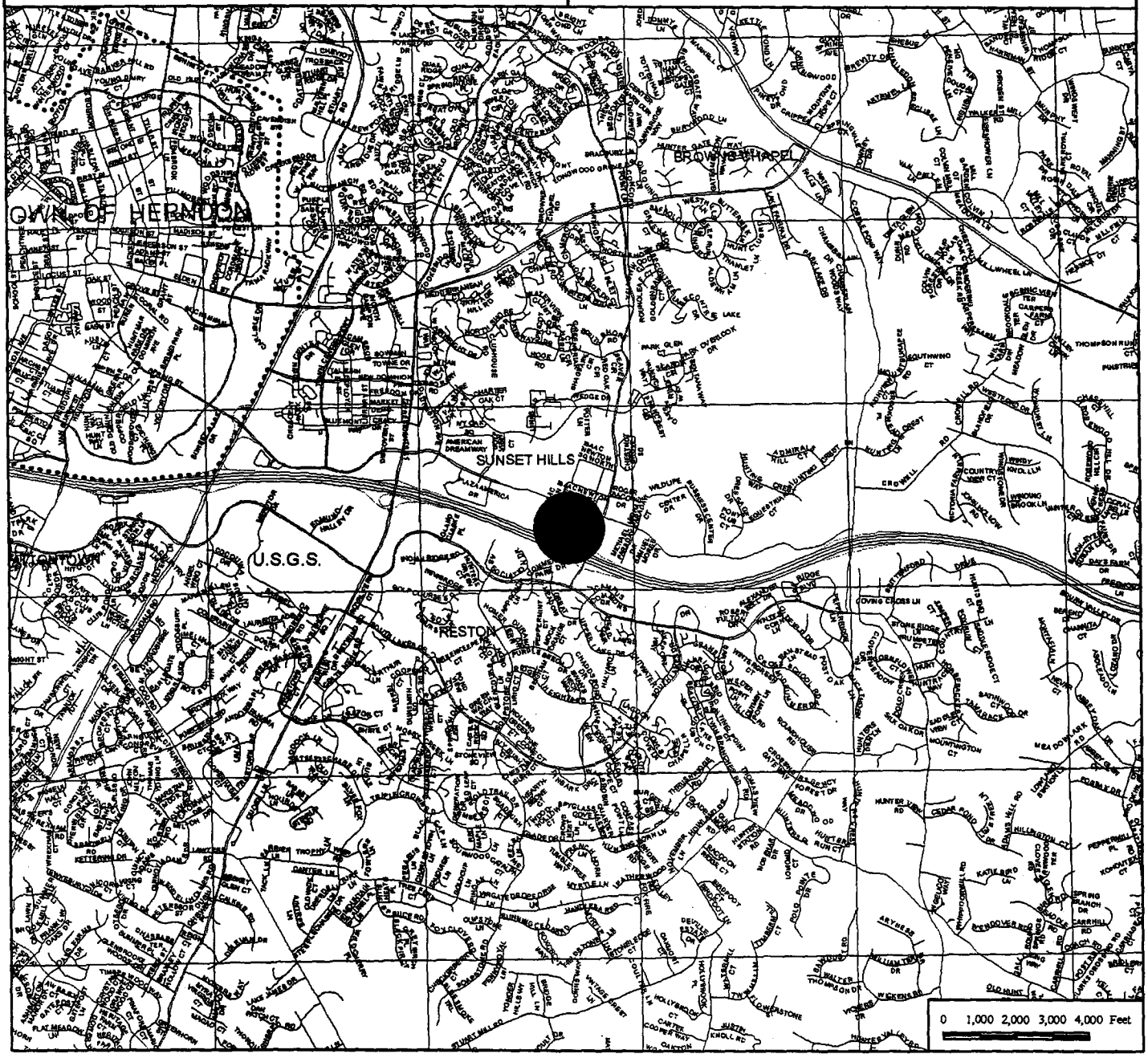
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Rezoning Application
RZ 2009-HM-019

Applicant:	COMSTOCK RESTON STATION HOLDINGS, LC
Accepted:	07/10/2009
Proposed:	MIXED-USE DEVELOPMENT
Area:	12.47 AC OF LAND; DISTRICT - HUNTER MILL
Zoning Dist Sect:	
Located:	SOUTH SIDE OF SUNSET HILLS ROAD APPROXIMATELY 1,300 FEET FROM ITS INTERSECTION WITH WIEHLE AVENUE AND NORTHWEST QUADRANT OF THE INTERSECTION WIEHLE AVENUE AND DULLES AIRPORT ACCESS ROAD
Zoning:	FROM I- 4 TO PDC
Overlay Dist:	
Map Ref Num:	017-4- /01/ /0017A /24/ /0003

Final Development Plan
FDP 2009-HM-019

Applicant:	COMSTOCK RESTON STATION HOLDINGS, LC
Accepted:	07/10/2009
Proposed:	MIXED-USE DEVELOPMENT
Area:	12.47 AC OF LAND; DISTRICT - HUNTER MILL
Zoning Dist Sect:	
Located:	SOUTH SIDE OF SUNSET HILLS ROAD APPROXIMATELY 1,300 FEET FROM ITS INTERSECTION WITH WIEHLE AVENUE AND NORTHWEST QUADRANT OF THE INTERSECTION WIEHLE AVENUE AND DULLES AIRPORT ACCESS ROAD
Zoning:	PDC
Overlay Dist:	
Map Ref Num:	017-4- /01/ /0017A /24/ /0003



Rezoning Application
RZ 2009-HM-019

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Zoning:	FROM I- 4 TO PDC
Overlay Dist:	
Map Ref Num:	017-4- /01/ /0017A /24/ /0003

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FDP 2009-HM-019

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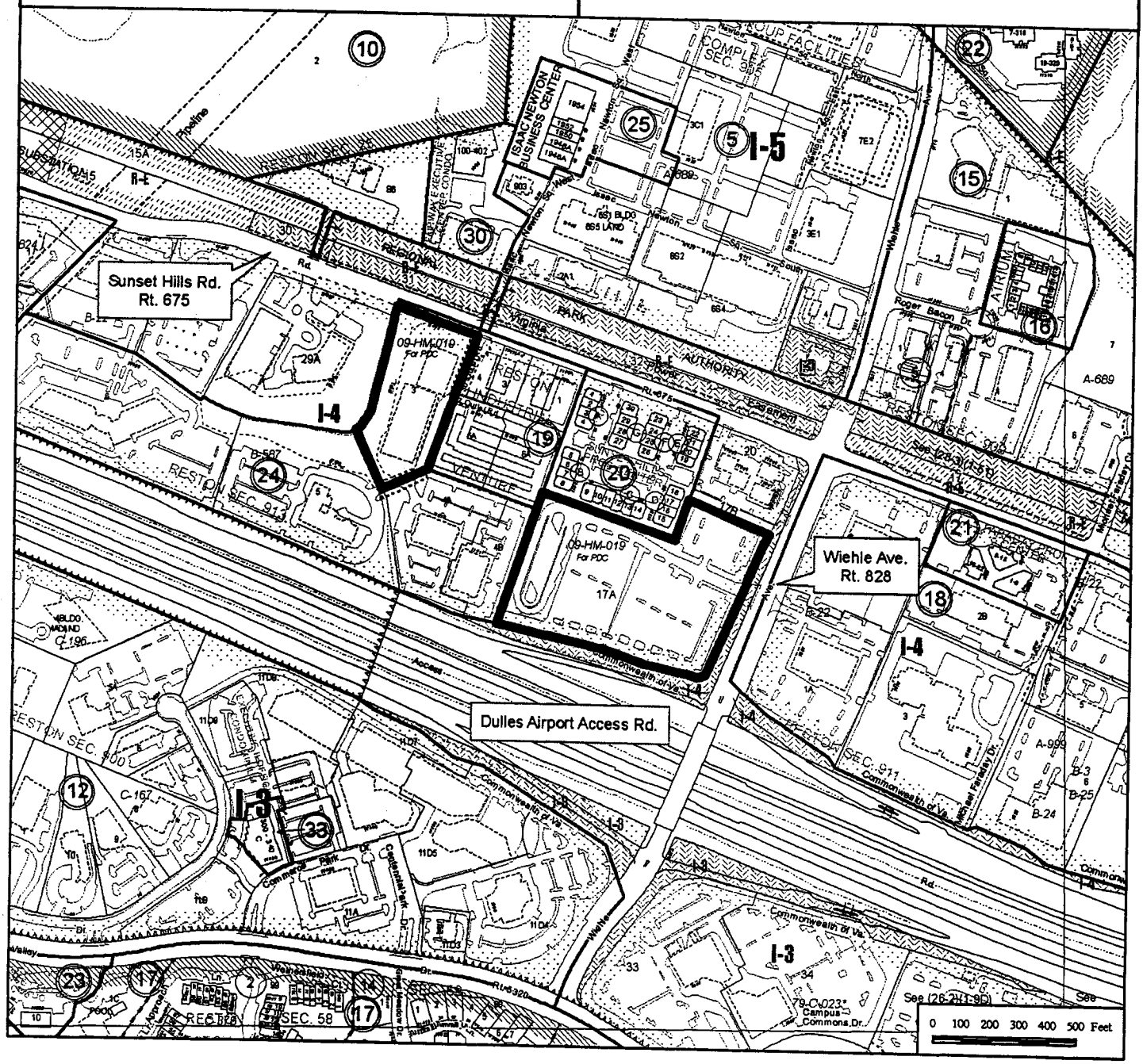
Zoning:	PDC
Overlay Dist:	
Map Ref Num:	017-4- /01/ /0017A /24/ /0003



REZONING PLAN (RZ)
CONCEPTUAL DEVELOPMENT PLAN (CDP) AND FINAL DEVELOPMENT PLAN (FDP)
(RZ# 2009-HM-019, FDP# 2009-HM-019)
FOR
RESTON STATION
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

OWNERS

(T.M. 017-4-01-0017A)
BOARD OF SUPERVISORS
FAIRFAX COUNTY
12000 GOVERNMENT CENTER PKWY
SUITE 533
FAIRFAX, VA 22035

(T.M. 017-4-24-0003)
11465 SH I LC.
14800 CONFERENCE CENTER DR.
SUITE 201
C/O ROCKCREST GROUP
CHANTILLY, VA. 20151

DEVELOPER
CRS CONSTRUCTION SERVICES, LC
11465 Sunset Hills Rd
Reston, VA 20190
703-883-1700

CIVIL ENGINEER
URBAN, Ltd.
7712 Little River Turnpike
Annandale, VA 22003
703-642-8080

LANDSCAPE ARCHITECT
URBAN, Ltd.
7712 Little River Turnpike
Annandale, VA 22003
703-642-8080

ATTORNEY
Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042
703-641-4200

ARCHITECT
Davis, Carter, Scott Ltd
1676 International Drive, Suite 500
McLean, VA 22102
703-556-9275

URBAN, LTD. CERTIFIES THAT NO INTENTIONAL CHANGES HAVE BEEN MADE TO THE APPLICATION PLAN SET OTHER THAN THOSE HIGHLIGHTED HEREIN, DESCRIBED IN THE RESPONSE CORRESPONDENCE OR OTHERWISE DISCUSSED WITH STAFF.

PLAN DATE
06-15-09
08-28-09
09-30-09
11-06-09
12-04-09
01-14-10
01-22-10
02-16-10
03-02-10

JUNE, 2009
SHEET 1 OF 21
ZP-1715

GENERAL NOTES:

1. THE APPLICATION PROPERTIES DELINEATED HEREON ARE LOCATED ON FAIRFAX COUNTY TAX MAP NUMBERS 017-4-01-0017A AND 017-4-24-0003 AND ARE CURRENTLY ZONED I-4 (MEDIUM INTENSITY INDUSTRIAL DISTRICT).

T.M. #017-4-24-0003	151,750 S.F. OR	3.48391 ACRES
T.M. #017-4-01-0017A	391,630 S.F. OR	8.99078 ACRES
SUB-TOTAL	543,380 S.F. OR	12.47470 ACRES

LESS POTENTIAL RIGHT-OF-WAY DEDICATION FROM 017-4-01-0017A = 1.31 ACRES
LESS POTENTIAL RIGHT-OF-WAY DEDICATION FROM 017-4-24-0003 = 0.23 ACRES

APPLICATION SITE AREA 10.9347 ACRES*
*APPLICANT HEREBY RESERVES DENSITY CREDIT FOR PUBLIC RIGHT-OF-WAY DEDICATION

ADDITIONAL PUBLIC RIGHT-OF-WAY POTENTIALLY REQUIRED:
T.M. #017-4-19-0004 0.18 ACRES
T.M. #017-4-19-0005-A 0.42 ACRES
T.M. #017-4-19-0006-A 0.26 ACRES
T.M. #017-4-24-0004-A 0.18 ACRES

PUBLIC RIGHT-OF-WAY RESERVATION FOR FUTURE DEDICATION:
T.M. #017-4-24-0003 0.13 ACRES
(53' FROM CENTERLINE OF SUNSET HILLS ROAD, SEE SHEET #5)

2. THE REFERENCED APPLICATION PROPERTIES ARE CURRENTLY ZONED I-4. THE PROPOSED ZONING IS PDC.

3. THERE IS A 100-YEAR FLOOD LIMITS, RMA OR RPA (RESOURCE PROTECTION AREA) ON THE SUBJECT PROPERTY PER FAIRFAX COUNTY MAPS PER CHESAPEAKE BAY PRESERVATION ORDINANCE AS ADOPTED ON NOVEMBER 18, 2003, PFM SECTION 6-1700 AND FAIRFAX COUNTY CODE CHAPTER 118. IT IS LOCATED ON THE WEST SIDE OF THE PROJECT, ON TAX MAP 017-4-24-003.

4. THERE ARE NO KNOWN GRAVES OR OBJECTS OR STRUCTURES MARKING PLACES OF BURIAL WITHIN THE SITE.

5. THERE ARE EXISTING BUILDINGS ON-SITE THAT WILL BE DEMOLISHED AS PART OF THIS DEVELOPMENT.

6. AMENITIES PROPOSED WITH THIS PROJECT INCLUDE A MULTIUSE TRAIL AND PEDESTRIAN PLAZA TO BE MAINTAINED BY THE PROPERTY OWNER OR COMMUNITY ASSOCIATION.

7. TO THE BEST OF THE APPLICANT'S KNOWLEDGE AND BELIEF, EXCEPT AS SET FORTH IN THE PHASE I ENVIRONMENTAL PREPARED FOR FAIRFAX COUNTY, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES ((AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS (CDFR) PARTS 116.4, 302.4 AND 355, COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT REGULATIONS VR 672-10-1-VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS, AND/OR PETROLEUM PRODUCTS AS DEFINED IN TITLE 40, CDFR PART 280)) OR STORAGE TANKS OR CONTAINERS ON SITE. SUCH SUBSTANCES WILL NOT BE GENERATED, UTILIZED, STORED, TREATED AND/OR DISPOSED OF ON SITE. IN THE EVENT THAT SUCH SUBSTANCES ARE FOUND TO BE ON SITE, THEY WILL BE DISPOSED OF IN AN APPROPRIATE MANNER.

8. BOUNDARY INFORMATION SHOWN HEREON IS TAKEN FROM A COMPOSITE OF DEEDS AND PLATS FROM AVAILABLE LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY BY URBAN ENGINEERING & ASSOCIATES, INC., ON ALL PARCELS.

9. THE TOPOGRAPHY SHOWN HEREON IS AT 1-FOOT CONTOUR INTERVALS, COMPILED BY UEA. ALL TOPOGRAPHY WAS OBTAINED VIA AIR SURVEY.

10. THE DEVELOPMENT SCHEDULE SHALL BE DETERMINED BY THE APPLICANT BASED UPON MARKET CONDITIONS.

11. SUBJECT TO MARKET CONDITIONS, IT IS CURRENTLY ANTICIPATED THAT CONSTRUCTION OF THE PROPOSED DEVELOPMENT AND PUBLIC PARKING FACILITIES WILL COMMENCE AS SOON AS ALL NECESSARY COUNTY APPROVALS AND PERMITS ARE OBTAINED.

12. TABULATIONS FOR SITE, BUILDING, PARKING AND LOADING DATA ARE PROVIDED ON SHEET #2 OF THIS PLAN.

13. IN ACCORDANCE WITH SECTION 16-403 OF THE ZONING ORDINANCE, MINOR MODIFICATIONS TO THE SIZES, DIMENSIONS, AND/OR FOOTPRINTS AND LOCATIONS OF BUILDINGS, SIDEWALKS, TRAILS AND UTILITIES MAY OCCUR WITH FINAL ENGINEERING AND DESIGN WITHOUT REQUIRING AN AMENDMENT TO THIS CDP/FDP, SO LONG AS SUCH MODIFICATIONS ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP/FDP AND THE GOVERNING PROFFERS.

14. PUBLIC WATER AND SEWER SHALL BE PROVIDED. ALL OTHER PUBLIC UTILITIES SHALL BE PROVIDED TO THE SITE BY EXTENSION OF EXISTING SERVICE IN THE AREA. SOLID WASTE REMOVAL SHALL BE PROVIDED BY PRIVATE CONTRACTOR AND/OR FAIRFAX COUNTY.

15. THE DEVELOPER RESERVES THE RIGHT TO LOCATE TEMPORARY CONSTRUCTION/SALES/LEASING TRAILERS ON THE SITE IN ACCORDANCE WITH COUNTY REQUIREMENTS.

16. THIS PROPOSED DEVELOPMENT IS IN CONFORMANCE WITH THE COMPREHENSIVE PLAN AND ALL APPLICABLE ORDINANCES, REGULATIONS AND ADOPTED CONDITIONS WITH THE EXCEPTION OF THE FOLLOWING:

A. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 16-102.1 OF THE ZONING ORDINANCE FOR YARD REGULATIONS, SETBACKS, BULK REGULATIONS AND BUILDING HEIGHTS IN FAVOR OF THE LAYOUT PROPOSED HEREON.
B. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 2-414.1.B FROM A 75' SETBACK FOR COMMERCIAL BUILDINGS FROM THE COMBINED DULLES INTERNATIONAL AIRPORT AIRPORT ACCESS HIGHWAY AND DULLES TOLL ROAD TO 30' FOR COMMERCIAL BUILDINGS.
C. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 13-303 OF THE ZONING ORDINANCE FOR THE TRANSITIONAL SCREENING AND BARRIER REQUIREMENTS FOR THIS APPLICATION IN FAVOR OF THE LANDSCAPING PROPOSED HEREON.
D. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 11-203 OF THE ZONING ORDINANCE FOR THE LOADING SPACE REQUIREMENTS IN FAVOR OF THE QUANTITIES PROPOSED HEREON.
E. THE APPLICANT HEREBY REQUESTS A MODIFICATION OF SECTION 17-201.4 OF THE ZONING ORDINANCE FOR THE WIDENING OF SUNSET HILLS ROAD.
F. THE APPLICANT MAY PURSUE A PARKING REDUCTION AS STATED IN NOTE #21 BELOW.

17. THERE IS AN EXISTING UTILITY EASEMENT (25' OR GREATER) ON THE SUBJECT PROPERTY. A 25' GAS EASEMENT EXISTS ALONG SUNSET HILLS ROAD.

18. PER SECTIONS 18-204 AND 16-403 OF THE FTX. CO. ZONING ORDINANCE, THE LIMITS OF CLEARING AND GRADING AND LANDSCAPED OPEN SPACE REPRESENTED ON THE GRAPHIC ARE SUBJECT TO MINOR MODIFICATION AT THE TIME OF FINAL ENGINEERING AND DESIGN, PROVIDED THE LIMITS OF CLEARING AND GRADING ARE IN SUBSTANTIAL CONFORMANCE WITH THE CDP/FDP. LANDSCAPING AND TREE COVER SHALL BE PROVIDED PER ARTICLE 13 AND THE SUBJECT PROFFERS. ADDITIONALLY, OFFSITE ENVIRONMENTAL IMPROVEMENTS (SWM/BMP) AND OFFSITE LINEAR UTILITY IMPROVEMENTS, IF NECESSARY SUBJECT TO FINAL DESIGN, MAY BE PERMITTED BEYOND THE LIMITS OF CLEARING AND GRADING SHOWN HEREON WITHOUT THE NEED TO MODIFY THIS CDP/FDP OR THE PROFFERS.

19. UNLESS OTHERWISE WAIVED BY THE COUNTY OR PERMITTED TO BE DEVELOPED OFF-SITE, STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICES WILL BE PROVIDED ON SITE IN ACCORDANCE WITH THE PUBLIC FACILITIES MANUAL IN AFFECT AS OF THE DATE OF THE APPROVED PROFFERS. ANY ONSITE STORMWATER MANAGEMENT FACILITIES SHALL BE MAINTAINED BY THE OWNERS AND/OR THE COA, PROVIDED IN THE EVENT ANY OF THE RESIDENTIAL BUILDINGS ARE DEVELOPED AS, OR LATER CONVERTED TO, INDIVIDUAL FOR SALE CONDOMINIUM UNITS, NO INDIVIDUAL RESIDENTIAL UNIT OWNER WILL HAVE ANY REQUIREMENT TO CONTRIBUTE TO THE MAINTENANCE OR REPLACEMENT OF SUCH FACILITIES.

20. PRIVATE STREETS ARE TO BE LOCATED ON COMMON OWNERS ASSOCIATION PROPERTY AND TO BE OWNED AND MAINTAINED BY THE PROPERTY OWNER OR THE COMMON ASSOCIATION.

21. SUBJECT TO COMPLIANCE WITH THE CDP/FDP AND THE PROFFER CONDITIONS, MINOR MODIFICATIONS TO THE BUILDING ENVELOPES, LAND USES, GROSS FLOOR AREA, QUANTITY OF RESIDENTIAL UNITS AND PARKING SPACES MAY BE PERMITTED WITH FINAL DESIGN. AT TIME OF FINAL BUILD-OUT OF THIS RZ/FDP, THE PROVIDED PARKING ON BLOCK 1 SHALL NOT EXCEED THE ZONING ORDINANCE MINIMUM REQUIREMENT.

22. THERE ARE NO AREAS WITH SCENIC ASSETS OR NATURAL FEATURES DESERVING OF PROTECTION ON THIS SITE OTHER THAN THE RPA LOCATED ON BLOCK 3. A WATER QUALITY IMPACT ASSESSMENT WILL BE COMPLETED AT THE TIME OF FINAL ENGINEERING DESIGN AS WELL AS A TREE PRESERVATION PLAN.

23. INDIVIDUAL UTILITY PLANS AND PROFILES WILL BE SUBMITTED DURING THE SITE PLAN STAGE FOR CONSTRUCTION PURPOSES.

24. THE BUILDING FOOTPRINTS ON THE CDP/FDP ARE CONCEPTUAL AND SUBJECT TO CHANGE AT THE TIME OF FINAL ENGINEERING.

VICINITY MAP

SCALE : 1" = 2,000'

SOILS MAP

SCALE: 1" = 500'

SOIL I.D. NUMBERS	SERIES NAME	PROBLEM SOIL CLASS
1A+	MIXED ALLUVIAL	A
10B+	GLENVILLE	B
55B2	GLENELG	C
55C2	GLENVILLE	C

NOTE: SOIL INFORMATION IS PER THE LATEST FAIRFAX COUNTY SOILS MAP AND SOILS OF FAIRFAX. GENERAL RATINGS FOR URBAN DEVELOPMENT.

SITE TABULATIONS:

EXISTING TOTAL DEVELOPMENT AREA:	12.47470 AC. (543,380 S.F.)
EXISTING ZONE:	I-4
PROPOSED ZONE:	PDC
OPEN SPACE REQUIRED (20% OF G.S.A.):	2.49 AC. (108,680 S.F.)
OPEN SPACE PROVIDED (20% OF G.S.A.):	2.49 AC. OR 20% (AREA IS NOT LOT SPECIFIC)
PROPOSED BUILDING GROSS FLOOR AREA:	SEE TABLE BELOW
MAXIMUM F.A.R. :	2.5 (543,380 x 2.5 = 1,358,450 S.F.)
PROPOSED F.A.R. :	SHOWN BELOW
MAXIMUM ALLOWABLE BUILDING HEIGHT:	NO REQUIREMENT
PROPOSED BUILDING HEIGHT:	VARIES (SEE BUILDING DATA CHART, THIS SHEET)
BULK PLANE REQUIREMENT:	NONE REQUIRED

PROPOSED DEVELOPMENT:

Development Program

	Block 1 (017-4-01-0017A)	Block 2 (017-4-24-0003)	Total
Area (AC)	8.99078	3.48391	12.47470
Proposed FAR	2.5	2.0	
Proposed GSF	979,096	228,518	1,207,614
Existing GSF	0	75,000	75,000
Total GSF	979,096	303,518	1,282,614

Total Proposed Development Base Density = 1,282,614 GSF
Proposed Bonus Density (12% of Residential) = 61,565 GSF (subject to final building design, see Residential area below)*
Total Proposed Development Density with Bonus = 1,344,180 GSF

*Any bonus density associated with the provision of work force dwelling units in accordance with Proffer 41 may be allocated to any use category. If such bonus density is applied to residential use, the Owners shall be entitled to one bonus market rate unit for each unit of work force housing provided. If such bonus density is applied to non-residential use the Owners shall be entitled to one bonus square foot of gross floor area for every square foot of work force housing provided.

Residential Use Area Minimum:
At full build out, a minimum of 37.5% of the aggregate base density shall be provided as Residential use.
Minimum Residential Use Area = 37.5% (1,282,614 GSF) = 480,980 GSF

Office Use Area Maximum:
At full build out, a maximum of 50% of the aggregate base density shall be provided as Office use.
Maximum Office Use Area = 50% (1,282,614 GSF) = 641,307 GSF + Bonus Density of 61,565 GSF = 702,872 GSF

Potential Use Allocation Chart**

	Block 1 (017-4-01-0017A)	Block 2 (017-4-24-0003)	Total
Residential, GSF	369,846	144,000	513,846
Hotel, GSF	126,000	0	126,000**
Retail, GSF	35,000	10,000	45,000
Restaurant, GSF	30,000	0	30,000
Office, GSF	520,134	110,000	630,134
Total	1,080,180	264,000	1,344,180

** Applicant reserves the flexibility to adjust the use allocations shown above to the extent permitted by the by the building data chart on this sheet and the proffers. Additionally, the minimum Residential use shown above shall be provided and the maximum Office use shown above shall not be exceeded, except that to the extent permitted by the proffers, the hotel use square footage may be converted to office and/or residential use.

Potential Residential Use Allocation = 513,846 GSF / 1,282,614 GSF = 40% of the aggregate base density
Potential Office Use Allocation = 630,134 GSF / 1,282,614 GSF = 49% of the aggregate base density

Parking/ Loading Computations***

Note: Per Fairfax County Zoning Ord. 11-202, 15 the max number of loading spaces is 5 per use or building. For office uses 5th equates to any building over 50,000 gsf. For retail uses 5th equates to any building over 70,000 gsf. For Multiple Family Residential uses 5th equates to any building over 425,000 gsf.

Block 1 (017-4-01-0017A)

Required Parking (Metro):
Metro: 2300 spaces

Required Parking (Private):
Office: 2.6/1000 x 520,134 = 1,353 spaces
Hotel: [illegible] = 281 spaces
Residential: [illegible]
Retail: [illegible]
Restaurant: [illegible]
Sub-Total = 3,087 spaces

Required Loading (Private):
Office: [illegible] = 5 Loading Spaces
Hotel: [illegible] = 2 Loading Spaces
Residential: [illegible] = 4 Loading Spaces
Restaurant: [illegible] = 2 Loading Spaces
Retail: [illegible] = 3 Loading Spaces
Sub-Total = 16 Loading Spaces

Provided Parking (Metro):
Metro: 2300 spaces
(See Note #21, this sheet)

Provided Parking (Private) = 3,087 spaces (See Note #21, this sheet)
Provided Loading (Private) = 6 spaces (See Note #18, this sheet)

Block 2 (017-4-24-0003)

Required Parking:
Office: [illegible] = 269 spaces (existing, includes cellar)
[illegible] = 91 spaces (proposed)
Retail: [illegible] = 5 spaces
[illegible] = 54 spaces
Residential: 1.6/unit x 144 = 231 spaces
Sub-Total = 670 spaces

Required Loading:
Office: [illegible] = 5 Loading Spaces
Residential: [illegible] = 2 Loading Spaces
Retail: [illegible] = 1 Loading Space
Sub-Total = 8 Loading Spaces

Provided Parking = 670 spaces (See Note #21, this sheet)
Provided Loading = 3 spaces (See Note #18, this sheet) (some within parking structure)

*** The Parking and Loading computations above are based on the Potential Use Allocation Chart above, which is subject to change. Applicant reserves the right to adjust the number and/or location of the parking spaces at time of each subsequent final site plan, as long as the minimum number of spaces is provided in accordance with Article 11 of the Fairfax County Zoning Ordinance.

BUILDING DATA CHART

Building Number	Preliminary Individual Average Grade	Max Building Height	Min Height above Plaza	Primary Uses	Primary Use Max GFA	Primary Use Min GFA	Approx. Lobby GFA	Secondary Use **	Secondary Use Max GFA	Secondary Use Min GFA	Building Maximum Total	Building Minimum TOTAL
Block 1:												
1	n/a	*200'	135.0'	Office	330,000	180,000	3,000	Retail	25,000	10,000	358,000	193,000
2	n/a	*200'	90.0'	Office	275,000	150,000	3,000	Retail	23,000	10,300	301,000	163,000
3	n/a	*200'	135.0'	Office	275,000	150,000	3,000	Retail	12,000	5,000	290,000	155,000
4	n/a	*200'	150.0'	Residential	435,000	330,000	8,000	Retail	55,300	5,000	498,000	330,000
5	n/a	*200'	90.0'	Hotel Residential	160,000	-	3,000	Retail	35,000	10,000	200,000	10,000
6	300.0'	140'	n/a	Residential	300,000	60,000	3,000	Retail	17,300	3,300	260,000	60,300
Block 2:												
7	301.0'	140'	n/a	Office/ Residential	180,000	-	3,000	Retail	10,000	4,000	193,000	-
8	303.0'	140'	n/a	Office	155,000	75,000	existing	Retail	15,000	0,000	170,000	75,000
Notes												

* Above Plaza, all other buildings measured from average grade plane
** Retail designation includes all Non-Principal uses as defined in Proffer 8
*** Option of Block 2 Owner to transfer up to 220,000 gross square feet from Block 2 to Block 1

GENERAL NOTES (CONTINUED):

25. SIGNAGE WILL BE PROVIDED IN ACCORDANCE WITH THE FAIRFAX COUNTY ZONING ORDINANCE. THE OWNERS SHALL COOPERATE WITH THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) TO IDENTIFY LOCATIONS FOR DIRECTIONAL SIGNAGE TO THE METRO STATION PLATFORM.

26. THE TRAFFIC CIRCULATION SYSTEM AND THE PEDESTRIAN CIRCULATION SYSTEM, INCLUDING THE LOCATION AND WIDTH OF ALL STREETS, DRIVEWAYS, ENTRANCES TO PARKING AREAS AND PARKING STRUCTURES, WALKWAYS, BICYCLE PATHS AND/OR BRIDLE PATHS, AND ALL TRAILS REQUIRED BY THE ADOPTED COMPREHENSIVE PLAN ARE SHOWN.

27. THIS DEVELOPMENT IS NOT LOCATED IN A HISTORIC OVERLAY DISTRICT AND THEREFORE NO ARCHEOLOGICAL SURVEY IS REQUIRED.

28. THE APPLICANT RESERVES THE ABILITY TO INCORPORATE THE PRINCIPAL AND SECONDARY PERMITTED USES OF THE PDC ZONE, AS LISTED IN ARTICLES 6-202 AND 6-203 OF THE FAIRFAX COUNTY ZONING ORDINANCE, PROVIDED THAT INCLUSION OF SUCH SHALL NOT CAUSE THE PROJECT TO EXCEED THE ALLOWABLE BASE AND BONUS DENSITIES OF THIS CDP/FDP.

29. THE ADDITION TO BUILDING 8 IS CONTEMPLATED AS A VERTICAL AND/OR HORIZONTAL EXTENSION OF THE EXISTING BUILDING AS SHOWN ON SHEET #5.

30. BUILDING CORES, LOBBIES, ENTRANCES AND SECTIONS ARE FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE WITH FINAL BUILDING DESIGN.

SHEET INDEX

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2. GENERAL NOTES
3. EXISTING CONDITIONS
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5. CDP/FDP
5A. BLOCK 2 LAYOUT OPTIONS EXHIBIT
5B. OPEN SPACE EXHIBIT
6. CDP/FDP WITH TOPO
7. BUS LEVEL PLAN
8. PUBLIC AND PRIVATE GARAGE PLAN
9. AMENITY LEVEL PLAN
10. ILLUSTRATIVE LANDSCAPE PLAN
11. ILLUSTRATIVE PLAZA DETAIL PLAN
11A. ILLUSTRATIVE PLAZA DETAIL PLAN (INITIAL PHASE)
11B. PLAZA INGRESS/EGRESS EXHIBIT
12. PEDESTRIAN / VEHICULAR CIRCULATION PLAN
13. PEDESTRIAN VERTICAL CIRCULATION PLAN
14-15. SITE SECTION EXHIBITS
16-17. BUILDING SECTION EXHIBITS
18-18D. SWM/BMP STUDY
19. EXISTING VEGETATION MAP
19A. WATER QUALITY IMPACT ASSESSMENT
20-21. TRANSPORTATION IMPROVEMENTS EXHIBIT

No.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW			

PLAN DATE: 06-15-09, 08-28-09, 09-30-09, 11-06-09, 12-04-09, 01-14-10, 01-29-10, 02-16-10, 03-02-10

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GENERAL NOTES
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
DATE: JUNE, 2009
C.I. = N/A
SCALE: AS NOTED
SHEET 2 OF 21
FILE No. ZP-1715

EXISTING CONDITIONS
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=60'
DATE: JUNE, 2009
SHEET
3
OF
21
FILE No.
ZP-1715
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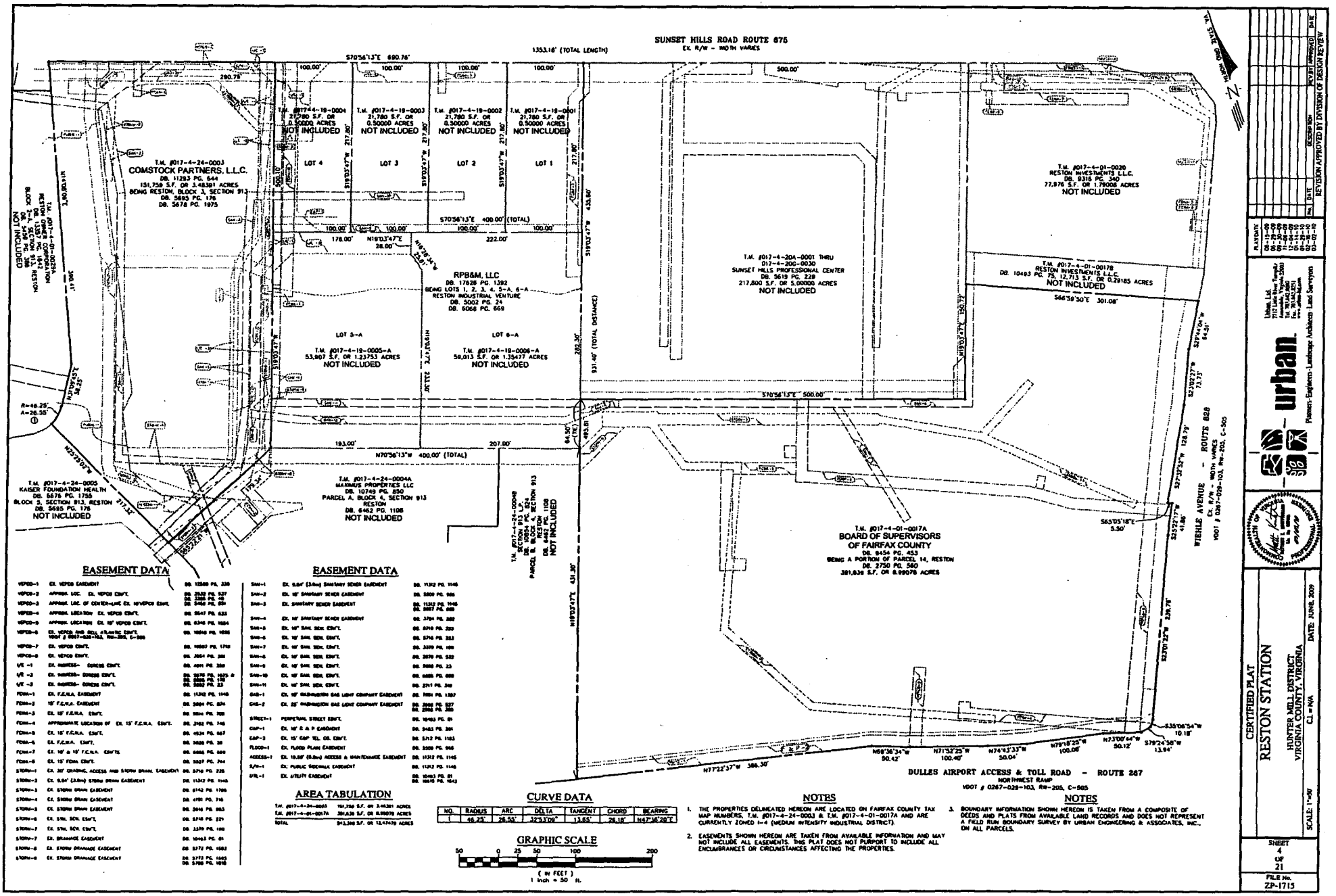
Planners Engineers Landscape Architects Land Surveyors
REVISION APPROVED BY DIVISION OF DESIGN REVIEW
DESCRIPTION
DATE
BY
APPROVED
DATE



EASEMENT DATA

VEPCO-1	EX. VEPCO EASEMENT	DB. 12569 PG. 330
VEPCO-2	APPROX. LOC. EX. VEPCO ESM'T.	DB. 2536 PG. 527 DB. 2385 PG. 48
VEPCO-3	APPROX. LOC. OF CENTER-LINE EX. 50'VEPCO ESM'T.	DB. 6462 PG. 859
VEPCO-4	APPROX. LOCATION EX. VEPCO ESM'T.	DB. 5847 PG. 633
VEPCO-5	APPROX. LOCATION EX. 10' VEPCO ESM'T.	DB. 6346 PG. 1884
VEPCO-6	EX. VEPCO AND DELL ATLANTIC ESM'T. VDOT # 0267-029-103, RW-205, C-505	DB. 10046 PG. 1020
VEPCO-7	EX. VEPCO ESM'T.	DB. 10037 PG. 1710
VEPCO-8	EX. VEPCO ESM'T.	DB. 3851 PG. 205
V/E -1	EX. VEPCO & ELECTRIC ESM'T.	DB. 4011 PG. 350
V/E -2	EX. VEPCO & ELECTRIC ESM'T.	DB. 3870 PG. 1870 & 2 DB. 3882 PG. 82
V/E -3	EX. VEPCO & ELECTRIC ESM'T.	DB. 3882 PG. 82
FCHA-1	EX. F.C.H.A. EASEMENT	DB. 11342 PG. 1145
FCHA-2	15' F.C.H.A. EASEMENT	DB. 3884 PG. 874
FCHA-3	EX. 15' F.C.H.A. ESM'T.	DB. 3884 PG. 908
FCHA-4	APPROXIMATE LOCATION OF EX. 15' F.C.H.A. ESM'T.	DB. 3902 PG. 745
FCHA-5	EX. 15' F.C.H.A. ESM'T.	DB. 4534 PG. 667
FCHA-6	EX. F.C.H.A. ESM'T.	DB. 3880 PG. 28
FCHA-7	EX. 10' & 15' F.C.H.A. ESM'TS.	DB. 6886 PG. 2010
FCHA-8	EX. 15' FCHA ESM'T.	DB. 3827 PG. 744
STORM-1	EX. 20' DRAINAGE, ACCESS AND STORM DRAIN. EASEMENT	DB. 3710 PG. 225
STORM-2	EX. 9.84' (3.0m) STORM DRAIN EASEMENT	DB. 11342 PG. 1145
STORM-3	EX. STORM DRAIN EASEMENT	DB. 5142 PG. 1700
STORM-4	EX. STORM DRAIN EASEMENT	DB. 4781 PG. 745
STORM-5	EX. STORM DRAIN EASEMENT	DB. 3696 PG. 863
STORM-6	EX. STM. SEW. ESM'T.	DB. 3710 PG. 221
STORM-7	EX. STM. SEW. ESM'T.	DB. 3379 PG. 100
STORM-8	EX. DRAINAGE EASEMENT	DB. 10493 PG. 01
STORM-9	EX. STORM DRAINAGE EASEMENT	DB. 3772 PG. 1682
STORM-10	EX. STORM DRAINAGE EASEMENT	DB. 3772 PG. 1682 DB. 5782 PG. 1618

EASEMENT DATA

SAN-1	EX. 9.84' (3.0m) SANITARY SEWER EASEMENT	DB. 11342 PG. 1145
SAN-2	EX. 10' SANITARY SEWER EASEMENT	DB. 5809 PG. 986
SAN-3	EX. SANITARY SEWER EASEMENT	DB. 11342 PG. 1145 DB. 3887 PG. 688
SAN-4	EX. 30' SANITARY SEWER EASEMENT	DB. 3704 PG. 282
SAN-5	EX. 10' SAN. SEW. ESM'T.	DB. 5790 PG. 250
SAN-6	EX. 10' SAN. SEW. ESM'T.	DB. 5716 PG. 252
SAN-7	EX. 10' SAN. SEW. ESM'T.	DB. 3379 PG. 100
SAN-8	EX. 10' SAN. SEW. ESM'T.	DB. 3870 PG. 522
SAN-9	EX. 10' SAN. SEW. ESM'T.	DB. 3888 PG. 23
SAN-10	EX. 10' SAN. SEW. ESM'T.	DB. 6655 PG. 058
SAN-11	EX. 10' SAN. SEW. ESM'T.	DB. 2711 PG. 249
GAS-1	EX. 10' WASHINGTON GAS LIGHT COMPANY EASEMENT	DB. 7934 PG. 1387
GAS-2	EX. 25' WASHINGTON GAS LIGHT COMPANY EASEMENT	DB. 3868 PG. 527 DB. 3868 PG. 531
STREET-1	PERPETUAL STREET ESM'T.	DB. 10493 PG. 01
CAP-1	EX. 10' C & P EASEMENT	DB. 5483 PG. 201
CAP-2	EX. 15' CAP 'ELL' DB. ESM'T.	DB. 5717 PG. 1183
FLOOD-1	EX. FLOOD PLAIN EASEMENT	DB. 3509 PG. 065
ACCESS-1	EX. 10.00' (3.0m) ACCESS & MAINTENANCE EASEMENT	DB. 11342 PG. 1145
S/W-1	EX. PUBLIC SIDEWALK EASEMENT	DB. 11342 PG. 1145
UTIL-1	EX. UTILITY EASEMENT	DB. 10493 PG. 01 DB. 10610 PG. 1843

AREA TABULATION

T.M. #017-4-24-0003	151,759 S.F. OR 3.48381 ACRES
T.M. #017-4-01-0017A	391,836 S.F. OR 8.99078 ACRES
TOTAL	543,595 S.F. OR 12.47459 ACRES

CURVE DATA

NO.	RADIUS	ARC	DELTA	TANGENT	CHORD	BEARING
1	46.25'	28.50'	35°37'09"	13.65'	28.18'	N47°36'20"E

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)

1 inch = 50 ft.

NOTES

1. THE PROPERTIES DELINEATED HEREON ARE LOCATED ON FAIRFAX COUNTY TAX MAP NUMBERS, T.M. #017-4-24-0003 & T.M. #017-4-01-0017A AND ARE CURRENTLY ZONED I-4 (MEDIUM INTENSITY INDUSTRIAL DISTRICT).
2. EASEMENTS SHOWN HEREON ARE TAKEN FROM AVAILABLE INFORMATION AND MAY NOT INCLUDE ALL EASEMENTS. THIS PLAT DOES NOT PURPORT TO INCLUDE ALL ENCUMBRANCES OR CIRCUMSTANCES AFFECTING THE PROPERTIES.
3. BOUNDARY INFORMATION SHOWN HEREON IS TAKEN FROM A COMPOSITE OF DEEDS AND PLATS FROM AVAILABLE LAND RECORDS AND DOES NOT REPRESENT A FIELD RUN BOUNDARY SURVEY BY URBAN ENGINEERING & ASSOCIATES, INC., ON ALL PARCELS.

NOTES

NO.	DATE	DESCRIPTION	BY	PLAT APPROVED	DATE
1	03-02-10	REVISION APPROVED BY DIVISION OF DESIGN REVIEW			
2	04-14-10				
3	07-06-10				
4	09-29-10				
5	11-15-10				

PLAT DATE
05-15-09
06-29-09
07-31-09
08-14-09
09-14-09
10-14-09
11-15-09
03-02-10

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CERTIFIED PLAT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

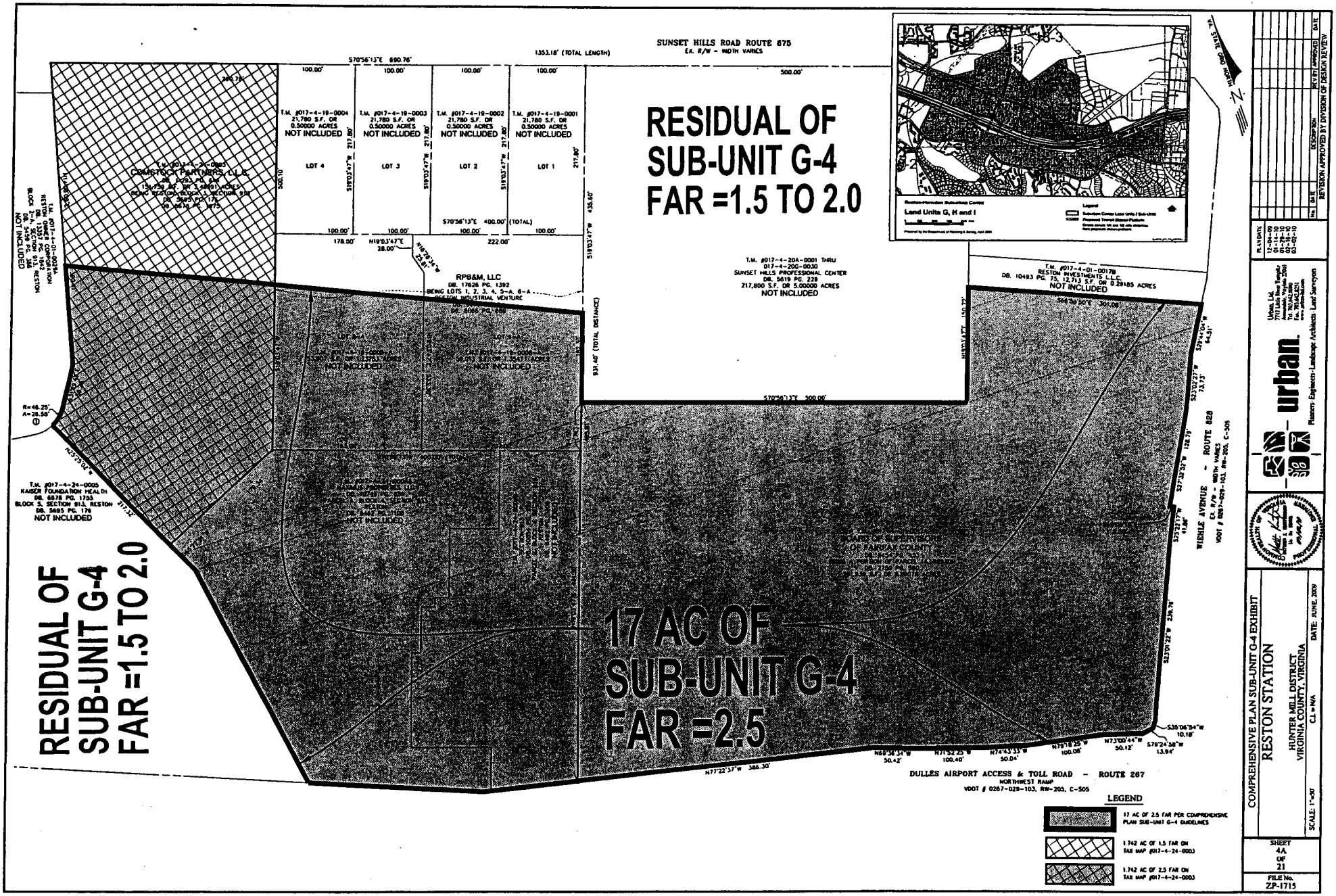
DATE: JUNE 2009

SCALE: 1"=50'

C.I. = N/A

SHEET
4
OF
21

FILE No.
ZP-1715



SUNSET HILLS ROAD ROUTE 675
EX. R/W - WIDTH VARIES
1353.18' (TOTAL LENGTH)
S70°56'13"E 690.76'
RESIDUAL OF
SUB-UNIT G-4
FAR =1.5 TO 2.0
T.M. #017-4-19-0004
21,780 S.F. OR
0.50000 ACRES
NOT INCLUDED
T.M. #017-4-19-0003
21,780 S.F. OR
0.50000 ACRES
NOT INCLUDED
T.M. #017-4-19-0002
21,780 S.F. OR
0.50000 ACRES
NOT INCLUDED
T.M. #017-4-19-0001
21,780 S.F. OR
0.50000 ACRES
NOT INCLUDED
LOT 4
LOT 3
LOT 2
LOT 1
COMSTOCK PARTNERS, L.L.C.
S70°56'13"E 400.00' (TOTAL)
RPB&M, LLC
DB. 17626 PG. 1392
BEING LOTS 1, 2, 3, 4, 5-A, 6-A
RESTON INDUSTRIAL VENTURE
T.M. #017-4-20A-0001 THRU
017-4-20C-0030
SUNSET HILLS PROFESSIONAL CENTER
DB. 5619 PG. 229
217,800 S.F. OR 5.00000 ACRES
NOT INCLUDED
T.M. #017-4-01-0017B
RESTON INVESTMENTS L.L.C.
DB. 10493 PG. 75, 12,713 S.F. OR 0.29185 ACRES
NOT INCLUDED
931.40' (TOTAL DISTANCE)
S70°56'13"E 500.00'
T.M. #017-4-24-0005
KAISER FOUNDATION HEALTH
DB. 6676 PG. 1755
BLOCK 5, SECTION 913, RESTON
DB. 5695 PG. 176
NOT INCLUDED
BOARD OF SUPERVISORS
OF FAIRFAX COUNTY
WIEHLE AVENUE - ROUTE 828
EX. R/W - WIDTH VARIES
VDOT # 0267-029-103, RW-205, C-505
17 AC OF
SUB-UNIT G-4
FAR =2.5
RESIDUAL OF
SUB-UNIT G-4
FAR =1.5 TO 2.0
N77°22'37"W 386.30'
DULLES AIRPORT ACCESS & TOLL ROAD - ROUTE 267
NORTHWEST RAMP
VDOT # 0267-029-103, RW-205, C-505
LEGEND
17 AC OF 2.5 FAR PER COMPREHENSIVE PLAN SUB-UNIT G-4 GUIDELINES
1.742 AC OF 1.5 FAR ON TAX MAP #017-4-24-0003
1.742 AC OF 2.5 FAR ON TAX MAP #017-4-24-0003
Land Units G, H and I
REVISION APPROVED BY DIVISION OF DESIGN REVIEW
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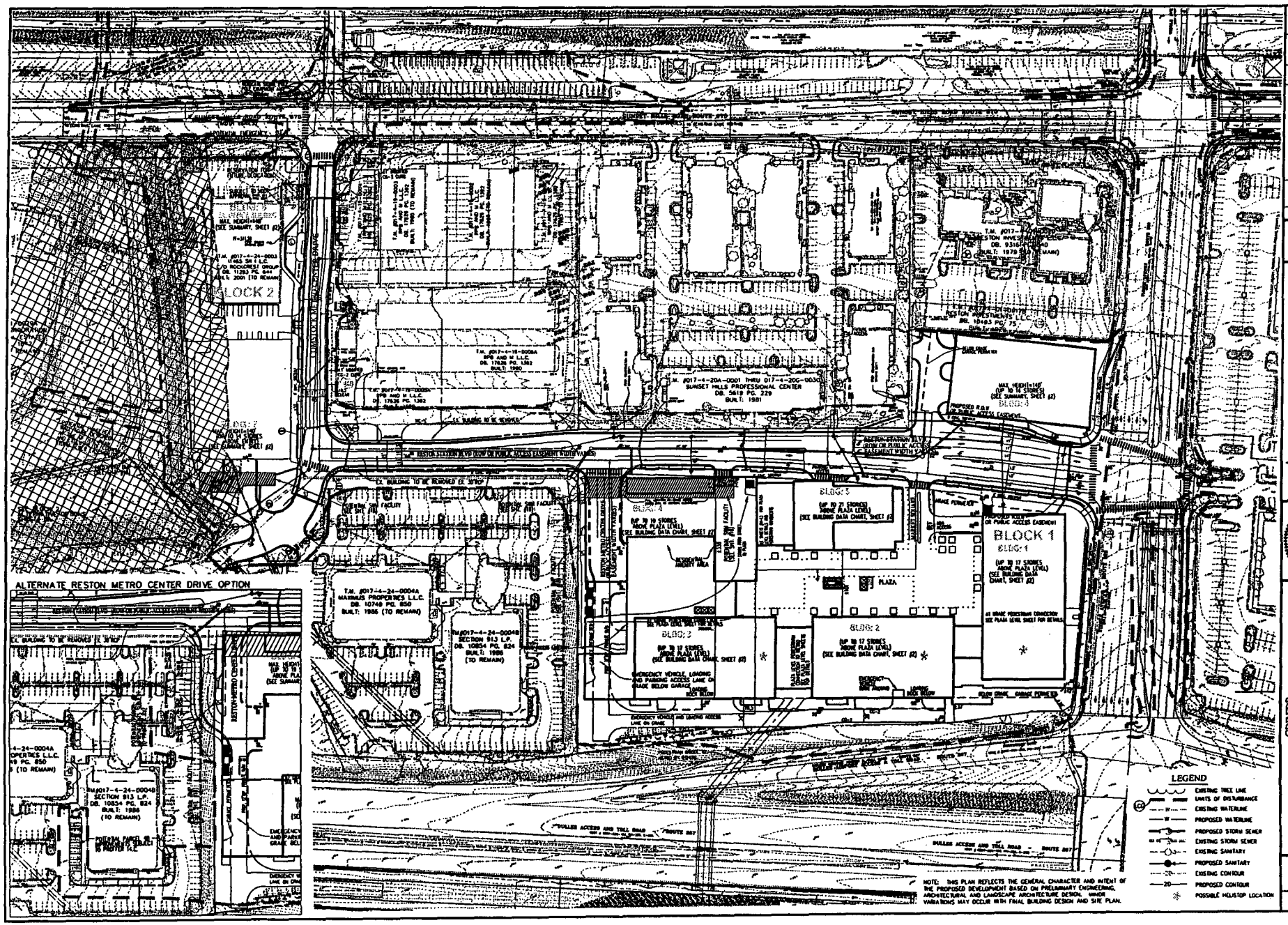
COMPREHENSIVE PLAN SUB-UNIT G-4 EXHIBIT
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=50'
C.I. = N/A
DATE: JUNE, 2009
SHEET
4A
OF
21
FILE No.
ZP-1715



No.	DATE	DESCRIPTION	REV. BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

PLAN DATE
08-15-09
08-29-09
09-30-09
11-06-09
12-04-09
01-29-10
02-16-10
03-02-10

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CDP/FDP

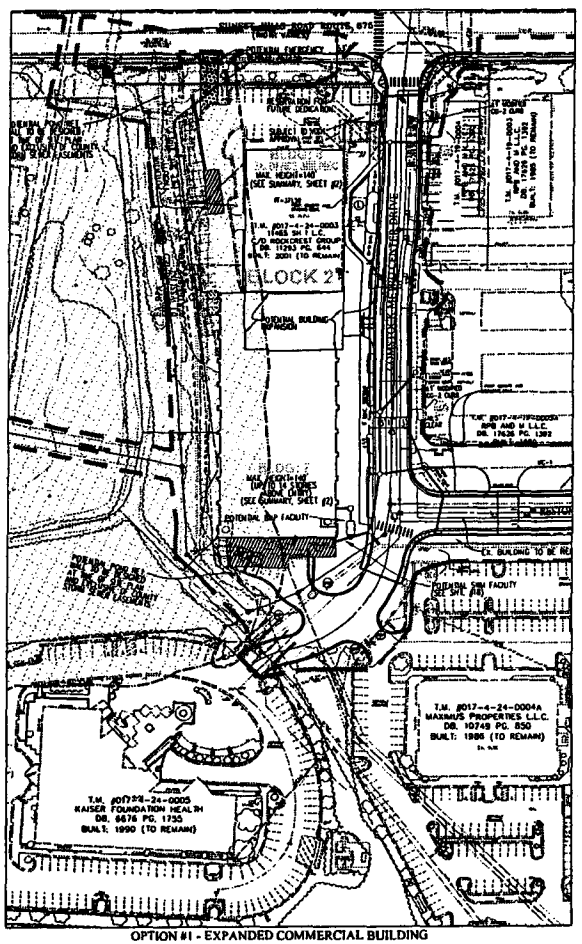
RESTON STATION AT WIEHLE METRO

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

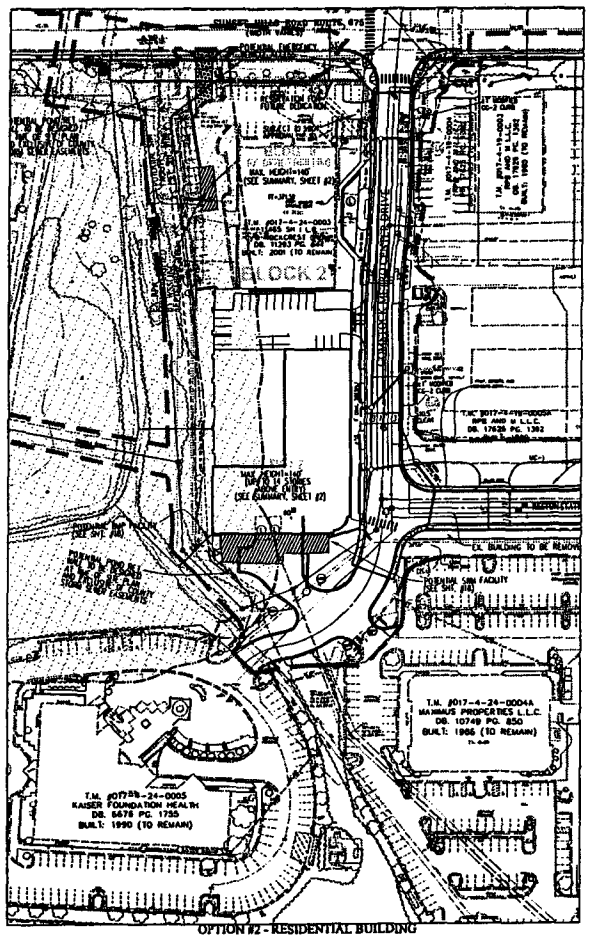
SCALE: 1"=60'
C.I.=1'
DATE: JUNE, 2009

SHEET 5 OF 21

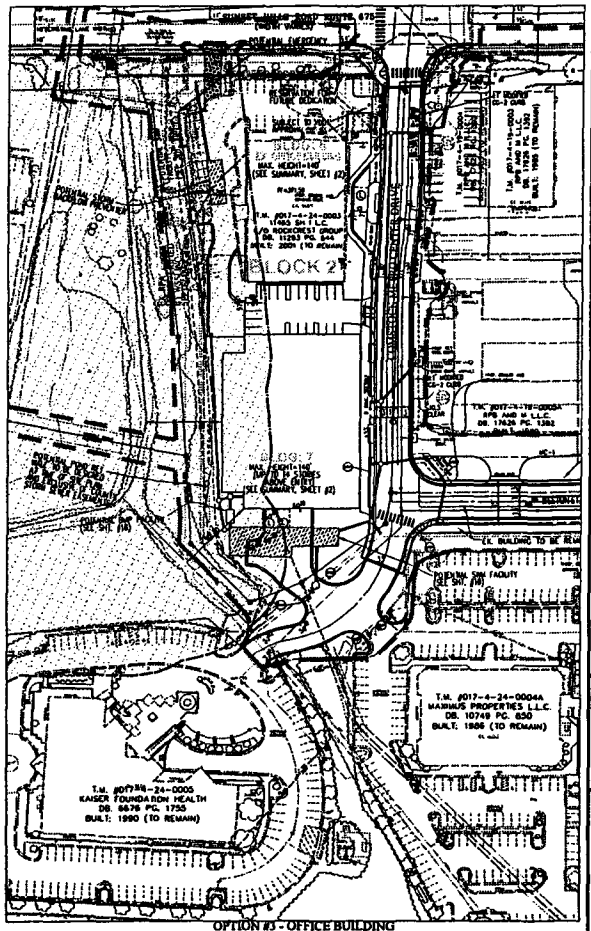
FILE No. ZP-1715



OPTION #1 - EXPANDED COMMERCIAL BUILDING



OPTION #2 - RESIDENTIAL BUILDING



OPTION #3 - OFFICE BUILDING

RESIDENTIAL OPTION NOTE: DUE TO THE ELEVATION OF THE ADJACENT 100 YEAR FLOODPLAIN AND THE ELEVATION OF THE EXISTING ON-GRADE PARKING SLAB (LABELED AS P1 ON THE SECTION ABOVE) AT TIME OF FINAL SITE PLAN, PARKING ON THE P1 LEVEL SHALL BE CONFIRMED AS PERMISSIBLE FOR THE COMMERCIAL USE AND/OR ADEQUATE SEPARATION FROM THE 100 YEAR FLOODPLAIN SHALL BE DEMONSTRATED BY MEANS OF A REVISED FLOODPLAIN STUDY OR STRUCTURAL IMPROVEMENTS.

LEGEND

- EXISTING TREE LINE
- LIMITS OF DISTURBANCE
- EXISTING WATERLINE
- PROPOSED WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- EXISTING SANITARY
- PROPOSED SANITARY
- EXISTING CONTOUR
- PROPOSED CONTOUR

BLOCK 2 NOTE: THESE THREE OPTIONS FOR BLOCK 2 (INCLUDING THE POTENTIAL POND RETAINING WALL) ARE PRELIMINARY DESIGNED SUCH THAT THEY DO NOT ENCROACH ON THE EXISTING FLOODPLAIN EASEMENT AND DO NOT INCREASE IMPERVIOUS AREA WITHIN THE RPA BEYOND EXISTING CONDITIONS. THIS SHALL BE FURTHER DEMONSTRATED AT THE TIME OF THE FINAL SITE PLAN.

NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL AND LANDSCAPE ARCHITECTURE DESIGN. MINOR VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.

No.	DATE	DESCRIPTION	PC # OR APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW		

PLAN DATE:
05-15-09
07-20-09
08-17-09
11-06-09
01-14-10
02-03-10
03-01-10

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BLOCK 2 LAYOUT OPTIONS EXHIBIT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

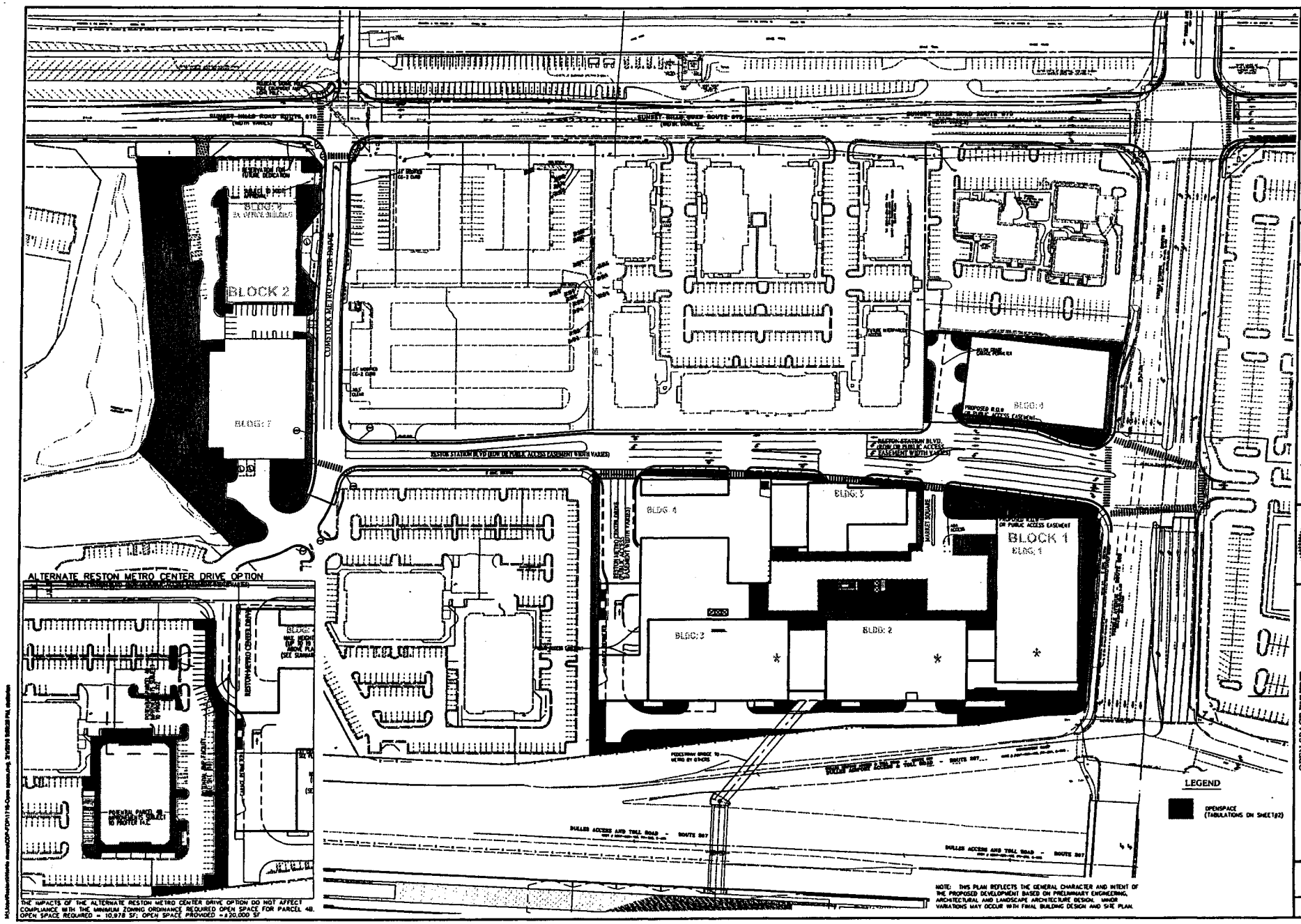
SCALE: 1"=60' C.I. = N/A

DATE: JUNE, 2009

SHEET
5A
OF
21

FILE No.
ZP-1715

M:\Jobs\Reston\Work\dwg\BLOCK2\P-1715-OPTIONS.dwg, 3/1/2010 8:58:03 PM, mbaker



THE IMPACTS OF THE ALTERNATE RESTON METRO CENTER DRIVE OPTION DO NOT AFFECT COMPLIANCE WITH THE MINIMUM ZONING ORDINANCE REQUIRED OPEN SPACE FOR PARCEL 4B. OPEN SPACE REQUIRED = 10,978 SF; OPEN SPACE PROVIDED = ±20,000 SF

NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL AND LANDSCAPE ARCHITECTURE DESIGN. MINOR VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.

No.	DATE	DESCRIPTION	REV BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

PLAN DATE:
06-15-09
06-29-09
09-30-09
11-06-09
12-04-09
01-14-10
01-29-10
02-16-10
03-02-10

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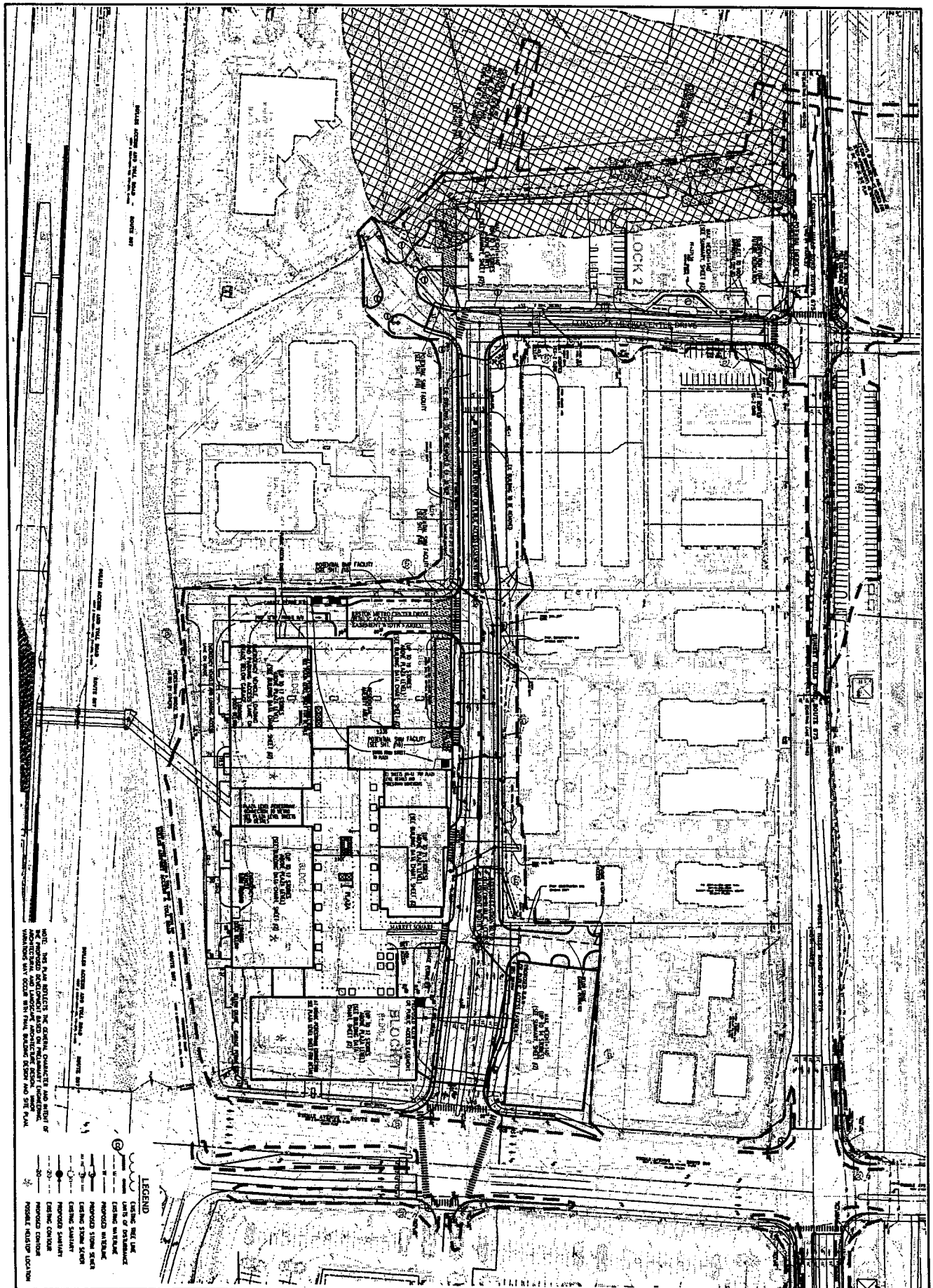
COMMONWEALTH OF VIRGINIA
PROFESSIONAL ENGINEER

OPEN SPACE EXHIBIT
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60'
C.I. = 1'
DATE: JUNE, 2009

SHEET
5B
OF
21

FILE No.
ZP-1715



CDP/FDP WITH TOPO

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60' C.I. = 1' DATE: JUNE, 2009

PLAN DATE:
08-15-09
09-29-09
09-30-09
11-04-09
12-04-09
01-11-10
01-29-10
02-15-10
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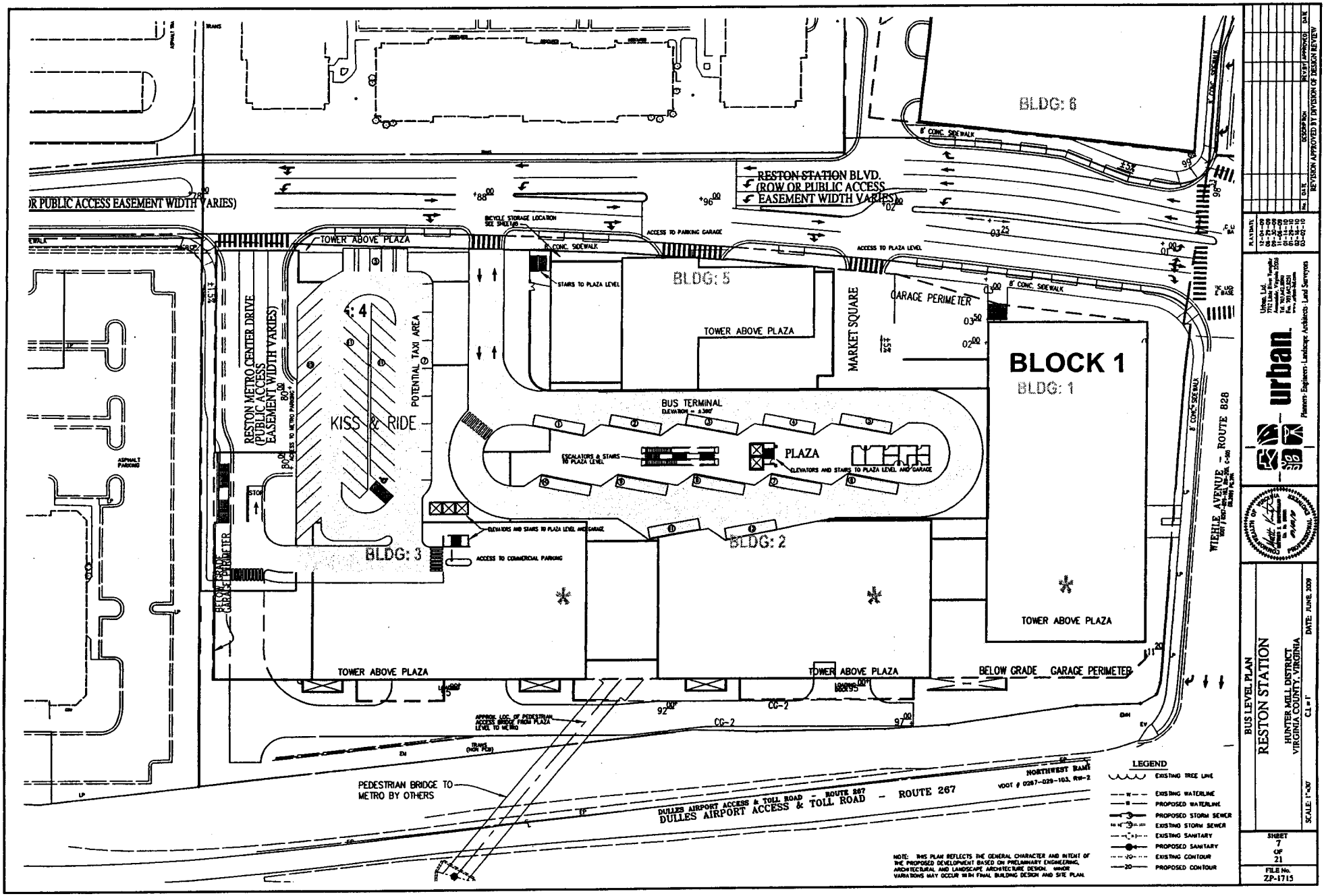
SHEET 6 OF 21



No. | DATE | DESCRIPTION | REVISED/APPROVED | DATE
REVISION APPROVED BY DIVISION OF DESIGN REVIEW

PLAN DATE:
12-04-09
05-21-09
07-16-10
11-05-10
01-14-10
02-16-10
03-07-10

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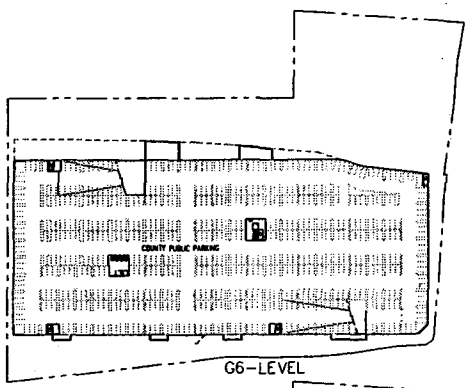
BUS LEVEL PLAN
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=30'
DATE: JUNE 2009

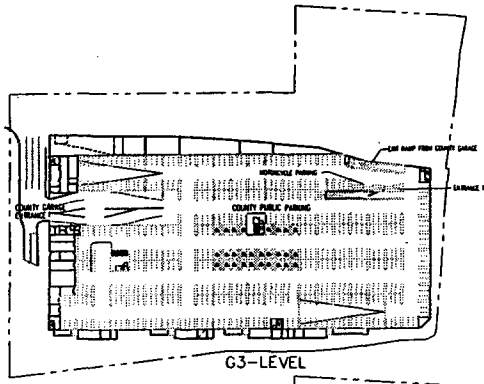
SHEET
7
OF
21

FILE No.
ZP-1715

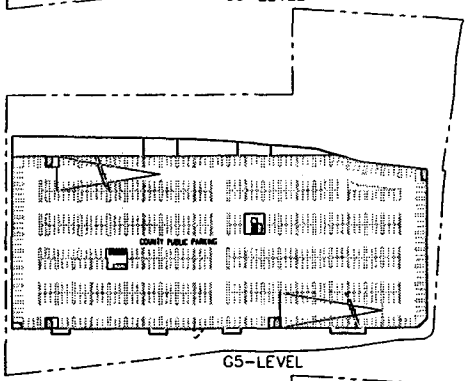
SCHEMATIC PARKING LEVELS



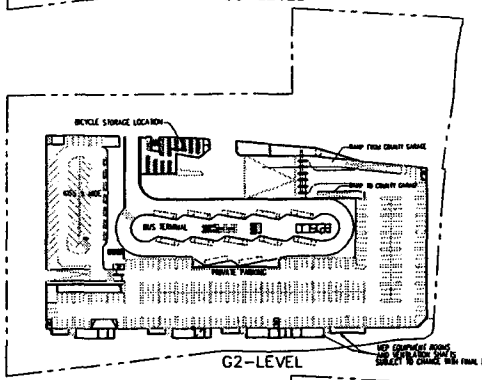
G6-LEVEL



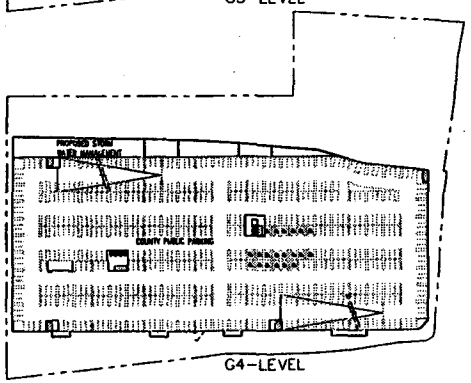
G3-LEVEL



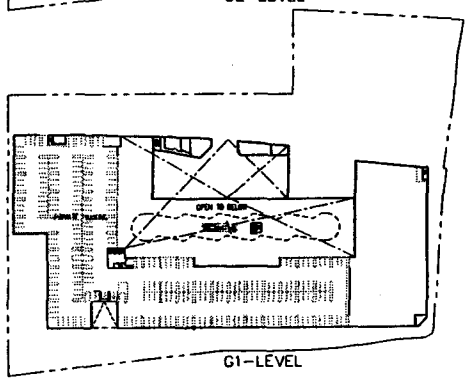
G5-LEVEL



G2-LEVEL



G4-LEVEL



G1-LEVEL

NOTE: PARKING SPACES WILL BE PROVIDED GENERALLY AS SHOWN. APPLICANT RESERVES THE RIGHT TO ADJUST THE NUMBER AND/OR LOCATION OF THE PARKING SPACES AT TIME OF FINAL SITE PLAN, AS LONG AS THE MINIMUM NUMBER OF SPACES IS PROVIDED IN ACCORDANCE WITH ARTICLE 11 OF THE FAIRFAX COUNTY ZONING ORDINANCE.

No.	DATE	DESCRIPTION	REVISIONS APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW		

PLAN DATE:
05-15-09
06-29-09
09-16-09
11-06-09
01-14-10
01-29-10
03-01-10
03-02-10

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COMMONWEALTH OF VIRGINIA — Angel Kuo — No. 034... — LICENSED PROFESSIONAL ENGINEER

PUBLIC AND PRIVATE GARAGE PLAN

RESTON STATION
AT WIEHLE METRO
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=100' C.L = N/A DATE: JUNE, 2009

SHEET
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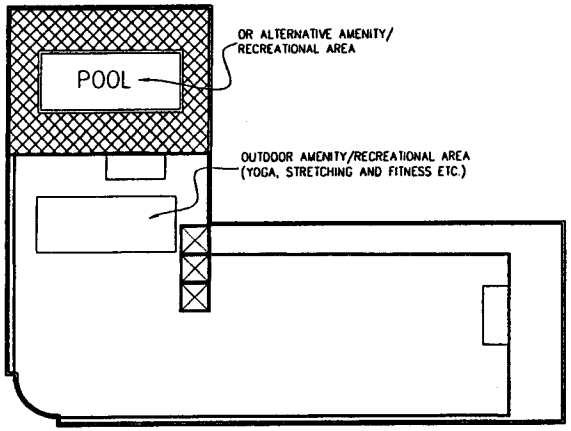
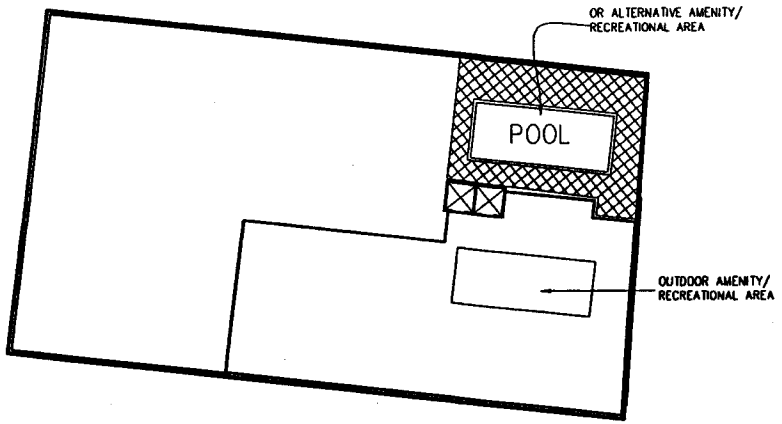
OF
21

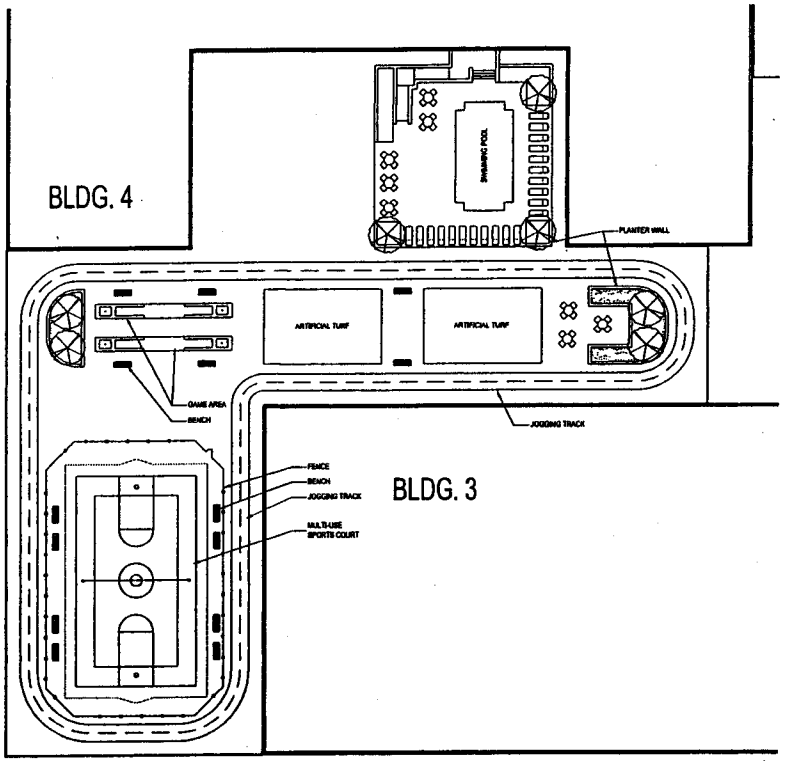
FILE No.
ZP-1715



3 BLOCK 2 - RESIDENTIAL OPTION ROOF PLAN
Scale: 1"=20'



2 BUILDING 6 ROOF PLAN
Scale: 1"=20'



1 RESIDENTIAL AMENITY AREA DETAIL PLAN
Scale: 1"=20'

NOTE: ROOF TOP AMENITY SPACE SHOWN IS ILLUSTRATIVE IN NATURE ADD IS SUBJECT TO CHANGE WITH FINAL ENGINEERING AND DESIGN.

No.	DATE	DESCRIPTION	REV BY	APPROVED	DATE

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AMENITY LEVEL PLAN
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=100'
C.I. = N/A
DATE: JUNE, 2009

SHEET
9
OF
21

FILE No.
ZP-1715

TREE PRESERVATION TARGET CALCULATIONS	
Gross Site Area (s.f.)	843,399
Pre-Development Area of Existing Tree Canopy (s.f.)	56,724
Percentage of Gross Site Area Covered by Existing Tree Canopy	10%
Tree Preservation Target	
10-Year Tree Canopy Requirement Percentage (per PFM Table 12.4)	10%
10-Year Tree Canopy Required (s.f.) (See "10-Year Tree Canopy Calculations" Table)	84,340
Percentage of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (Plus to the "Tree Preservation Target")	10%
Area of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (s.f.)	8,434
Area of the 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation (s.f.) (See "Tree Preservation Calculations" Table)	23,843
Proposed Percentage of 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation	43%
Tree Preservation Target met (%) — ≥ 40% & greater than 10%	Yes
Tree Preservation Target met (s.f.) — 23,843 ≥ greater than 8,434	Yes

TREE PRESERVATION CALCULATIONS					
Tree Preservation Target (%)					10%
Tree Preservation Target (s.f.)					8,434
Tree Preservation:					
Tree Preservation Areas	Cover Type	Qty	Credit Factor		Total
Tree Save Area 1	Assumed	15,000	1.25		18,750
Preserved Individual Trees	Assumed	23	1.25		5,719
Total Tree Preservation Provided (s.f.)					23,843

10-YEAR TREE CANOPY AREA FOR EXISTING TREES TO BE REMOVED			
Tree Category	Quantity	Area (sf)	Total Area (sf)
Category I - Deciduous Trees	1	75	75
Category II - Deciduous Trees	35	125	4,375
Category III - Deciduous Trees	39	175	6,825
Category IV - Deciduous Trees	71	250	18,750
Specimen - Deciduous Trees	1	650	1,650
	2	2,100	4,200
Category I - Evergreen Trees	1	75	75
Category II - Evergreen Trees	5	125	750
Category III - Evergreen Trees	2	175	350
Category IV - Evergreen Trees	5	125	750
Specimen - Evergreen Trees	1	650	3,900
	3	1,700	5,400
			37,650

An additional 51 Crape Myrtle trees have been identified as existing on site. This species is not categorized as a tree in the PFM and therefore is not counted towards overall canopy calculations.

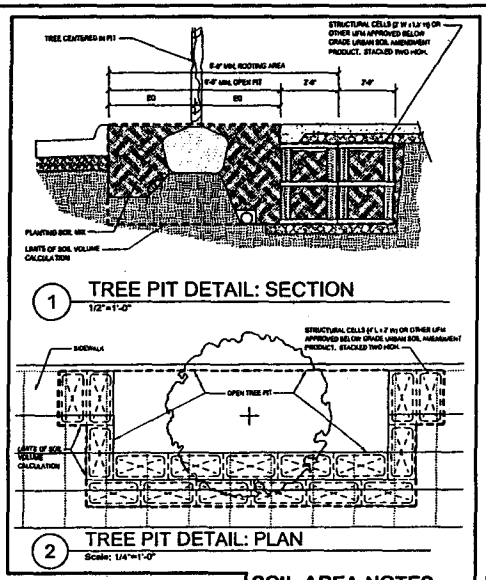
Note: This table is provided for estimating existing tree cover in order to assess the preservation target computations.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS	
Gross Site Area (s.f.)	843,399
Xpre: PDC	
Tree Canopy Required (s.f.) — 10%	84,340

10-YEAR TREE CANOPY PROVIDED	
Total Canopy Area Provided Through Tree Preservation (s.f.)	23,843
Total Proposed Canopy Area (s.f.)	34,819
Total Tree Canopy Provided (s.f.)	34,819

PROPOSED TREE PLANTING CALCULATIONS		
Canopy to be Met Through Tree Planting (s.f.)		0
Air Quality Tree Planting (s.f.)		0
	x 1.00 Multiplier (s.f.)	0
Energy Conservation Tree Planting (s.f.)		0
	x 1.00 Multiplier (s.f.)	0
Water Quality Tree Planting (s.f.)		0
	x 1.25 Multiplier (s.f.)	0
Wildlife Benefits Tree Planting (s.f.)		0
	x 1.50 Multiplier (s.f.)	0
Native Tree Planting (s.f.)		0
	x 1.50 Multiplier (s.f.)	0
Ornamental Coliform & Viceless Tree Planting (s.f.)		14,000
	x 1.25 Multiplier (s.f.)	16,875
Screening Tree Planting (s.f.)		0
	x 1.00 Multiplier (s.f.)	0
Native Shrub or Woody Seed Mix Planting (s.f.)		0
	x 1.00 Multiplier (s.f.)	0
Percentage of Screening Tree Planting Total (%)		
Remaining Tree Planting Area (that does not qualify for higher multipliers) (s.f.)		13,500
Total Tree Planting Canopy Provided (s.f.)		34,875
Other Planting Relief Requested?		Yes
Tree Bank or Tree Fund?		Yes
Canopy Area Requested to be Provided Through Offsite Tree Banking or Tree Fund (s.f.)		0
Amount to be Deposited into the Tree Preservation and Planting Fund		$0.00

STREET TREE NOTES:
1. ALL STREET TREES WITHIN LINE OF SIGHT TO BE LIMBED UP TO A MINIMUM OF SEVEN FT. (7'), MEASURED FROM TOP OF CURB.
2. ALL STREET TREE LOCATIONS SUBJECT TO RELOCATION PER VDOT APPROVAL, LINES OF SIGHT, AND FINAL ENGINEERING.



SOIL AREA NOTES

FOR TREES PLANTED ON GRADE:
1. A minimum of 6 feet open surface width and 80 square feet open surface area shall be provided.
2. Rooting area minimum shall be 3 feet in width.
3. Soil volume for Category III or IV trees (as indicated in PFM Table 12.18) shall be a minimum of 750 cubic feet per tree for single trees. For two trees planted in a contiguous planting area, a total soil volume of at least 1200 cubic feet shall be provided. For three trees or more planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree.

FOR TREES PLANTED OVER STRUCTURE:
1. Minimum soil area and volume for trees planted over structure shall be in conformance with PFM 12-0514.3 and PFM Plate 5-12.

LEGEND
- CATEGORY IV DECIDUOUS TREE
- CATEGORY III DECIDUOUS TREE
- CATEGORY II DECIDUOUS TREE
- CATEGORY III EVERGREEN TREE
- CATEGORY II EVERGREEN TREE
- CATEGORY I EVERGREEN TREE
- EXISTING TREES TO REMAIN
- TREE SAVE

ALTERNATE RESTON METRO CENTER DRIVE ISLE LANDSCAPING

No.	DATE	DESCRIPTION	PLAN DATE
1	05-15-09	REVISION APPROVED BY DIVISION OF DESIGN REVIEW	05-15-09
2	08-11-09	RPA / LE APPROVED	08-11-09
3	01-25-10		01-25-10
4	02-16-10		02-16-10

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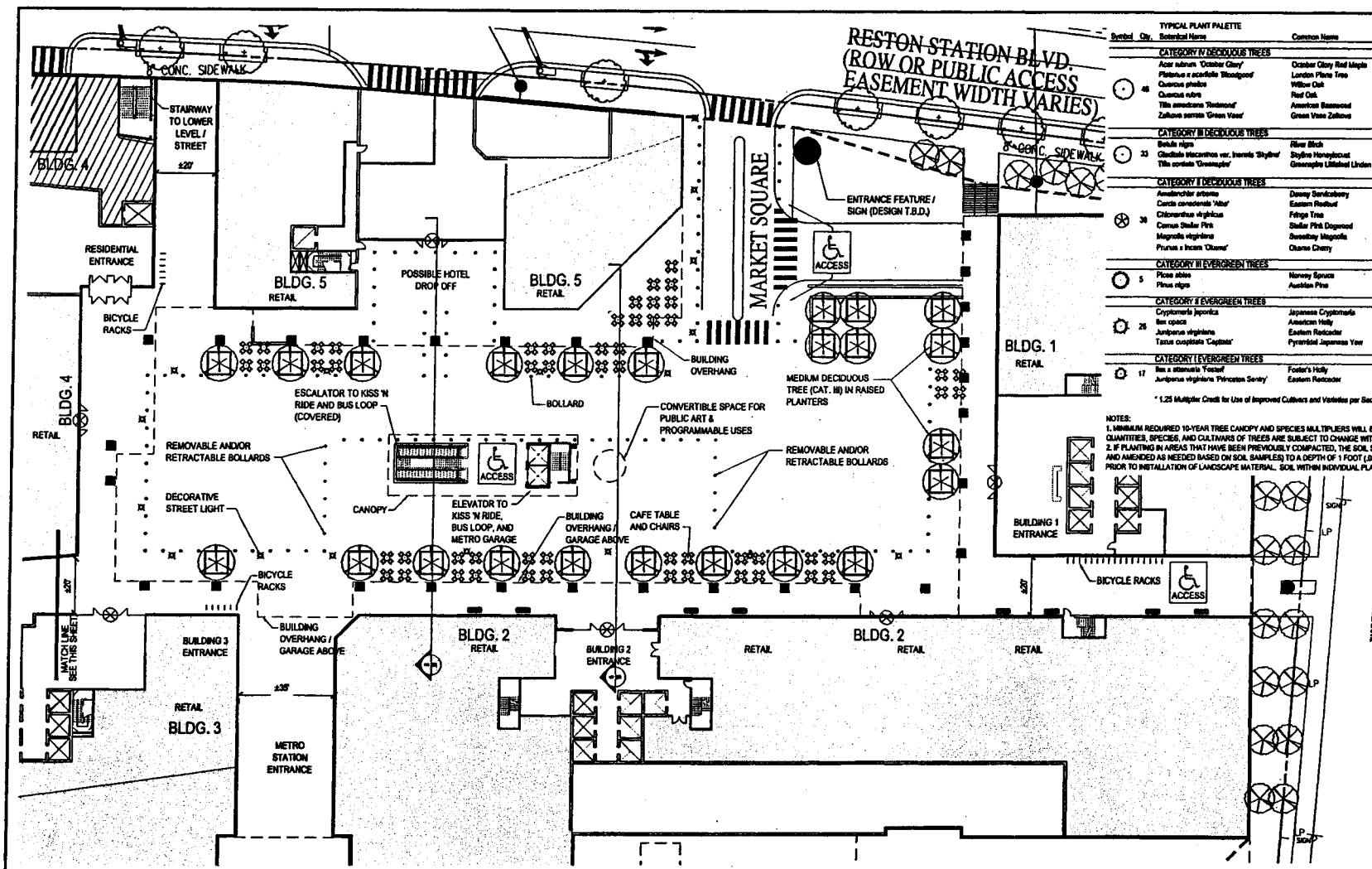
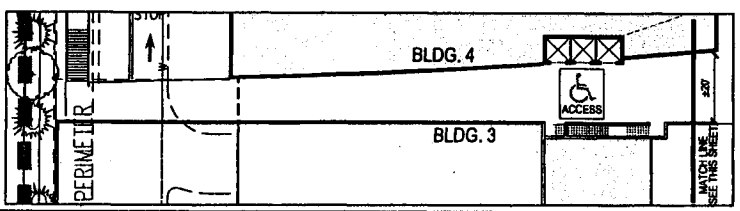
ILLUSTRATIVE LANDSCAPE PLAN
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=60' | C.I. = N/A | DATE: JUNE, 2009

SHEET 10 OF 21
FILE No. ZP-1715



1 PLAZA DETAIL PLAN
1"=20'



TYPICAL PLANT PALETTE

Symbol	Qty.	Botanical Name	Common Name	Size	Canopy Credit	Multiplier	Total Credit
		CATEGORY IV DECIDUOUS TREES					
⊙	46	*Acer rubrum 'October Glory'*	October Glory Red Maple	3" cal.	250 s.f.	1.25*	312.5 s.f.
		Platanus x acerifolia 'Bloodgood'	London Plane Tree	3" cal.	250 s.f.	1.25*	312.5 s.f.
		Quercus phellos	Willow Oak	3" cal.	250 s.f.		250 s.f.
		Quercus rubra	Red Oak	3" cal.	250 s.f.		250 s.f.
		Tilia americana 'Redmond'	American Basswood	3" cal.	250 s.f.	1.25*	312.5 s.f.
		Zelkova serrata 'Green Vase'	Green Vase Zelkova	3" cal.	250 s.f.	1.25*	312.5 s.f.
		CATEGORY III DECIDUOUS TREES					
⊙	33	*Betula nigra*	River Birch	3" cal.	175 s.f.		175 s.f.
		Gleditsia triacanthos var. inermis 'Skyline'	Skyline Honeylocust	3" cal.	175 s.f.	1.25*	218.75 s.f.
		Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	3" cal.	175 s.f.	1.25*	218.75 s.f.
		CATEGORY II DECIDUOUS TREES					
		Amelanchier arborea	Downy Serviceberry	3" cal.	125 s.f.		125 s.f.
		Cercis canadensis 'Alba'	Eastern Redbud	3" cal.	125 s.f.	1.25*	156.25 s.f.
⊗	38	*Chionanthus virginicus*	Fringe Tree	3" cal.	125 s.f.		125 s.f.
		Cornus Stellar Pink	Stellar Pink Dogwood	3" cal.	125 s.f.	1.25*	156.25 s.f.
		Magnolia virginiana	Sweetbay Magnolia	3" cal.	125 s.f.		125 s.f.
		Prunus x incam 'Okame'	Okame Cherry	3" cal.	125 s.f.	1.25*	156.25 s.f.
		CATEGORY III EVERGREEN TREES					
○	5	*Picea abies*	Norway Spruce	3" cal.	175 s.f.		175 s.f.
		Pinus nigra	Austrian Pine	3" cal.	175 s.f.		175 s.f.
		CATEGORY II EVERGREEN TREES					
		Cryptomeria japonica	Japanese Cryptomeria	3" cal.	125 s.f.		125 s.f.
☼	26	*Ilex opaca*	American Holly	3" cal.	125 s.f.		125 s.f.
		Juniperus virginiana	Eastern Redcedar	3" cal.	125 s.f.		125 s.f.
		Taxus cuspidata 'Capitata'	Pyramidal Japanese Yew	3" cal.	125 s.f.	1.25*	156.25 s.f.
		CATEGORY I EVERGREEN TREES					
☼	17	*Ilex x attenuata 'Fosteri'*	Foster's Holly	3" cal.	75 s.f.	1.25*	93.75 s.f.
		Juniperus virginiana 'Princeton Sentry'	Eastern Redcedar	3" cal.	75 s.f.	1.25*	93.75 s.f.

* 1.25 Multiplier Credit for Use of Improved Cultivars and Varieties per Section 12-0509.4(6).

NOTES:
1. MINIMUM REQUIRED 10-YEAR TREE CANOPY AND SPECIES MULTIPLIERS WILL BE PROVIDED IN CONFORMANCE WITH PFM. QUANTITIES, SPECIES, AND CULTIVARS OF TREES ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING.
2. IF PLANTING IN AREAS THAT HAVE BEEN PREVIOUSLY COMPACTED, THE SOIL SHALL BE PROPERLY PREPARED (TILLED AND AMENDED AS NEEDED BASED ON SOIL SAMPLES) TO A DEPTH OF 1 FOOT (.304) OVER THE ENTIRE PLANTING AREA PRIOR TO INSTALLATION OF LANDSCAPE MATERIAL. SOIL WITHIN INDIVIDUAL PLANTING HOLES SHALL NOT BE AMENDED.

No.	DATE	DESCRIPTION	REV'D APPROVED
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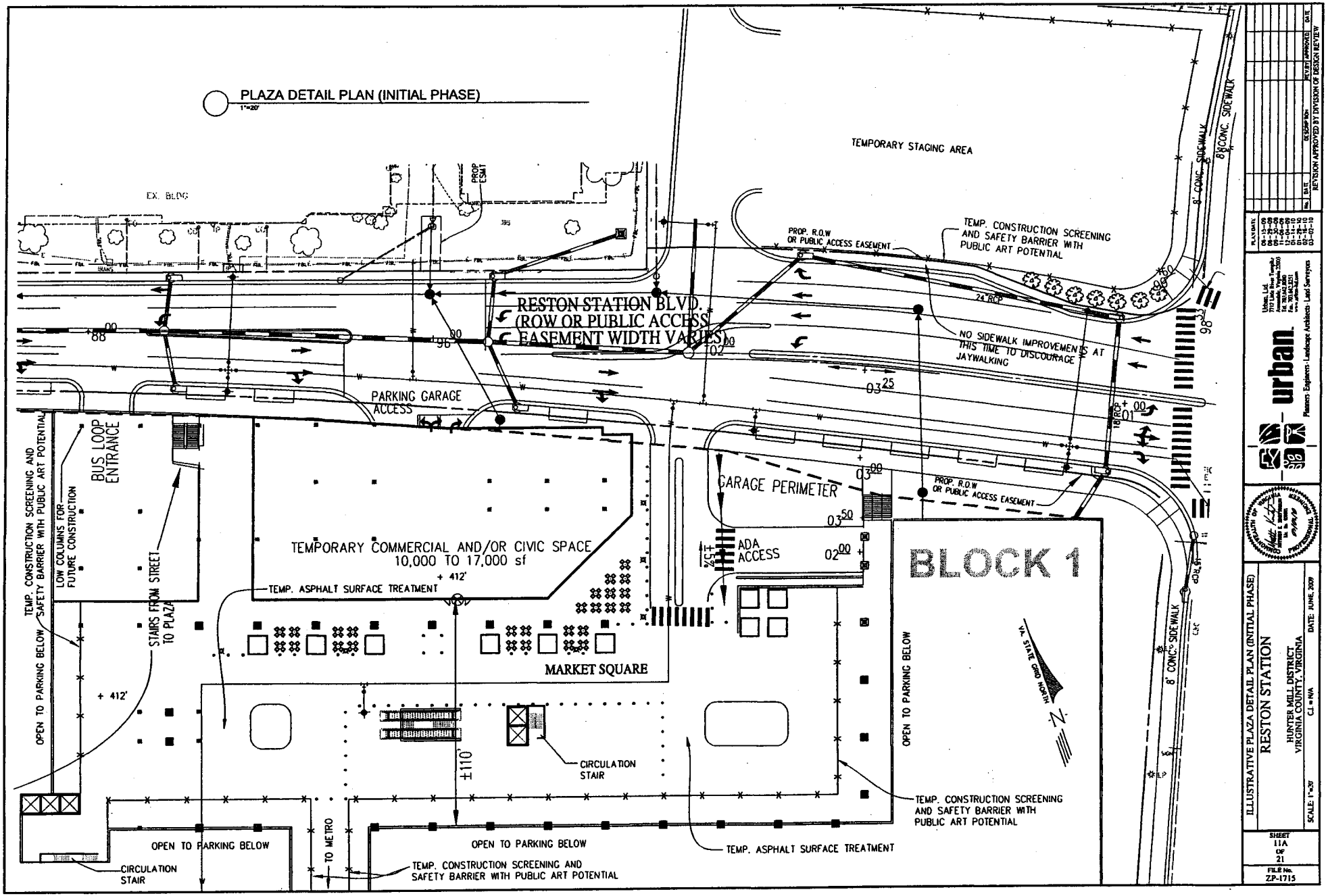
ILLUSTRATIVE PLAZA DETAIL PLAN
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=20' C.I. = N/A
DATE: JUNE, 2009

SHEET 11 OF 21
FILE No. ZP-1715


PLAZA DETAIL PLAN (INITIAL PHASE)
1"=20'
TEMPORARY STAGING AREA
EX. BLDG
PROP ESMT
8' CONC. SIDEWALK
PROP. R.O.W OR PUBLIC ACCESS EASEMENT
TEMP. CONSTRUCTION SCREENING AND SAFETY BARRIER WITH PUBLIC ART POTENTIAL
RESTON STATION BLVD. (ROW OR PUBLIC ACCESS EASEMENT WIDTH VARIES)
24.66'
NO SIDEWALK IMPROVEMENTS AT THIS TIME TO DISCOURAGE JAYWALKING
PARKING GARAGE ACCESS
BUS LOOP ENTRANCE
LOW COLUMNS FOR FUTURE CONSTRUCTION
STAIRS FROM STREET TO PLAZA
TEMP. CONSTRUCTION SCREENING AND SAFETY BARRIER WITH PUBLIC ART POTENTIAL
OPEN TO PARKING BELOW
GARAGE PERIMETER
TEMPORARY COMMERCIAL AND/OR CIVIC SPACE
10,000 TO 17,000 sf
+ 412'
TEMP. ASPHALT SURFACE TREATMENT
ADA ACCESS
MARKET SQUARE
BLOCK 1
OPEN TO PARKING BELOW
VA. STATE GRID NORTH
8' CONC. SIDEWALK
±110'
CIRCULATION STAIR
TEMP. CONSTRUCTION SCREENING AND SAFETY BARRIER WITH PUBLIC ART POTENTIAL
TEMP. ASPHALT SURFACE TREATMENT
OPEN TO PARKING BELOW
TO METRO
OPEN TO PARKING BELOW
CIRCULATION STAIR
TEMP. CONSTRUCTION SCREENING AND SAFETY BARRIER WITH PUBLIC ART POTENTIAL
RESTON APPROVED BY DIVISION OF DESIGN REVIEW
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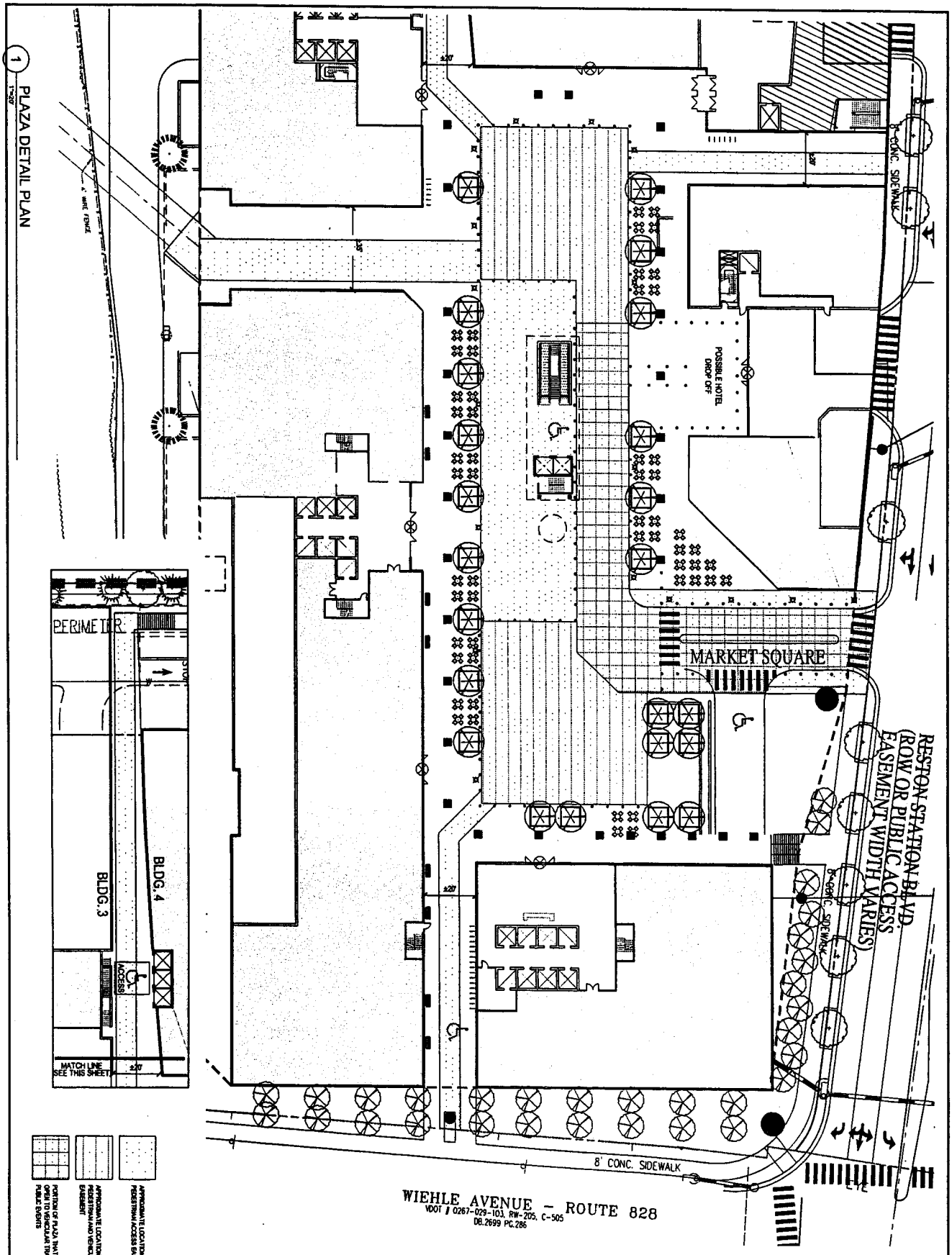
ILLUSTRATIVE PLAZA DETAIL PLAN (INITIAL PHASE)
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: 1"=20'
C.I. = N/A
DATE: JUNE, 2009
SHEET 11A OF 21
FILE No. ZP-1715



PLAZA INGRESS/EGRESS EXHIBIT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=20' C.I. = N/A DATE: JUNE, 2009

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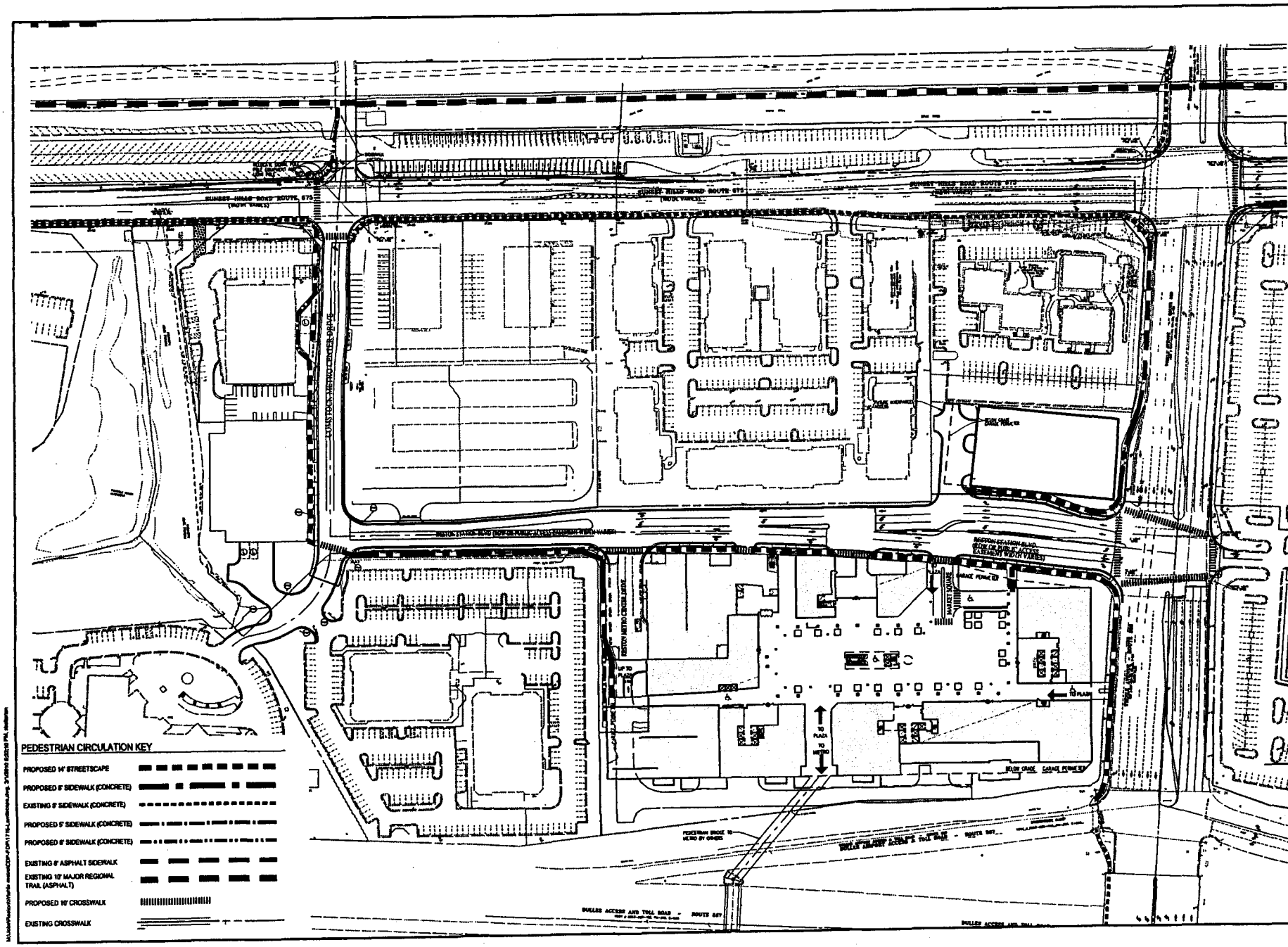

PEDESTRIAN CIRCULATION KEY

- PROPOSED 14' STREETSCAPE
- PROPOSED 8' SIDEWALK (CONCRETE)
- EXISTING 5' SIDEWALK (CONCRETE)
- PROPOSED 5' SIDEWALK (CONCRETE)
- PROPOSED 8' SIDEWALK (CONCRETE)
- EXISTING 8' ASPHALT SIDEWALK
- EXISTING 10' MAJOR REGIONAL TRAIL (ASPHALT)
- PROPOSED 10' CROSSWALK
- EXISTING CROSSWALK

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PEDESTRIAN CIRCULATION PLAN

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60'
C.I. = N/A
DATE: JUNE, 2009

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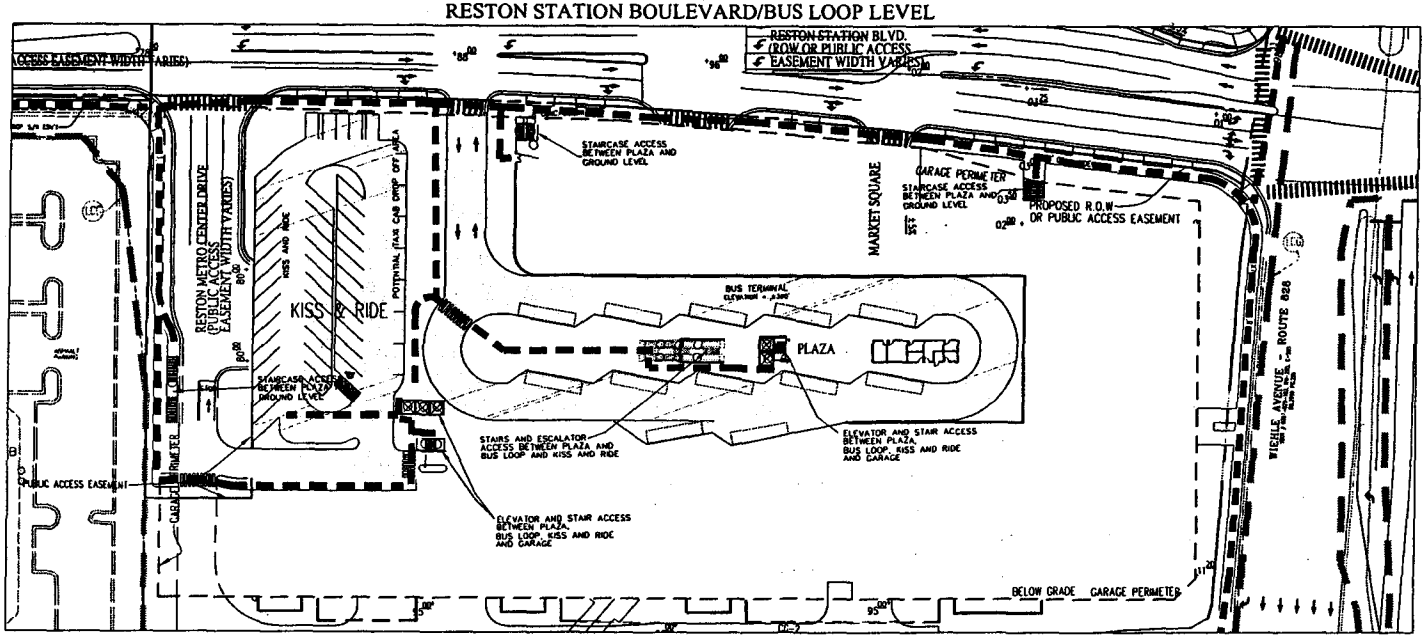
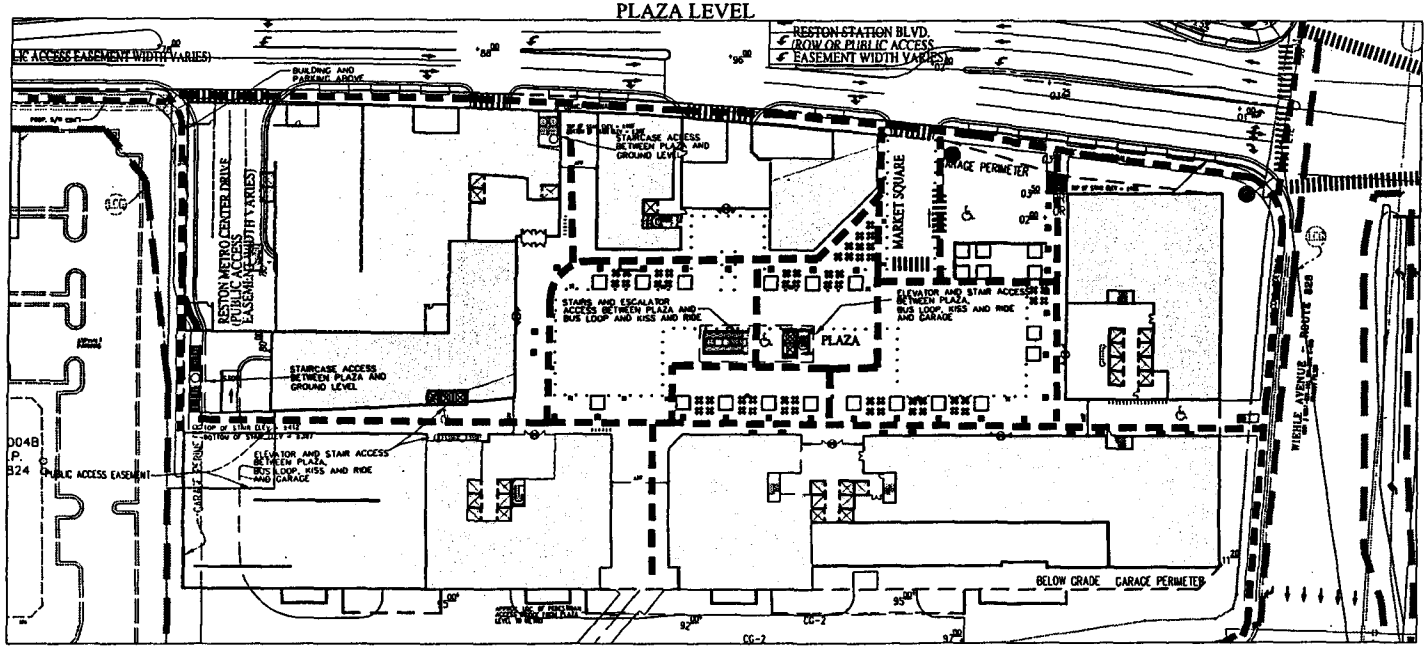
RESTON STATION BOULEVARD/BUS LOOP LEVEL



PLAZA LEVEL



NOTE: THIS PLAN REFLECTS THE GENERAL CHARACTER AND INTENT OF THE PROPOSED DEVELOPMENT BASED ON PRELIMINARY ENGINEERING, ARCHITECTURAL AND LANDSCAPE ARCHITECTURE DESIGN. MINOR VARIATIONS MAY OCCUR WITH FINAL BUILDING DESIGN AND SITE PLAN.

LEGEND

- EXISTING TREE LINE
- LIMITS OF DISTURBANCE
- EXISTING WATERLINE
- PROPOSED WATERLINE
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- EXISTING SANITARY
- PROPOSED SANITARY
- EXISTING CONTOUR
- PROPOSED CONTOUR
- HORIZONTAL PEDESTRIAN CIRCULATION
- VERTICAL PEDESTRIAN CIRCULATION

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PEDESTRIAN VERTICAL CIRCULATION PLAN

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=30'
C.I. = 1'
DATE: JUNE, 2009

SHEET 13 OF 21

FILE No. ZP-1715

1 STREETSCAPE SECTION 1
3/16"=1'-0"

2 STREETSCAPE SECTION 2
3/16"=1'-0"

3 STREETSCAPE SECTION 3
3/16"=1'-0"

KEY PLAN
Scale: 1"=100'

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SITE SECTIONS EXHIBITS
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: As Noted
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SHEET 14 OF 21
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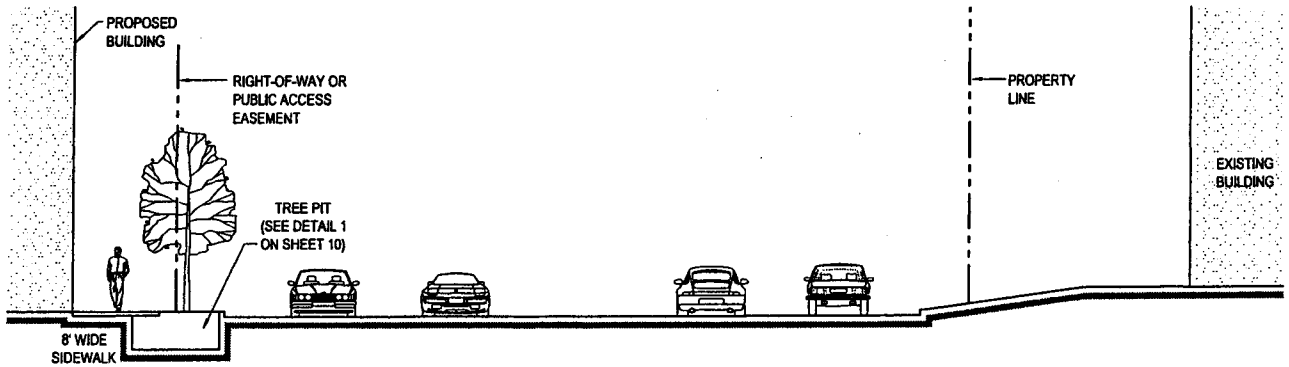
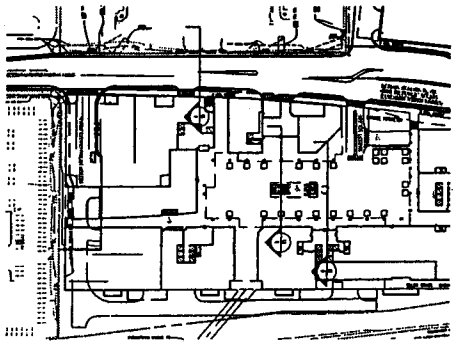
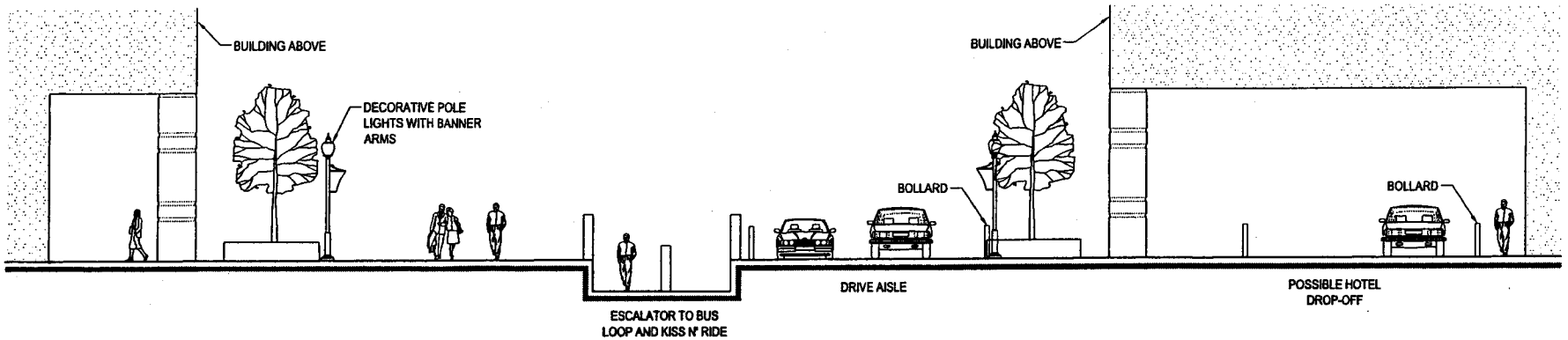


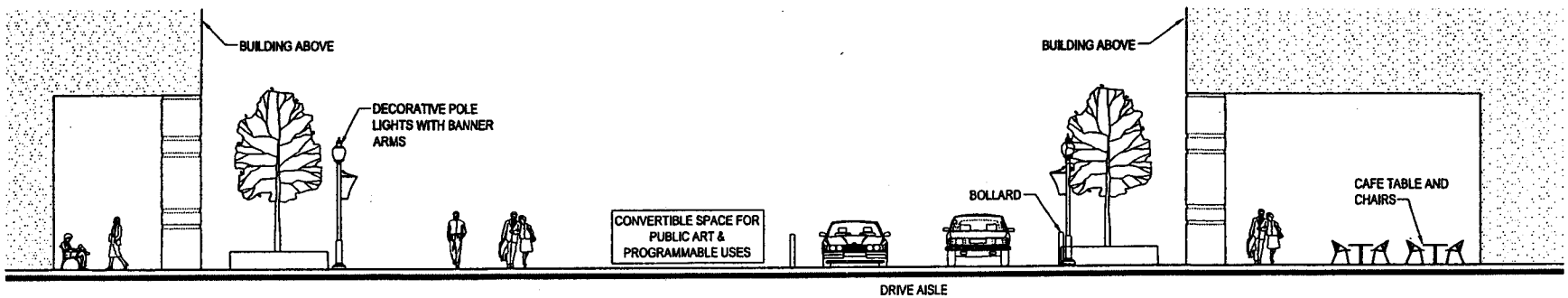
4 STREETSCAPE SECTION 4
3/16"=1'-0"



KEY PLAN
Scale: 1"=100'



5 PLAZA SECTION 1
3/16"=1'-0"



6 PLAZA SECTION 2
3/16"=1'-0"

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

PLAN DATE:
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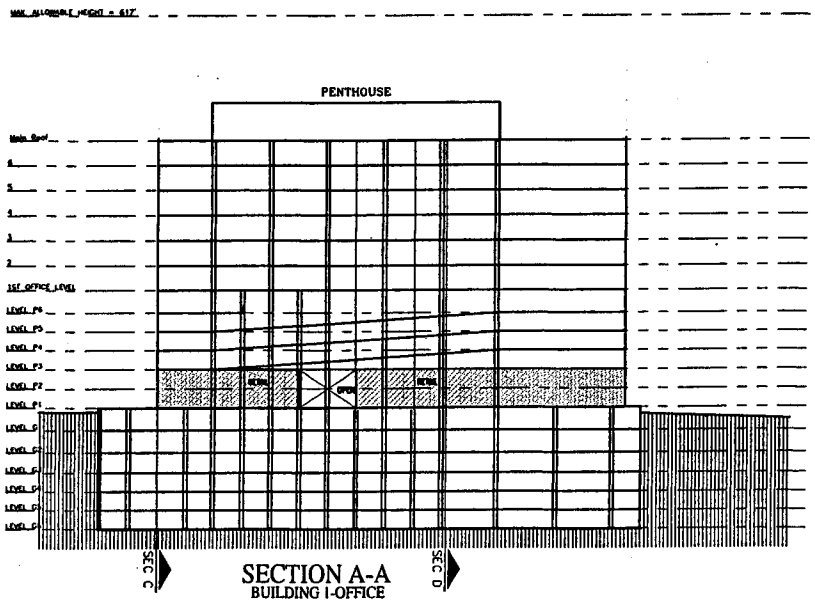
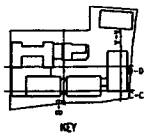
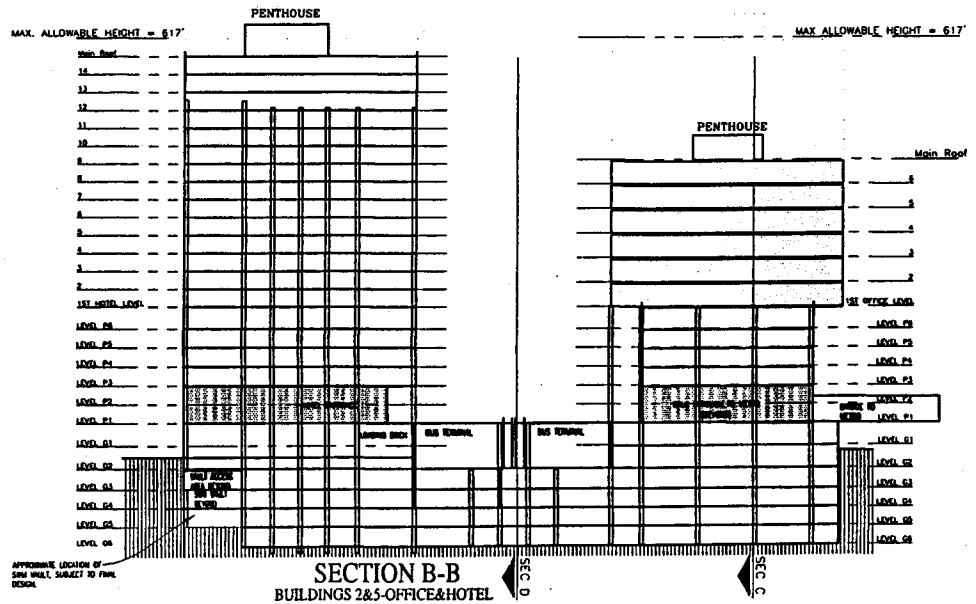
SHEET 15 OF 21
FILE No. ZP-1715



SECTION A-A
BUILDING 1-OFFICE





SECTION B-B
BUILDINGS 2&5-OFFICE&HOTEL

THE SECTIONS SHOWN HEREON ARE SCHEMATIC IN NATURE. THE APPLICANT RESERVES THE RIGHT TO ADJUST THE QUANTITY OF PARKING STORIES AND OCCUPIED STORIES WITH FINAL DESIGN PROVIDED THAT THE MAXIMUM AND MINIMUM HEIGHTS SPECIFIED IN THE BUILDING DATA CHART ON SHEET #2 ARE HONORED.

No.	DATE	DESCRIPTION	REVISIONS APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW		

PLAN DATE
05-15-09
08-25-09
09-15-09
10-16-09
11-06-09
01-04-10
01-25-10
02-11-10
03-02-10

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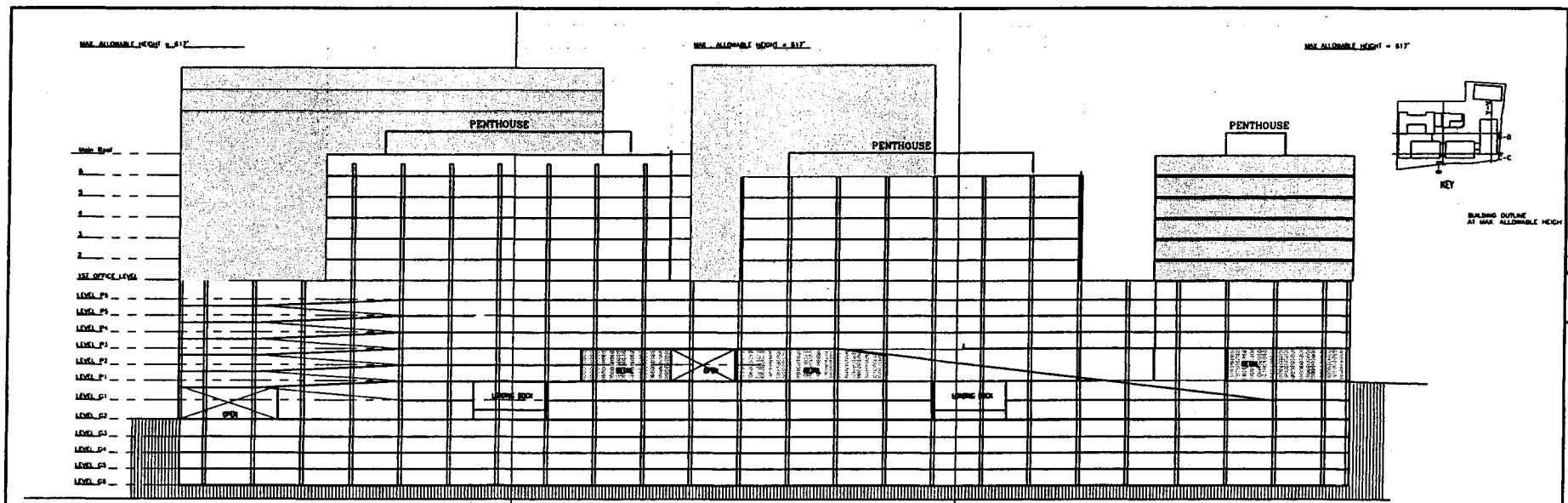
Planners: Engineers: Landscape Architects: Land Surveyors

COMMONWEALTH OF VIRGINIA
Robert A. Lazzara
LICENSED PROFESSIONAL ENGINEER

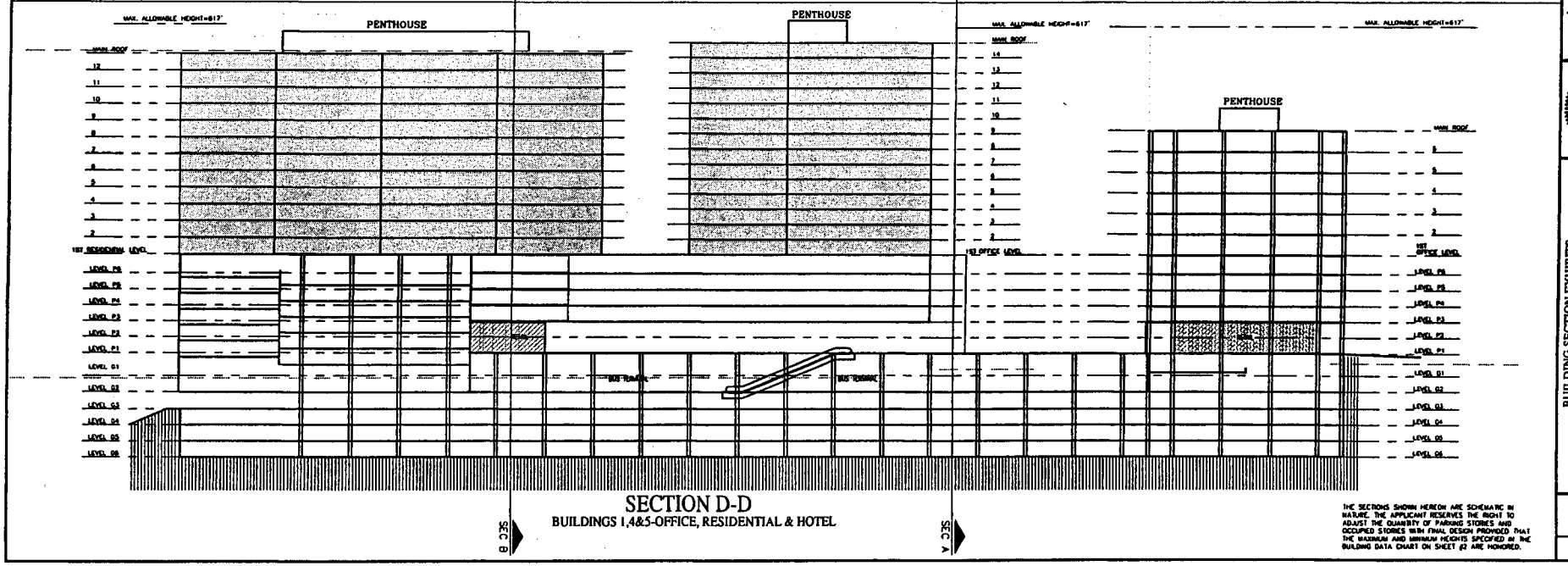
BUILDING SECTION EXHIBITS
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: N.T.S. C.I. = N/A DATE: JUNE, 2009

SHEET 16 OF 21

FILE No. ZP-1715



SECTION C-C
BUILDINGS 1,2&3-OFFICE



SECTION D-D
BUILDINGS 1,4&5-OFFICE, RESIDENTIAL & HOTEL

THE SECTIONS SHOWN HEREON ARE SCHEMATIC IN NATURE. THE APPLICANT RESERVES THE RIGHT TO ADJUST THE QUANTITY OF PARKING STORIES AND OCCUPIED STORIES WITH FINAL DESIGN PROVIDED THAT THE MAXIMUM AND MINIMUM HEIGHTS SPECIFIED IN THE BUILDING DATA CHART ON SHEET #2 ARE HONORED.

No.	DATE	DESCRIPTION	REVISION APPROVED
1	12-04-09	REVISION APPROVED BY DIVISION OF DESIGN REVIEW	03-07-10

PLAN DATE
06-13-08
07-23-08
09-30-08
11-04-09
12-04-09
01-14-10
02-16-10
03-07-10

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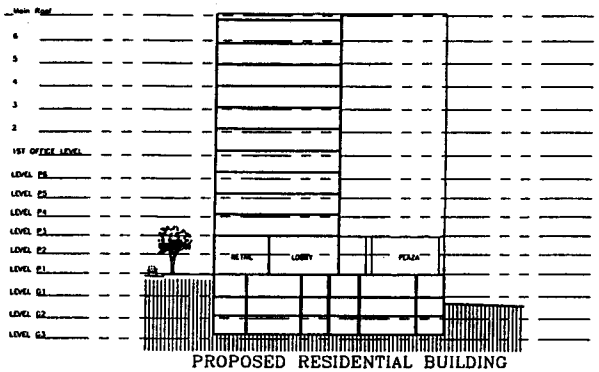
Planners Engineers Landscape Architects Land Surveyors

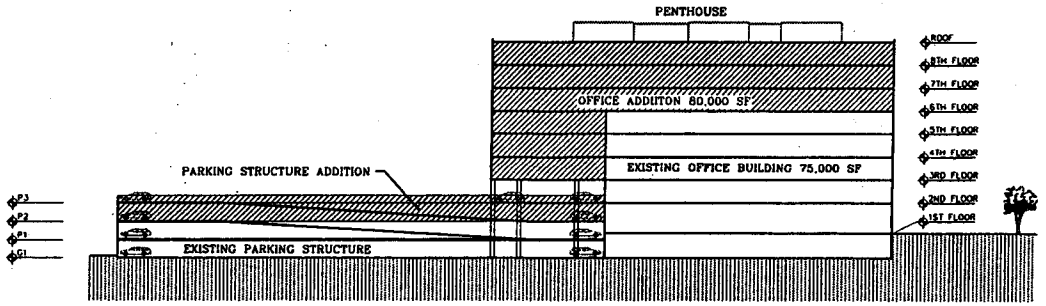
BUILDING SECTION EXHIBITS
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
DATE: JUNE, 2009
SCALE: 1"=30'
C.I. = N/A

SHEET
16A
OF
21

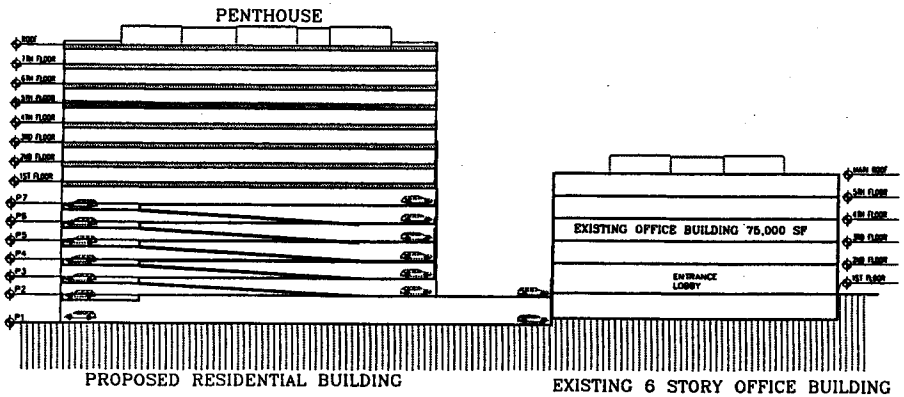
FILE No.
ZP-1715



BUILDING 6

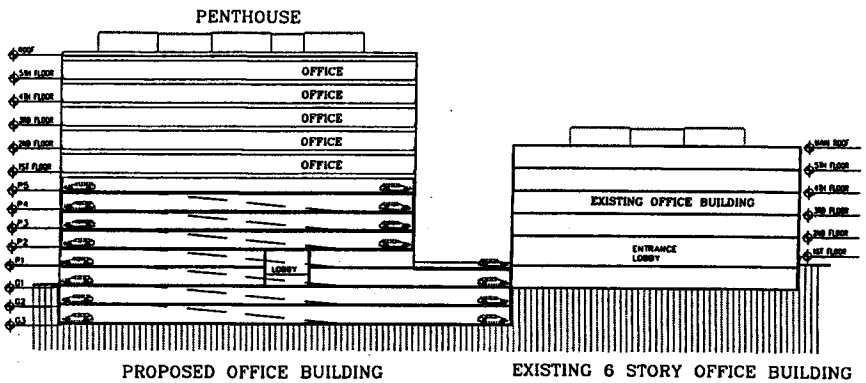


BLOCK 2 -OPTION 1



BLOCK 2 -OPTION 2

RESIDENTIAL OPTION NOTE: DUE TO THE ELEVATION OF THE ADJACENT 100 YEAR FLOODPLAIN AND THE ELEVATION OF THE EXISTING ON-GRADE PARKING SLAB (LABELED AS P1 ON THE SECTION ABOVE), AT THE TIME OF FINAL SITE PLAN, PARKING ON THE P1 LEVEL SHALL BE CONFIRMED AS PERMISSIBLE FOR THE COMMERCIAL USE AND/OR ADEQUATE SEPARATION FROM THE 100 YEAR FLOODPLAIN SHALL BE DEMONSTRATED BY MEANS OF A REVISED FLOODPLAIN STUDY OR STRUCTURAL IMPROVEMENTS.



BLOCK 2 -OPTION 3

THE SECTIONS SHOWN HEREON ARE SCHEMATIC IN NATURE. THE APPLICANT RESERVES THE RIGHT TO ADJUST THE QUANTITY OF PARKING STORIES AND OCCUPIED STORIES WITH FINAL DESIGN PROVIDED THAT THE MAXIMUM AND MINIMUM HEIGHTS SPECIFIED IN THE BUILDING DATA CHART ON SHEET #2 ARE HONORED.

No.	DATE	DESCRIPTION	BOARD APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW		

PLAN DATE:
3-25-09
5-29-09
7-24-09
9-25-09
11-24-09
1-25-10
3-25-10
5-25-10

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BUILDING SECTION EXHIBITS

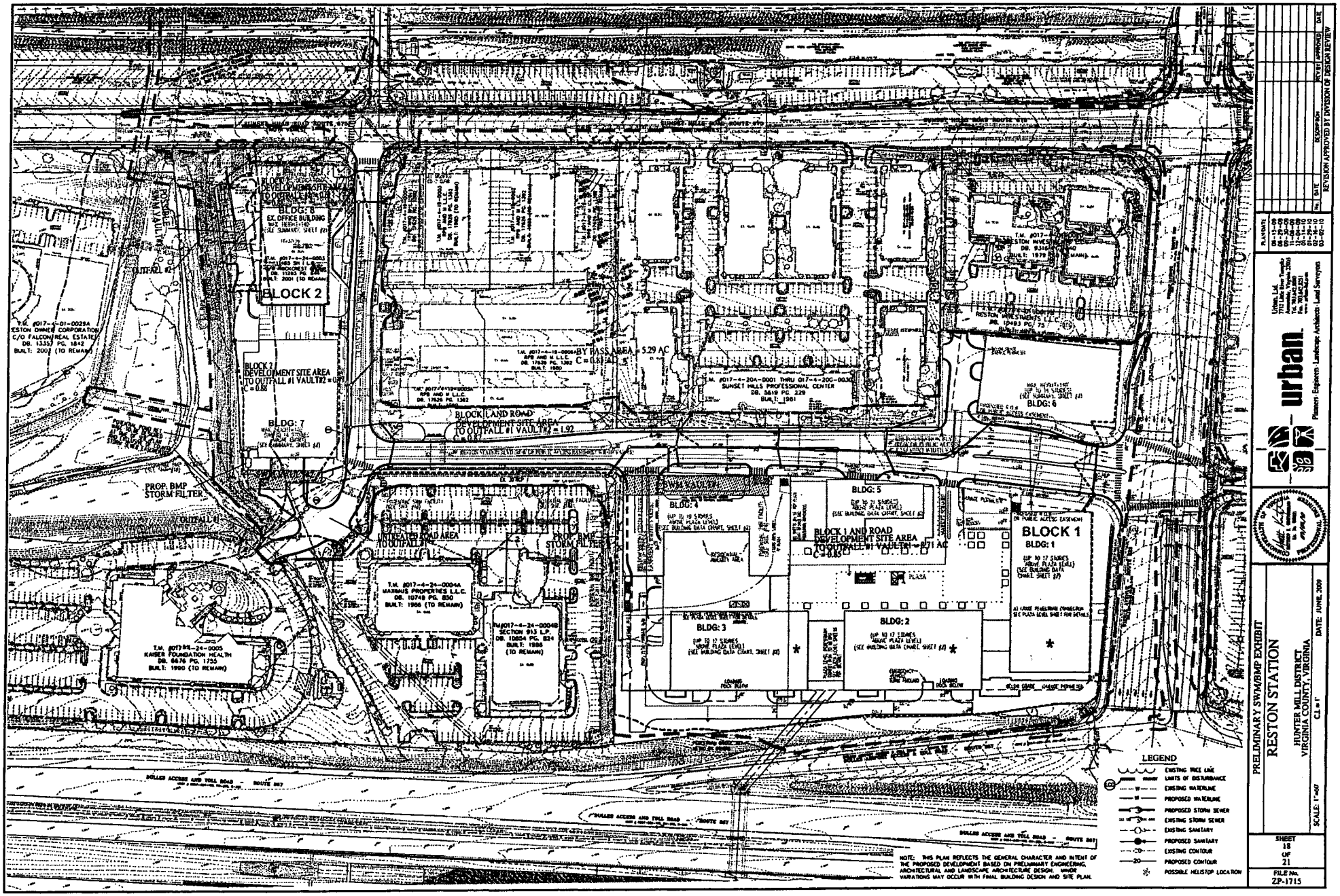
RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=30'
C.I. = N/A
DATE: JUNE 2009

SHEET
17
OF
21

FILE No.
ZP-1715



PLAN DATE
06-15-09
06-29-09
09-30-09
11-09-09
12-04-09
01-14-10
01-29-10
02-16-10
03-02-10

No.	DATE	DESCRIPTION	REV BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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CORPORATE OF VIRGINIA PROFESSIONAL ENGINEER

PRELIMINARY SWM/BMP EXHIBIT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60'
C.I. = 1'
DATE: JUNE, 2009

SHEET 18 OF 21

FILE No. ZP-1715

Preliminary BMP&SWM Calculations

Block 1

Existing data	Site Area	391638	sf
	Ex. Pervious Area	73900	sf
	Ex. Impervious Area	317738	sf
	Ex. Percent Impervious	81.13	%

Proposed Development	Site Area	391639	sf
	Prop. Pervious Area	44611	sf
	Prop. Impervious Area	347028	sf
	Percent impervious	88.61	%

BMP Calcs

Increase in Impervious area	29289	sf
Increase relative to existing conditions	9.22	%
RPA site?	No	
Qualifies for Redevelopment?	yes	
RR = [1-0.8(I'pre/I'post)] ? 100		
Required Phosphorous Reduction	26.75	%

Onsite Treatment Option Calcs		
BMP efficiency	0.50	
CA to be treated by Storm filter	4.00	
% Impervious treated	100.00	
Flow treated	1.56	cfs
# cartridges	46.57	

A 8'x18' storm filter vault, shown on sheet#5, can hold 31 cartridges which can meet the BMP requirements for the Block 1 and Road improvements area

Storm Water Management Calcs

Estimated C factor

Existing	0.79
Proposed	0.83

Q2 pre	38.55
Q2 post	40.75

Q10 pre	51.43
Q10 post	54.36

2 yr Required Peak Flow Reduction	2.20	cfs
10 yr Required Peak Flow Reduction	2.93	cfs

NOTE: IF THE ADEQUATE OUTFALL SWM DETENTION METHOD, WHICH IS STRICTER THAN THE STANDARD SWM REQUIREMENTS, IS USED, THE ADEQUTE OUTFALL SWM DETENTION METHOD CALCULATIONS SHALL GOVERN IN PRELIMINARY COMPUTATIONS FOR ONSITE SWM DETENTION. FOR ADEQUATE OUTFALL DETENTION CALCULATIONS SEE SHEET#18B

Block 2

Existing data	Site Area	151759	sf
	Ex Pervious Area	63015	sf
	Ex. Impervious Area	88744	sf
	Percent Impervious	58.48	%

Proposed Development	Site Area	151759	sf
	Prop. Pervious Area	61614	sf
	Prop. Impervious Area	90145	sf
	Percent Impervious	59.40	%

BMP Calcs

Increase in Impervious area	1401	sf
Increase relative to existing conditions	0.015786983	%
RPA site?	Yes	
Qualifies for Redevelopment?	Yes	
RR = [1-0.8(I'pre/I'post)] ? 100		
Required Phosphorous Reduction	21.24	%

Onsite Treatment Option Calcs		
BMP efficiency	0.50	
CA to be treated by Storm filter	0.96	
% Impervious treated	100.00	
Flow treated	0.37	cfs
# cartridges	11.21	

A 8' storm filter MH, shown on sheet#5, can hold 6 cartridges which can meet the BMP requirements for the Block 2 area

Storm Water Management Calcs

Estimated C factor

Existing	0.65
Proposed	0.65

Q2 pre	12.36
Q2 post	12.36

Q10 pre	16.48
Q10 post	16.48

2 yr Required Peak Flow Reduction	0.00	cfs
10 yr Required Peak Flow Reduction	0.00	cfs

Road Improvements Area

Existing data	Site Area	95441	sf
	Ex. Pervious Area	33469	sf
	Ex. Impervious Area	61972	sf
	EX. Percent Impervious	64.93	%

Proposed Development	Site Area	95441	sf
	Prop. Pervious Area	41925	sf
	Prop. Impervious Area	53516	sf
	Percent Impervious	56.07	%

BMP Calcs

Increase in impervious area	0	sf
Increase relative to existing conditions	0.00	%
RPA site?	No	
Qualifies for Redevelopment?	yes	
RR= [1-0.8(I'pre/I'post)] ? 100		
Required Phosphorous Reduction	7.36	%

Onsite Treatment Option Calcs		
BMP efficiency	0.50	
CA to be treated by Storm filter	0.21	
% Impervious treated	100.00	
Flow treated	0.08	cfs
# cartridges	2.39	

Storm Water Management Calcs

Estimated C factor

Existing	0.68
Proposed	0.63

Q2 pre	7.98
Q2 post	7.37

Q10 pre	10.64
Q10 post	9.83

2 yr Required Peak Flow Reduction	-0.61	cfs
10 yr Required Peak Flow Reduction	-0.81	cfs

SWM/BMP & OUTFALL NARRATIVE

SWM and BMP:

The total development proposes disturbing approximately 14 acres between Sunset Hills Road, Wiehle Avenue and the Dulles Access Road. Per Fairfax County Staff's direction on November 3, 2009, the existing 2009 site conditions will be considered the base case existing conditions and improvements beyond the current existing conditions will be mitigated in accordance with the Public Facilities Manual (PFM) requirements.

Stormwater Management (SWM) and Best Management Practices (BMP) measures sufficient to satisfy the PFM requirements shall be provided for this project subject to final design at the time of the final site plan(s). The *existing site is largely impervious and the proposed development produces* a minor increase in the amount of impervious area. The proposed development qualifies as a redevelopment for BMP requirements. Preliminary SWM and BMP sizing calculations are provided on this sheet and preliminary locations are shown on Sheet #18, based on an anticipated underground detention vault and underground StormFilter vault solutions. The storm water detention vaults will be designed such that the post-development discharge does not exceed the pre-development discharge for the 2 and 10 year storms. The preliminary calculations for SWM and BMP have been separated into three subareas: Block 1, Block 2 and the road improvements. Block 1 and Block 2 are established as their respective parcel areas and the road improvements subarea consists of the area within the limits of clearing for the road improvements, which are not within either Block 1 or Block 2.

A waiver request for providing below grade SWM and BMP measures on a site that includes residential use was submitted to Fairfax County Staff concurrently with the CDP/FDP application, on, or about, December 16, 2009.

ADEQUATE OUTFALL:

The proposed development drains to the west to the existing Reston Section 913 SWM pond. A minor diversion is proposed to the existing man made drainage pattern near the intersection of Sunset Hills Road and Comstock Metro Center Drive. This diversion routes storm water to vault#2 for storm water quantity control and meets the requirements of the PFM sections 6-0202.2A(1-4) for a *proposed diversion*. The *diversion returns* to its *natural course* in the 913 Pond. *Floodplain Study* #4528-FP-01-2, entitled "Floodplain Study Eurotherm" and approved on 01/22/2001, modeled the existing Reston Section 913 SWM pond and depicted the 10-year storm event overtopping existing Sunset Hills Road. Thus, there is a known downstream adequate outfall capacity concern. The existing pond outfalls to the north through a culvert system beneath a VDOT parking lot and the NVRPA trail to then outfall to a well defined channel. Though there are some locations of observed standing water in the channel, it appears to have a well defined bed and banks. The channel then reaches a culvert system to convey storm water beneath a fairway of the Hidden Creek Golf Course. Though the capacity of the culvert is unknown at this time, there was no observed erosion on the golf course fairway. The culvert outfalls into a defined channel and then enters an existing wet pond on the golf course. The channelized outfall from this pond joins with Colvin Run which has a drainage area greater than one square mile.

Prior to final site plan approval, the Applicant intends to survey the downstream outfall channels and review the Fairfax County soil data to verify whether erosive velocities are present. For purposes of this CDP/FDP, computations are provided to depict how the adequate outfall regulations could be met using the Detention Method of the Fairfax County PFM. Computations on sheet 18B show the required proportional improvement and and estimated underground SWM vault sizes needed to provide the required flow reductions. The storm sewer and underground vault layout is shown on sheet#18. The SWM and BMP facilities will be privately maintained and are designed to be off-line so that no SWM or BMP facility will be located in a storm sewer easement or in the public right of way.

The Detention Method is a conservative approach to model the largest anticipated detention volume that may be required to satisfy adequate outfall requirements. At the time of Final Site Plan; subject to final design computations, additional offsite data and downstream owner's cooperation; the Applicant may pursue alternative methods of satisfying the adequate outfall requirements provided by the PFM.

UNDERGROUND SWM AND BMP WAIVER REQUEST

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

The following information is required to be shown or provided in all zoning applications, or a waiver request of the submission requirement with justification shall be attached. Note: Waivers will be acted upon separately. 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 Permits (8-011 2J & 2L)	Special Exceptions (9-011 2J & 2L)
Cluster Subdivision (9-615 1G & 1N)	Commercial Revitalization Districts (9-622 2A (12) & (14))
Development Plans PRC District (16-302 3 & 4L)	PRC Plan (16-303 1E & 1O)
FDP P Districts (except PRC) (16-502 1F & 1Q)	Amendments (18-202 10F & 10I)

☑ 1. Plat is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100').

☑ 2. A graphic depicting the stormwater management facility(ies) and limits of clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site outfalls, energy dissipation devices, and stream stabilization measures as shown on Sheet _5_.

☑ 3. Provide:

Facility Name/ Type & No.	On-site area served (acres)	Off-site area served (acres)	Drainage area (acres)	Footprint area (sf)	Storage Volume (cf)	If pond dam height (ft)
Storm Filter#1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Storm Filter#2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
Storm Vault#1,2	SEE (A174) SHEET 18					
Totals						

☑ 4. Onsite drainage channels, outlets and pipe systems are shown on Sheet _5_. Pond inlet and outlet pipe systems are shown on Sheet _5_.

☑ 5. Maintenance access (road) to stormwater management facility(ies) are shown on Sheet _5_. Type of maintenance access road surface noted on the plat is _Private/Public Road (asphalt)_ (asphalt, geoblock, gravel, etc.)

☑ 6. Landscaping and tree preservation shown in and near the stormwater management facility is shown on Sheet _N/A_.

☑ 7. A "stormwater management narrative" which contains a description of how detention and best management practices requirements will be met is provided on Sheet _this sheet_.

☑ 8. A description of the existing conditions of each numbered site outfall extended downstream from the site to a point which is at least 100 times the site area or which has a drainage area of at least one square mile (640 acres) is provided on Sheet _this sheet_.

☑ 9. A description of how the outfall requirements, including known changes to contributing drainage areas (i.e. drainage diversions), of the Public Facilities Manual will be satisfied is provided on Sheet _this sheet_.

☑ 10. Existing topography with maximum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on Sheets _3 (air survey)_

☑ 11. A submission waiver is requested for _underground SWM/BMP facility_.

☑ 12. Stormwater management is not required because _N/A_.

Revised 2-21-2006

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PLANNERS ENGINEERS LANDSCAPE ARCHITECTS LAND SURVEYORS

December 15, 2009

Jeremiah Stonefield
Chief Stormwater Engineer
Fairfax County DPW&ES
Office of Site Development Services
12055 Government Center Parkway
Suite 535
Fairfax, Virginia 22035

Re: Reston Station at Wiehle Metro
Waiver Request to Allow Underground SWM in Residential Neighborhood
RZ/FDP 2009-HM-019
Tax Map #017-4-01-0017A
Tax Map #017-4-24-0003

Mr. Stonefield:

Concurrent with the pending rezoning application RZ/FDP 2009-HM-019, we hereby request a waiver of Fairfax County Public Facilities Manual (PFM) Section 6-0303.8, restricting the use of underground stormwater detention facilities for the proposed development on this site. The dense urban nature of the proposed redevelopment near the future Metro station requires the SWM and BMP facilities to be placed underground. The existing parcels are zoned I-4 and are proposed to be rezoned to PDC. Tax Map #017-4-01-0017A, referred to as Block 1 on the rezoning application, is owned by the Fairfax County Board of Supervisors and is currently a park & ride and bus transit station facility. Tax Map #017-4-24-0003, referred to as Block 2 on the rezoning application, is owned by 11465 SH I LC and is currently developed with an office building and its associated parking facility.

Due to the existing developed conditions of the parcels, the proposed rezoning and redevelopment will have minor impacts to stormwater runoff rates. However, due to downstream adequate outfall concerns, preliminary designs for underground detention facilities needed to satisfy PFM Section 6-0203.4C on-site have been shown. The applicant will continue to pursue alternative measures of providing an adequate outfall in accordance with PFM Section 6-0203 in cooperation with Fairfax County Staff. If successful, the need for on-site underground SWM and BMP will be reduced and/or eliminated as determined at time of final site plan.

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Annandale, VA Chantilly, VA Winchester, VA Wilmington, NC

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Should the underground SWM and BMP facilities be necessary, they are expected to have no adverse environmental effects but they are expected to provide positive environmental effects. The preliminary design locations are shown on Sheet #5 of the development plan application and the facilities are located in an area where children are not expected to play. Locking manholes and access doors will be provided to prevent unauthorized access and injury.

Generally, maximum anticipated maintenance and future replacement costs are provided with such a waiver request, calculated on a per residential unit basis. However, due to the mixed-use nature of this project and additional unique circumstances; including the public/private development agreement and the future over-riding owners' association; the applicant intends to exclude any residential unit owners from recurring maintenance and future replacement costs of any underground SWM and BMP facilities. This shall be coordinated with Staff and appropriately reflected in the proffers for this project and/or the owners' association documents. Therefore, no per residential unit cost analysis is necessary.

Based on the above information, we feel there is sufficient justification to approve this waiver request. Thank you for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to call.

Sincerely,

Urban, Ltd.

Matthew Koirtyohann, P.E., LEED AP
Associate

REVISION APPROVED BY DIVISION OF DESIGN REVIEW				
No.	DATE	DESCRIPTION	REV.BY APPROVED	DATE

PLAN DATE: 06-15-09, 08-28-09, 09-30-09, 11-04-09, 12-04-09, 01-14-10, 01-29-10, 02-16-10, 03-02-10

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COMMONWEALTH OF VIRGINIA · PROFESSIONAL ENGINEER

SWM/BMP STUDY
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: AS NOTED · C.I. = N/A · DATE: JUNE, 2009

SHEET 18A OF 21
FILE No. ZP-1715

Preliminary Outfall SWM Calculations

Block 1 and Road Area

Block 1& Road area Development Site to Outlet		
Development site to Outfall1 (DA, acres):		10.88
Good Forested Condition Runoff Coefficient (C):		0.20
Post-Developed Runoff Coefficient (C):		0.86
Time of Concentration: (tc, min.):		5.00
2 yr 24hr rainfall (in)		3.20
10 yr 24hr rainfall (in)		5.30
1 yr 24hr Good forested condition runoff volume (cf)		25287.12
1 yr 24hr Post-Development runoff volume (cf)		108848.83
Reduction below forested condition required %		76.76
10 yr 24hr Good forested condition runoff volume (cf)		41058.00
10 yr 24hr Post-Development runoff volume (cf)		176304.02
Reduction below forested condition required %		76.74

Good Forested Condition Discharges			
Intensity (in/hr)		Q (cfs)	Q reduced (cfs)
2-year (q2):	5.45	11.85	2.76
10-year (q10):	7.27	15.81	3.68

SWM flow calculations

Bypass Area		3.25	AC
Bypass C factor		0.85	AC
Bypass Intensity		5.45	in/hr for 2 yr
Bypass Intensity		7.27	in/hr for 10 yr
Bypass Q2		24.32	cfs
Bypass Q10		32.44	cfs
Allowable outlet Discharge Q2		27.08	cfs
Allowable outlet Discharge Q10		36.12	cfs
Approximate C*A of Road area untreatable by SWM		0.27	
Road Area Q2		1.20	cfs
Road Area Q10		1.61	cfs
Design peak discharge from SWM vaults Q2		1.55	cfs
Design peak discharge from SWM vaults Q10		2.07	cfs

Block 1 & Road area to Vault#1		
Block 1 & Road area to Vault#1		6.706
Good Forested Condition Runoff Coefficient (C):		0.2
Post-Developed Runoff Coefficient (C):		0.85
Time of Concentration: (tc, min.):		5
1 yr 24hr rainfall (in)		2.7
2 yr 24hr rainfall (in)		3.2
10 yr 24hr rainfall (in)		5.3
1 yr 24hr Good forested condition runoff volume (cf)		17065.5012
1 yr 24hr Post-Development runoff volume (cf)		72528.5805
Avg outflow of 1yr storm for 24 hr drawdown		0.8394468564
Allowable discharge from non-road development Q2 (cfs)		1.27
Allowable discharge from commercial development Q10 (cfs)		1.70

Rainfall Constants			
	c		b
1-year	117.06		17.34
2-year:	117.06		17.34
10-year:	178.32		20.49

Calculations				
	critical duration	critical intensity	peak inflow	storage vol.
	tc, min	I, in/hr	Q, cfs	V, cf
1-year event	164.89	0.64	4.30	43044.80
2-year event	130.70	0.78	5.65	41052.71
10-year event	152.50	1.03	7.83	62224.91

Estimated Size of Detention Facility			
	Length (ft)	Width (ft)	Depth (ft)
	irregular	irregular	8
		Total Volume	82300

Block 1 & Road area to Vault#2		
Block 1 & Road area to Vault#2		1.62
Good Forested Condition Runoff Coefficient (C):		0.2
Post-Developed Runoff Coefficient (C):		0.87
Time of Concentration: (tc, min.):		5
1 yr 24hr rainfall (in)		2.7
2 yr 24hr rainfall (in)		3.2
10 yr 24hr rainfall (in)		5.3
1 yr 24hr Good forested condition runoff volume (cf)		3763.56
1 yr 24hr Post-Development runoff volume (cf)		16371.56
Avg outflow of 1yr storm for 24 hr drawdown		0.18
Allowable discharge from non-road development Q2 (cfs)		0.28
Allowable discharge from commercial development Q10 (cfs)		0.37

Rainfall Constants		
	c	b
1-year	117.06	17.34
2-year:	117.06	17.34
10-year:	178.32	20.49

Calculations				
	critical duration	critical intensity	peak inflow	storage vol.
	tc, min	I, in/hr	Q, cfs	V, cf
1-year event	164.89	0.64	1.07	9716.36
2-year event	132.43	0.78	1.31	9294.27
10-year event	154.53	1.02	1.70	14088.35

Estimated Size of Detention Facility			
	Length (ft)	Width (ft)	Depth (ft)
	irregular	irregular	8
		Total Volume	14500

Block 2

Block 2 area to Vault #3		
Block 2 Development site to Outfall (DA, acres):		0.97
Good Forested Condition Runoff Coefficient (C):		0.20
Post-Developed Runoff Coefficient (C):		0.86
Time of Concentration: (tc, min.):		5.00
1 yr 24hr rainfall (in)		2.7
2 yr 24hr rainfall (in)		3.2
10 yr 24hr rainfall (in)		5.3
1 yr 24hr Good forested condition runoff volume (cf)		1901.39
1 yr 24hr Post-Development runoff volume (cf)		8368.13
2 yr 24hr Good forested condition runoff volume (cf)		2353.50
2 yr 24hr Post-Development runoff volume (cf)		9915.42
Reduction below forested condition required %		77.27
10 yr 24hr Good forested condition runoff volume (cf)		3661.94
10 yr 24hr Post-Development runoff volume (cf)		16112.55
Reduction below forested condition required %		77.27
Avg outflow of 1yr storm for 24 hr drawdown (cfs)		0.10

Good Forested Condition Discharges			
Intensity (in/hr)		Q (cfs)	Q reduced (cfs)
2-year (q2):	5.45	1.08	0.24
10-year (q10):	7.27	1.41	0.32

Allowable outlet Discharge Q2	0.24	cfs
Allowable outlet Discharge Q10	0.32	cfs
Approximate C*A of Road area untreatable by SWM	0.01	
Road Area Q2	0.03	cfs
Road Area Q10	0.04	cfs
Design peak discharge from SWM vaults Q2	0.21	cfs
Design peak discharge from SWM vaults Q10	0.28	cfs

Rainfall Constants		
	c	b
1-year	117.06	17.34
2-year:	117.06	17.34
10-year:	178.32	20.49

Calculations				
	critical duration	critical intensity	peak inflow	storage vol.
	tc, min	I, in/hr	Q, cfs	V, cf
1-year event	164.89	0.64	0.55	4965.21
2-year event	105.51	0.85	0.81	4487.83
10-year event	123.07	1.24	1.08	6795.64

Estimated Size of Detention Facility			
	Length (ft)	Width (ft)	Depth (ft)
	irregular	irregular	8
		Total Volume (cf)	7000

Total Volume Require for Vault#2 (cf)	20884.00
Total Volume Provided for Vault#2 (cf)	21500

Block 2 area to Vault#3		
Block 2 Development site to Outfall#2 (DA, acres):		0.61
Good Forested Condition Runoff Coefficient (C):		0.20
Post-Developed Runoff Coefficient (C):		0.87
Time of Concentration: (tc, min.):		5.00
1 yr 24hr rainfall (in)		2.7
2 yr 24hr rainfall (in)		3.2
10 yr 24hr rainfall (in)		5.3
1 yr 24hr Good forested condition runoff volume (cf)		1193.75
1 yr 24hr Post-Development runoff volume (cf)		5182.88
2 yr 24hr Good forested condition runoff volume (cf)		1414.83
2 yr 24hr Post-Development runoff volume (cf)		6154.33
Reduction below forested condition required %		77.01
10 yr 24hr Good forested condition runoff volume (cf)		2289.10
10 yr 24hr Post-Development runoff volume (cf)		10001.07
Reduction below forested condition required %		77.09
Avg outflow of 1yr storm for 24 hr drawdown (cfs)		0.06

Good Forested Condition Discharges			
Intensity (in/hr)		Q (cfs)	Q reduced (cfs)
2-year (q2):	5.45	0.66	0.15
10-year (q10):	7.27	0.88	0.20

Allowable outlet Discharge Q2	0.15	cfs
Allowable outlet Discharge Q10	0.20	cfs
Approximate C*A of Road area untreatable by SWM	0.01	
Road Area Q2	0.04	cfs
Road Area Q10	0.05	cfs
Design peak discharge from SWM vaults Q2	0.11	cfs
Design peak discharge from SWM vaults Q10	0.15	cfs

Rainfall Constants		
	c	b
1-year	117.06	17.34
2-year:	117.06	17.34
10-year:	178.32	20.49

Calculations				
	critical duration	critical intensity	peak inflow	storage vol.
	tc, min	I, in/hr	Q, cfs	V, cf
1-year event	164.89	0.64	0.34	3088.89
2-year event	117.98	0.87	0.48	3984.52
10-year event	137.84	1.13	0.80	4345.83

Estimated Size of Detention Facility			
	Length (ft)	Width (ft)	Depth (ft)
	46	15	6
		Total Volume (cf)	4416

VAULT SIZE SUMMARY
VAULT#1 = 82,300 CY
VAULT#2 = 21,500 CY
POSSIBLE VAULT#3 = 4,416 CY

NOTE: VAULT#3 MAY BE CONSOLIDATED WITH VAULT#2 AT THE TIME OF FINAL ENGINEERING.

No.	DATE	DESCRIPTION	BY/RT	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

PLAN DATE:
06-15-09
08-25-09
11-06-09
01-26-10
02-16-10
03-02-10

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PRELIMINARY SWM/BMP EXHIBIT

RESTON STATION

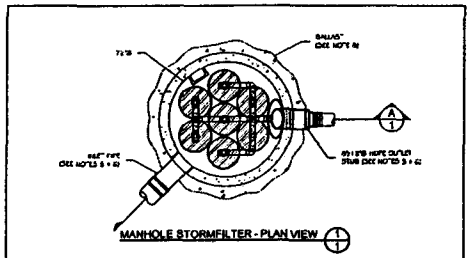
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: AS NOTED
CL = N/A
DATE: JUNE, 2009

SHEET
18B
OF
21

FILE No.
ZP-1715

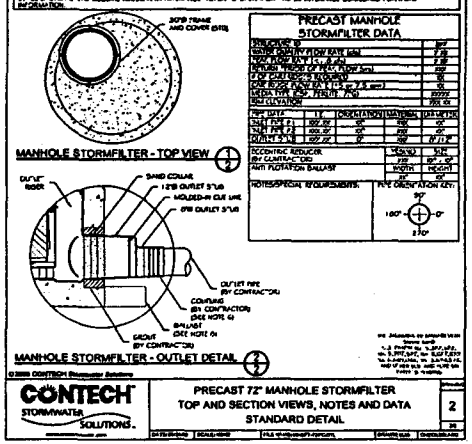
M:\Jobs\Reston\Works sheets\COP-PDP\1715-SWM study.dwg, 3/4/2010 8:57:45 AM, rodriguez



CONTECH STORMWATER SOLUTIONS

PRECAST 72" MANHOLE STORMFILTER
PLAN AND SECTION VIEWS
STANDARD DETAIL

1



GENERAL NOTES

1) STORMWATER BY CONTECH STORMWATER SOLUTIONS, FOR LAWN OR DOOR 540-4627, SCHAEFERSTOWN, MD 21771 307-847-FAX, CUMBERLAND, MD 21502 240-322-0.
2) FILTER CARTRIDGE(S) ARE SIPHON-ACTUATED AND SELF CLEANING. STANDARD DETAIL SHOWS MINIMUM NUMBER OF CARTRIDGES. ACTUAL NUMBER REQUIRED TO BE SPECIFIED BY SITE PLANS OR IN DATA TABLE BELOW.
3) PRECAST STORMFILTER STRUCTURE TO BE CONSTRUCTED IN ACCORDANCE WITH ASTM C478. DETAIL REFLECTS DESIGN ACTIVE ONLY. ACTUAL DIMENSIONS AND CONFIGURATION OF STRUCTURE WILL BE SHOWN ON FABRICATION SHOP DRAWINGS.
4) STRUCTURE AND ACCESS COVERS TO MEET AASHTO H-20 LOAD RATING.
5) STORMFILTER REQUIRES A 2.5' DROP FROM INLET TO OUTLET. A LESS DROP IS AVAILABLE, CONTACT CONTECH STORMWATER SOLUTIONS. MINIMUM PIPE SIZE IS 6" (150mm).
6) OUTLET IS 45°.
7) INLET PIPING TO BE SPECIFIED BY ENGINEER AND PROVIDED BY CONTRACTOR. PRECAST MANHOLE STORMFILTER IS EQUIPPED WITH A DUAL DIAMETER PIPE OUTLET STUB AND SHALL ACCEPT EITHER DUCTILE IRON OR PVC PIPE. CONTACT CONTECH STORMWATER SOLUTIONS FOR ALTERNATE OUTLET STUB CONFIGURATIONS.
8) INVERT OF OUTLET PIPE IS LOCATED 3" BELOW INVERT OF INLET PIPE. FOR SPECIAL DESIGN CONSIDERATIONS, CONTACT CONTECH STORMWATER SOLUTIONS.
9) ALL WATER QUALITY PRODUCTS REQUIRE PERIODIC MAINTENANCE AS OUTLINED IN THE O&M GUIDELINES. PROVIDE MINIMUM CLEARANCE FOR MAINTENANCE ACCESS.
10) STORMFILTER BY CONTECH STORMWATER SOLUTIONS: (800) 925-5240.

PRECAST MANHOLE STORMFILTER DATA

STRUCTURE ID					
WATER QUALITY FLOW RATE (cfs)					
PEAK FLOW RATE (cfs)					
RETURN PERIOD OF PEAK FLOW (yrs)					
# OF CARTRIDGES REQUIRED					
CARTRIDGE FLOW RATE					
MEDIA TYPE (ASP, PERLITE, ZPG)					
RIM ELEVATION					

PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1			
INLET PIPE #2			
OUTLET PIPE			

UPSTREAM RIM ELEVATION	
CENTER RIM ELEVATION	
DOWNSTREAM RIM ELEVATION	

ECCENTRIC REDUCER	YES/NO	SIZE
BY CONTRACTOR		
ANTI FLOTATION BALLAST	WIDTH	HEIGHT

NOTES/SPECIAL REQUIREMENTS:

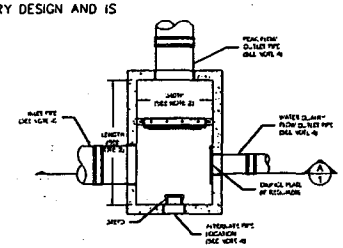
PIPE ORIENTATION (CW):
90°
180° 0°
270°

CONTECH STORMWATER SOLUTIONS

PRECAST 72" MANHOLE STORMFILTER
TOP AND SECTION VIEWS, NOTES AND DATA
STANDARD DETAIL

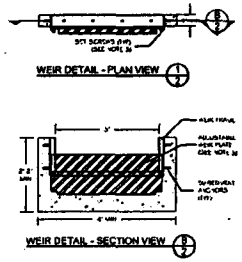
2

DETAILS ON THIS SHEET REPRESENT A PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE WITH FINAL ENGINEERING.



GENERAL NOTES

STORMGATE VAULT DATA

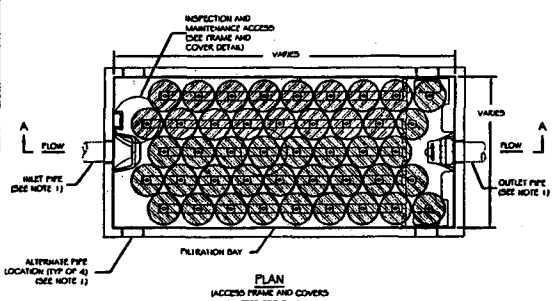


CONTECH STORMWATER SOLUTIONS — StormFilter

STORMFILTER DESIGN TABLE

- THE 8' x 18' STORMFILTER TREATMENT CAPACITY VARIES BY NUMBER OF FILTER CARTRIDGES INSTALLED AND BY REGION SPECIFIC INTERNAL FLOW CONTROLS. CONVEYANCE CAPACITY IS RATED AT cfs
- THE STANDARD CONFIGURATION IS SHOWN. ACTUAL CONFIGURATION OF THE SPECIFIED STRUCTURE(S) PER CIVIL ENGINEER WILL BE SHOWN ON SUBMITTAL DRAWING(S).
- ALL PARTS PROVIDED AND INTERNAL ASSEMBLY BY CONTECH STORMWATER SOLUTIONS UNLESS OTHERWISE NOTED.

CARTRIDGE HEIGHT	27"		18"		12"	
SYSTEM HYDRAULIC DROP - RECOMMENDED	5.00'		3.3'		1.7'	
TREATMENT BY MEDIA SURFACE AREA	2 cartridges	1 cartridge	2 cartridges	1 cartridge	2 cartridges	1 cartridge
CARTRIDGE FLOW RATE (gpm)	22.5	11.25	15	7.5	10	5



GENERAL NOTES

1. INLET AND OUTLET PIPING SHALL BE SPECIFIED BY SITE CIVIL ENGINEER (SEE PLANS) AND PROVIDED BY CONTRACTOR. STORMFILTER IS PROVIDED WITH OPENINGS AT INLET AND OUTLET LOCATIONS.
2. IF THE PEAK FLOW RATE, AS DETERMINED BY THE SITE CIVIL ENGINEER, EXCEEDS THE PEAK HYDRAULIC CAPACITY OF THE PRODUCT, AN UPSTREAM BYPASS STRUCTURE IS REQUIRED. PLEASE CONTACT CONTECH STORMWATER SOLUTIONS FOR OPTIONS.
3. THE FILTER CARTRIDGE(S) ARE SIPHON-ACTUATED AND SELF-CLEANING. THE STANDARD DETAIL DRAWING SHOWS THE MAXIMUM NUMBER OF CARTRIDGES. THE ACTUAL NUMBER SHALL BE SPECIFIED BY THE SITE CIVIL ENGINEER ON SITE PLANS OR IN DATA TABLE BELOW. PRECAST STRUCTURE TO BE CONSTRUCTED IN ACCORDANCE WITH ASTM C857 AND C858.
4. SEE STORMFILTER DESIGN TABLE FOR REQUIRED HYDRAULIC DROP. FOR SHALLOW, LOW DROP OR SPECIAL DESIGN CONSTRAINTS, CONTACT CONTECH STORMWATER SOLUTIONS FOR DESIGN OPTIONS.
5. ALL WATER QUALITY PRODUCTS REQUIRE PERIODIC MAINTENANCE AS OUTLINED IN THE O&M GUIDELINES. PROVIDE MINIMUM CLEARANCE FOR MAINTENANCE ACCESS.
6. STRUCTURE AND ACCESS COVERS TO MEET AASHTO H-20 LOAD RATING.
7. THE STRUCTURE THICKNESSES SHOWN ARE FOR REPRESENTATIONAL PURPOSES AND VARY REGIONALLY.
8. ANY BACKFILL DEPTH, SUB-BASE, AND OR ANTI-FLOTATION PROVISIONS ARE SITE-SPECIFIC DESIGN CONSIDERATIONS AND SHALL BE SPECIFIED BY SITE CIVIL ENGINEER.
9. STANDARD CARTRIDGE HEIGHT IS 27" (SHOWN). CARTRIDGE HEIGHT AND ASSOCIATED DESIGN PARAMETERS PER STORMFILTER DESIGN TABLE.
10. STORMFILTER BY CONTECH STORMWATER SOLUTIONS: (800) 925-5240.

SITE SPECIFIC DATA REQUIREMENTS

STRUCTURE ID	
WATER QUALITY FLOW RATE (cfs)	*
PEAK FLOW RATE (cfs)	*
RETURN PERIOD OF PEAK FLOW (yrs)	*
# OF CARTRIDGES REQUIRED	*
CARTRIDGE FLOW RATE	*
MEDIA TYPE (ASP, PERLITE, ZPG)	*

PIPE DATA:	I.E.	MATERIAL	DIAMETER
INLET PIPE #1	*	*	*
INLET PIPE #2	*	*	*
OUTLET PIPE	*	*	*

UPSTREAM RIM ELEVATION	*
CENTER RIM ELEVATION	*
DOWNSTREAM RIM ELEVATION	*

ANTI-FLOTATION BALLAST	WIDTH	HEIGHT
	*	*

NOTES/SPECIAL REQUIREMENTS:
* PER SITE CIVIL ENGINEER

CONTECH STORMWATER SOLUTIONS

THE STORMWATER MANAGEMENT STORMFILTER®
8' x 18' STORMFILTER
STANDARD DETAIL

This drawing and/or attachments are and are not to be modified without the approval of CONTECH Stormwater Solutions. This product may be protected by one or more of the following US patents: 5,322,633; 5,624,576; 5,707,527; 5,766,151; 6,027,639; 6,649,048; and/or foreign patents or other patents pending.

NO.	DATE	DESIGN BY	DRAWN BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

PLAN DATE
04-13-09
05-15-09
06-15-09
07-1-10
08-1-10
09-15-10
10-02-10

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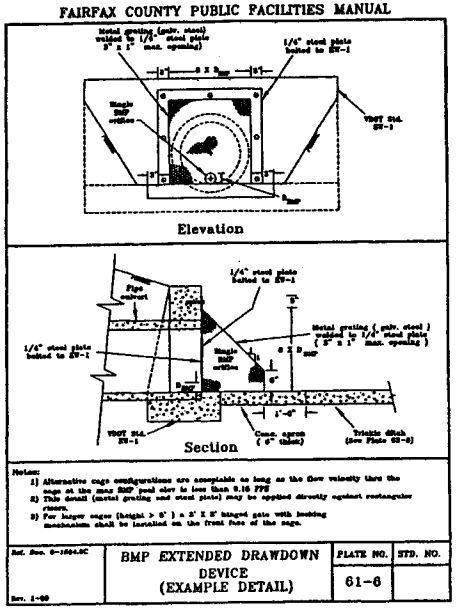
SWM/BMP STUDY
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
C.I. = N/A
SCALE: AS NOTED
DATE: JUNE, 2009

SHEET
18C
OF
21

FILE No.
ZP-1715

FAIRFAX COUNTY PUBLIC FACILITIES MANUAL

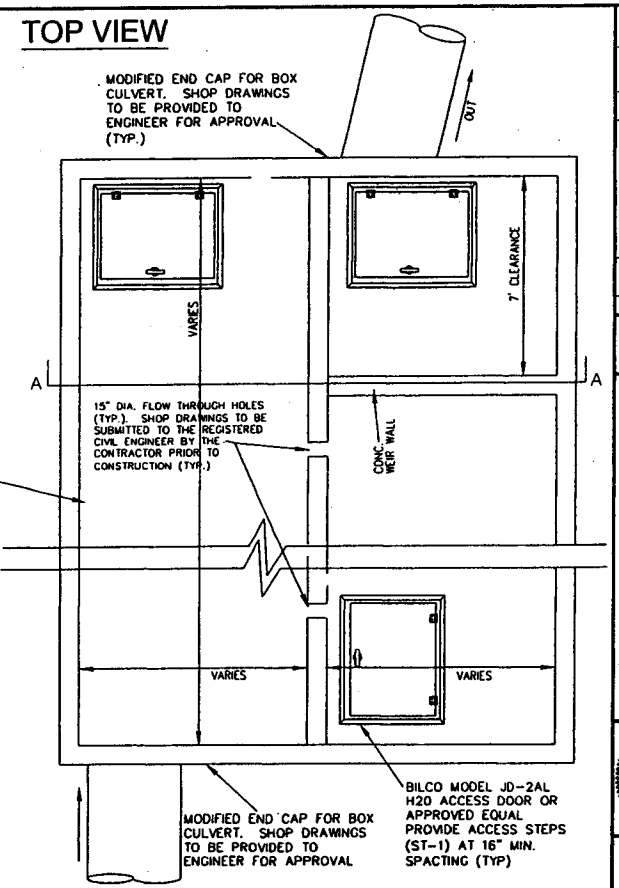


	BMP EXTENDED DRAWDOWN DEVICE (EXAMPLE DETAIL)	PLATE NO.	STD. NO.
Rev. 1-00		61-6	

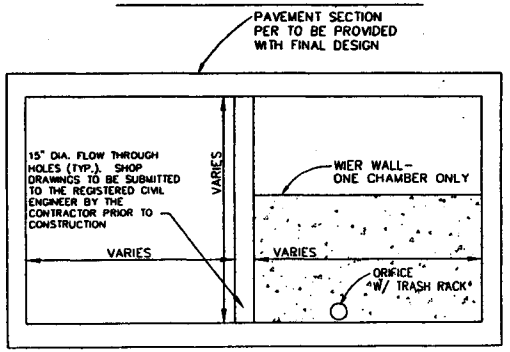
DETAILS ON THIS SHEET REPRESENTS A PRELIMINARY GENERIC UNDERGROUND VAULT DESIGN AND IS NOT THE FINAL DESIGN FOR THESE VAULTS PROVIDED WITH APPLICATION. FINAL DETAILS AND DESIGNS ARE SUBJECT TO CHANGE WITH FINAL ENGINEERING.

CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR MODIFIED BOX CULVERT TO ENGINEER FOR APPROVAL PRIOR TO FABRICATION AND CONSTRUCTION.

TOP VIEW



CROSS-SECTION A-A



* USE BMP DEBRIS CAGE, DETAIL THIS SHEET, OR EQUIVALENT

No.	DATE	DESCRIPTION	REVISED	APPROVED	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW			

PLAT DATE: 5-13-09 6-23-09 7-7-09 8-25-09 9-14-09 10-1-09 10-16-09 11-2-09 12-2-09 12-21-09 1-6-10 2-2-10

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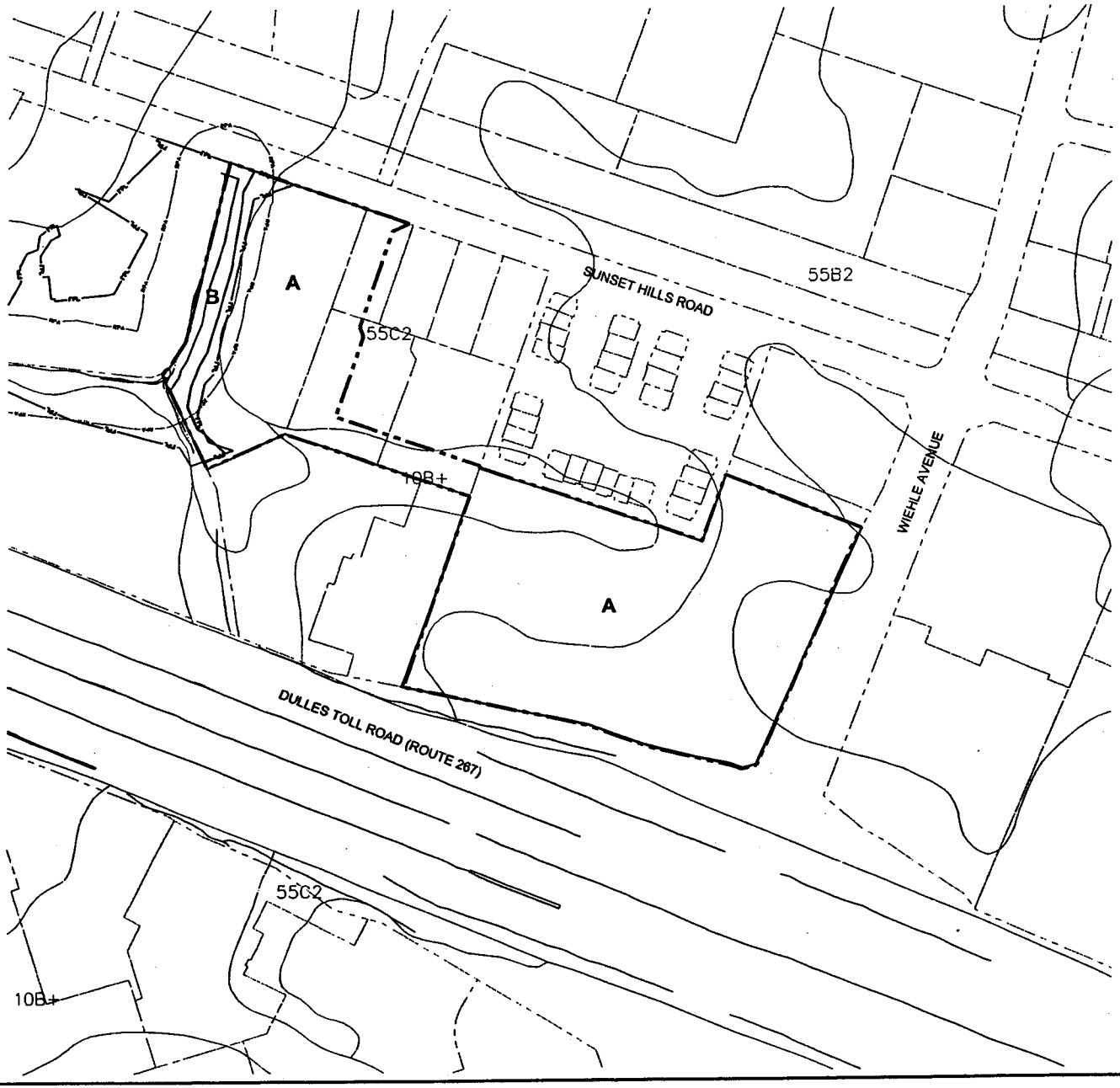
RESTON STATION
HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA
SCALE: AS NOTED
C.I. = N/A
DATE: JUNE 2009

SHEET 1ND OF 21
FILE No. ZP-1715



LEGEND

- SITE BOUNDARY
- VEGETATION COMMUNITY BOUNDARY
- APPROXIMATE LOCATION OF INTERMITTENT STREAM (SEE NOTE 3)
- APPROXIMATE LOCATION OF WETLAND BOUNDARY (SEE NOTE 3)

NOTES:

1. This Existing Vegetation Map is based upon examination of background materials, such as the 1994 USGS Vienna VA-MD topographic quadrangle, existing topography, the Fairfax County Soils Map, the National Wetlands Inventory Map, and aerial photography, as well as a field verification performed by Joan M. Tufts, WPIT, of Wetland Studies and Solutions, Inc. (WSSI) on July 21, 2006.

2. Topography and boundary information from Fairfax County Digital Data, and a Spring 2004 WSSI Infrared Aerial Photograph, were used as the base for this exhibit.

3. Waters of the U.S. delineation information shown hereon, was performed by WSSI as described in a report dated April 23, 1999 (WSSI #612U). Jurisdictional Determination #99-N0758, issued April 6, 1999. Wetlands shown are taken from the 1999 delineation report and their approximate location is sketched on this attachment.

	Cover Type	Primary Species	Successional Stage	Condition	Acreage	Comments
A	Developed Land	White Pine N. Red Oak Pin Oak	N/A	Good		See Condition Description
B	Bottomland Forest	Red Maple Black Willow Bird Cherry Brookside Alder	Climax Bottomland Forest	Good	0.68	See Condition Description
	TOTAL ACRES:					

*CONDITION DESCRIPTION:

A. Area A is dominated by developed areas including buildings and parking lots. The area includes areas of maintained lawn and landscaping plants, dominated by white pine (*Pinus strobus*), northern red oak (*Quercus rubra*), and pin oak (*Quercus palustris*). Shrub species include boxwood hedge (*Buxus* sp.), yew hedge (*Taxus* sp.), photinia (*Photinia* sp.), rhododendron (*Rhododendron* sp.), and fringe tree (*Chionanthus virginicus*). Most of the plantings are in good condition, with canopy trees measuring approximately 20-30 inches diameter at breast-height (dbh).

B. Area B is a climax bottomland forest in good condition. The canopy is dominated by red maple (*Acer rubrum*), black willow (*Salix nigra*), and bird cherry (*Prunus avium*). The dominant shrubs consist of brookside alder (*Alnus serrulata*), arrow-wood (*Viburnum dentatum*), and autumn olive (*Elaeagnus umbellata*). Herbaceous plants include sensitive fern (*Onoclea sensibilis*), poison ivy (*Toxicodendron radicans*), and bugle weed (*Lycopus* sp.). Vines include Japanese honeysuckle (*Lonicera japonica*) and wild grape (*Vitis* sp.). The trees are mixed age and the area experiences temporary flooding from stormwater run-off.

Wetland Studies and Solutions, Inc.
5300 Wellington Branch Drive • Suite 100
Gainesville, Virginia 20155
Phone: 703-679-5600 • Fax: 703-679-5601
www.wetlandsinc.com

EXISTING VEGETATION MAP

Prepared For: Comstock Asset Management

Reston Station
Fairfax County, Virginia

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REVISIONS

No.	Date	Description	By

DATE: JUNE 2009

SCALE: 1" = 100'

Horizontal Datum: VCS NAD83
Vertical Datum: NGVD29
Boundary and Topo Source: Fairfax County Digital Data

Design	Draft	Approved
JMT	JMT	LABG/MH

Sheet #
19 of 21
ZP-1715

Computer File Name:

The subject application (RZ#2009-HM-019, FDP#2009-HM-019 for Reston Station at Wiehle Metro) is located south of Sunset Hills Road (Route 675) and southwest of the intersection of Sunset Hills Road and Wiehle Avenue (Route 828) in Fairfax County, Virginia.

Per Section 118-2-1 (b) of the Chesapeake Bay Preservation Ordinance (Ordinance), "redevelopment" is an "Allowed Use" subject to compliance with the performance criteria of the Ordinance Article 3. Therefore, this WQIA has been incorporated into the subject application to document this compliance. A discussion of each of the required elements of this WQIA is provided as follows:

(a) Display the boundaries of the RPA;

Wetland Studies and Solutions, Inc. (WSSI) performed a Waters of the U.S. (including Wetlands) delineation and Resource Protection Area (RPA) Evaluation for the project site and adjacent areas. As part of this evaluation, a field-verified RPA associated with an unnamed tributary to Colvin Run was determined to be present within the westernmost area of the subject application (specifically the westernmost portion of Tax Map 017-4-24-003. This field-verified RPA was approved by Fairfax County on November 16, 2009, as part of Plan Number 2615-RPAI-001-01-1. The limits of this field-verified RPA are as depicted within the subject application plan sheets.

(b) Display and describe the location and nature of the proposed encroachment into and/or impacts to the RPA, including any clearing, grading, impervious surfaces, structures, utilities, and sewage disposal systems;

The full limits of the field-verified RPA located within the project site have been previously disturbed. This historical disturbance is the result of construction activity associated with two separate improvement projects including the Storm Drainage Outfall Improvements for Reston Section 913 (Fairfax County Plan 2615-PI-001-4 approved December 12, 1980) and the Site Plan for Reston Section 913 Block 3 (Fairfax County Plan 2615-SP-005-2 approved April 4, 2000). Under current conditions, the existing impervious area within the field-verified RPA totals ±27,300 square feet (±0.63 acre). Specifically, portions of two (2) existing structures, including a multi-story office building and a 2-story structured parking facility, adjacent parking/travelway areas, as well as an existing Stormwater Management (SWM) facility are located within the field-verified RPA. Existing utility lines and their corresponding easement areas (including sanitary sewer, water, gas and electric lines) are also located within the field-verified RPA.

The subject application's Conceptual Development Plan/Final Development Plan (CDP/FDP) displays the proposed limits of clearing and grading and proposed improvements within the field-verified RPA. As depicted by the subject application, the existing SWM facility and the office building are to remain (along with a potential limited expansion of the office building) In addition, the existing parking structure is proposed to be demolished and replaced by a new residential building. A portion of the proposed (12+ story) residential building and its associated emergency vehicle, loading and parking access lane, as well as a limited segment of realigned sanitary sewer, are also located within the limits of the field-verified RPA. Under full development conditions as depicted by the subject application, the proposed impervious area within the field-verified RPA totals ±23,900 square feet (±0.55 acre).

Thus no net increase in impervious area within the field-verified RPA is proposed by the subject application. Specifically, a net decrease of ±3,400 square feet of impervious area within the field-verified RPA is proposed by the redevelopment of the subject property.

(c) Provide justification for the proposed encroachment into and/or impacts to the RPA;

The overall RZ#2009-HM-019; FDP#2009-HM-019 project site, as well as Tax Map 017-4-24-003 by itself, are considered "redevelopment" as defined by Section 118-1-6-v of the Chesapeake Bay Preservation Ordinance. The criteria for redevelopment of these parcel(s) are satisfied because:

i) There is no net increase in the amount of impervious area within the RPA (i.e., a net decrease of ±3,400 square feet of impervious area within the field-verified RPA) is proposed by the redevelopment of the subject property;

ii) There is no further "encroachment" within the field verified RPA (i.e., the historical disturbance is the result of construction activity associated with two separate improvement projects including the Storm Drainage Outfall Improvements for Reston Section 913 (Fairfax County Plan 2615-PI-001-4 approved December 12, 1980) and the Site Plan for Reston Section 913 Block 3 (Fairfax County Plan 2615-SP-005-2 approved April 4, 2000)); and

iii) There is no more than a 20% net increase in impervious area within the parcel's Resource Management Area (RMA) relative to conditions prior to the proposed redevelopment (i.e., the net increase in impervious area within the RMA is significantly less than 20% relative to conditions prior to the proposed redevelopment) . A summary breakdown of the change in impervious areas within project area's RMA is as follows:

RZ#2009-HM-019; FDP#2009-HM-019
Breakdown of Impervious (Imp.) Area located within the Project Site's RMA

RMA Area	Ex. Imp. Area (sf)	Prop. Imp. Area (sf)	Net Increase in Imp. Area (sf)	Net % Increase in Imp. Area (sf)
Tax Map (TM) 017-4-24-003 only	± 61,500	± 64,000	± 2,500	± 4.1%
RZ#2009-HM-019; FDP#2009-HM-019 (excluding TM: 017-4-24-003)	± 396,500	± 426,000	± 29,500	± 7.4%
RZ#2009-HM-019; FDP#2009-HM-019, i.e., the full limits of application site)	± 458,000	± 490,000	± 32,000	± 7.0%

Therefore, the proposed RPA encroachment is justified because the redevelopment project as proposed by RZ#2009-HM-019; FDP#2009-HM-019 is an allowed use within the RPA as provided under Section 118-2-1, subject to compliance with the performance criteria of Article 3 of the Ordinance as supported by this WQIA.

(d) Describe the extent and nature of any proposed disturbance or disruption of wetlands;

The boundaries of jurisdictional wetlands and other waters of the U.S. (WOUS) on the project site were originally delineated and survey-located by WSSI in August 2009. The results of this delineation are described in WSSI's report dated September 4, 2009. The U.S. Army Corps of Engineers (COE) issued a jurisdictional determination (JD) (COE #NAO-2009-02441) on October 22, 2009 that confirmed this delineation. Subsequently, WSSI revisited selected "offsite" areas to document the absence of jurisdictional wetlands and other WOUS within additional areas that were not investigated during the original study. Authorization of a revised JD from the COE is currently pending. Based on the subject application, there will be no proposed disturbance or disruption of wetlands or other WOUS.

(e) Display and discuss the type and location of proposed best management practices to mitigate the proposed RPA encroachment and/or adverse impacts;

Stormwater Management and best management practice (BMP) measures shall be provided for the subject application either onsite or offsite, subject to on-going discussions with Fairfax County Staff and the adjacent Dulles Transit Partners' Metro Extension Projects. For the subject application, the final measures resulting from these on-going discussions will be satisfied by the applicable "BMP option" currently available under Section 118-3-2 (f) of the Ordinance.

(f) Demonstrate the extent to which the proposed activity will comply with all applicable performance criteria of this Chapter; and

Compliance with General Performance Criteria and Additional Perfonnance Criteria (per Sections 118-3-2 and 118-3-3, respectively) are summarized below:

Analysis of compliance relative to Section 118-3-2 of the Ordinance, *General Performance Criteria for RMAs and RPAs*:

a) Comply: No more land shall be disturbed than is necessary to provide for the proposed use.
b) Comply: Indigenous vegetation shall be preserved to the maximum extent practicable consistent with the proposed use.
c) Comply: Where the BMP's utilized require regular or periodic maintenance in order to continue their functions, such maintenance shall be ensured through a maintenance agreement with the owner or through some other mechanism or agreement that achieves an equivalent objective.
d) Comply: Onsite impervious cover is minimized consistent with the redevelopment proposed.
e) Comply: The proposed land disturbing activity shall comply with Chapter 104 of the Fairfax County Code.
f) Comply: Stormwater runoff for the subject application shall be controlled by the use of BMP's. As noted above, Stormwater Management and BMP measures shall be provided for the subject application either onsite or offsite, subject to on-going discussions with Fairfax County Staff and the adjacent Dulles Transit Partners' Metro Extension Projects.
g) N/A: No disturbance or disruption of jurisdictional wetlands or other WOUS
are proposed. Thus, no wetland or WOUS permitting is required and/or warranted by the proposed redevelopment.
h) N/A: The subject application is not associated with any on-site sewage disposal system.
i) N/A: The subject application is not associated with agricultural activities.

Analysis of compliance relative to Section 118-3-3 of the Ordinance, *Additional Performance Criteria for RPAs*:

a) Comply: As required, the subject WQIA is submitted in conjunction with the processing of the subject application (RZ#2009-HM-019, FDP#2009-HM-019 for Reston Station at Wiehle Metro) and its proposed redevelopment.
b) N/A: The proposed improvement is considered as redevelopment, not development.
c) Comply: The subject redevelopment proposes no increase in impervious area, as well as no further encroachment within the field-verified RPA. Specifically, a net decrease of 3,400 square feet of impervious area within the RPA is proposed by the redevelopment of the subject property.
d) Comply: Notwithstanding the permitted redevelopment, the existing RPA buffer area (generally located within the westernmost area of the subject application and specifically the westernmost portion of Tax Map 017-4-24-003), will be retained and/or established to the extent practicable. As previously noted, a net decrease of ±3,400 square feet of impervious area within the field-verified RPA is proposed by the redevelopment of the subject application. As a result, the site's effectiveness in retarding runoff, preventing erosion, and filtering non-point source pollution from runoff within the field-verified RPA buffer is increased because of the corresponding proposed change (i.e., the transition from ±3,400 of existing impervious area to pervious area).
e) N/A: The subject property is not agricultural lands.
f) N/A: No RPA buffer areas are to be established. As previously noted, a net decrease of ±3,400 square feet of impervious area within the field-verified RPA is proposed by the redevelopment of the subject application. However, because of the proposed layout, in combination with the proximity of existing easement areas (including both sanitary sewer and electric lines), no practicable area for RPA buffer area establishment is available.

(g) Provide any other information deemed by the Director to be necessary to evaluate potential water quality impacts of the proposed activity.

All applicable information is included at part of the enclosed WQIA. No requests for additional information are anticipated.

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Water Quality Impact Assessment (WQIA) Narrative

Reston Station
Fairfax County, Virginia

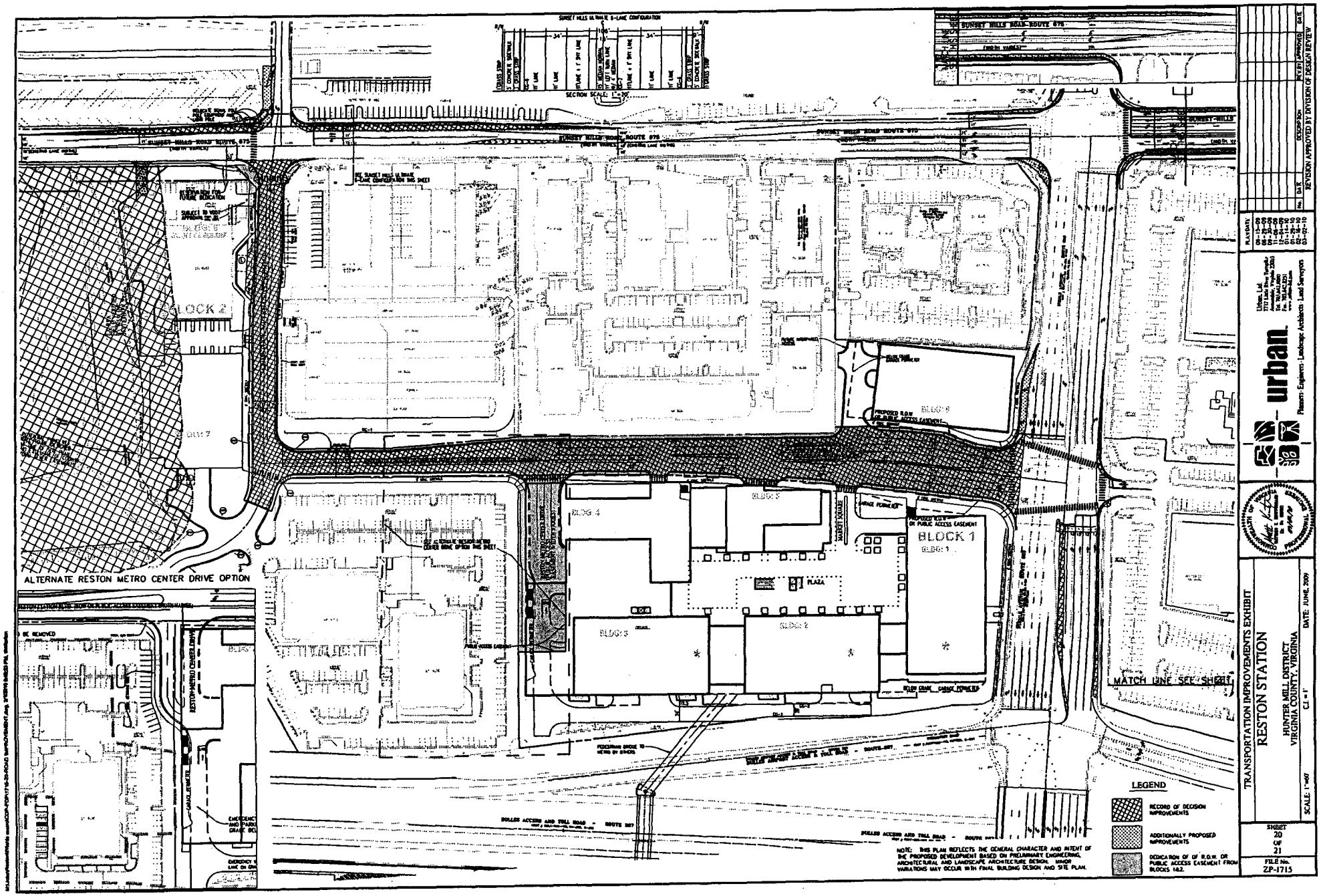
REVISIONS

No.	Date	Description	By

DATE: December 2009
SCALE: N/A
Horizontal Datum: N/A
Vertical Datum: N/A
Boundary and Topo Source: N/A N/A

Design	Draft	Approved
YAV	YAV	WEN

Sheet #
19A of 21



No.	DATE	DESCRIPTION	PC/BT APPROVAL	DATE
		REVISION APPROVED BY DIVISION OF DESIGN REVIEW		

SHEETS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21

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Planners | Engineers | Landscape Architects | Land Surveyors

TRANSPORTATION IMPROVEMENTS EXHIBIT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60' C.I.=1' DATE: JUNE, 2009

SHEET 20 OF 21

FILE No. ZP-1715

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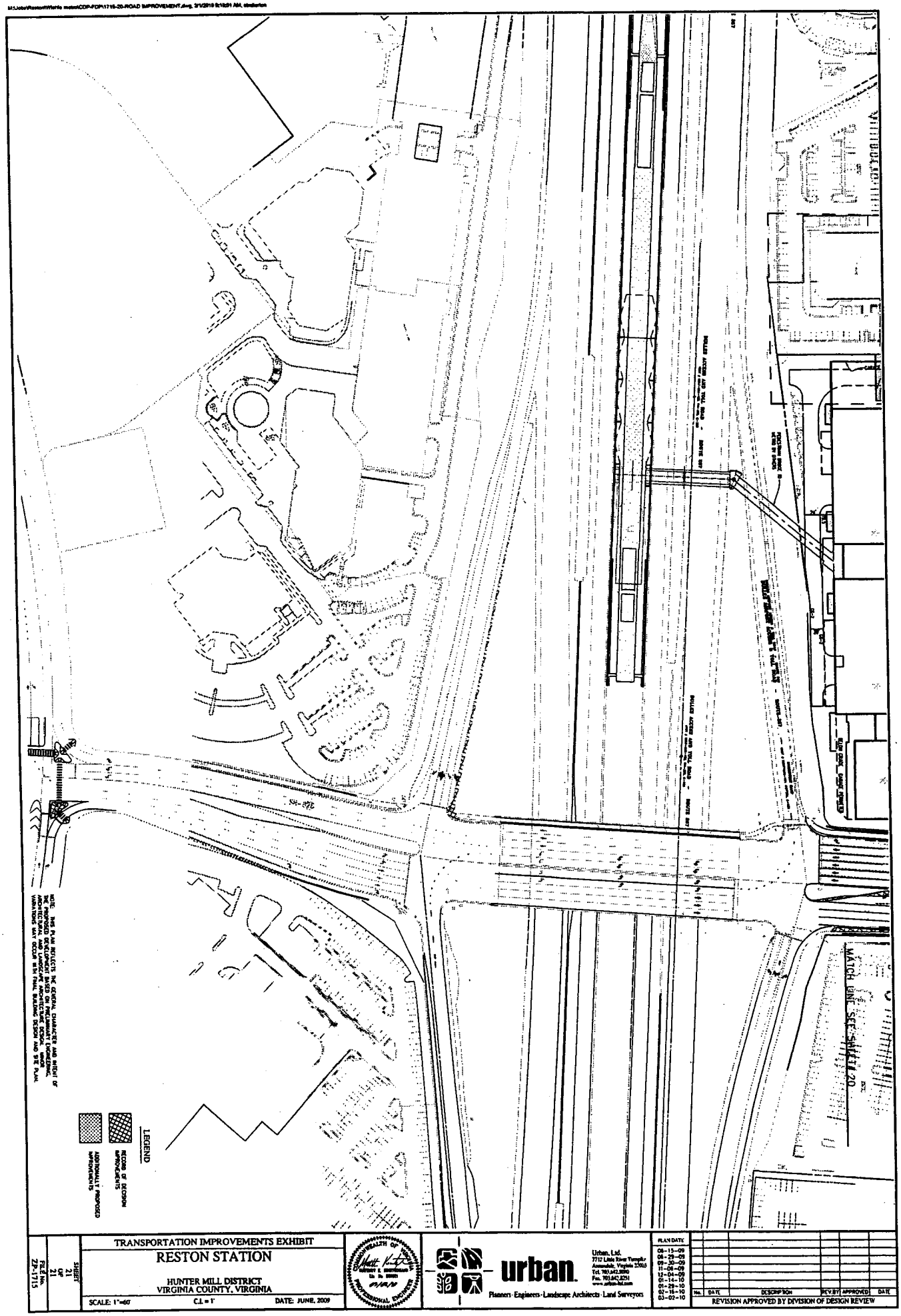

TRANSPORTATION IMPROVEMENTS EXHIBIT

RESTON STATION

HUNTER MILL DISTRICT
VIRGINIA COUNTY, VIRGINIA

SCALE: 1"=60' C.I. = 1' DATE: JUNE, 2009

P.E. No. ZP-1715

SHEET 21 OF 21

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PLAN DATE
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01-14-10
01-29-10
02-19-10
03-02-10

No.	DATE	DESCRIPTION	REV.BY	APPROVED	DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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

DESCRIPTION OF THE APPLICATION

Proposal:

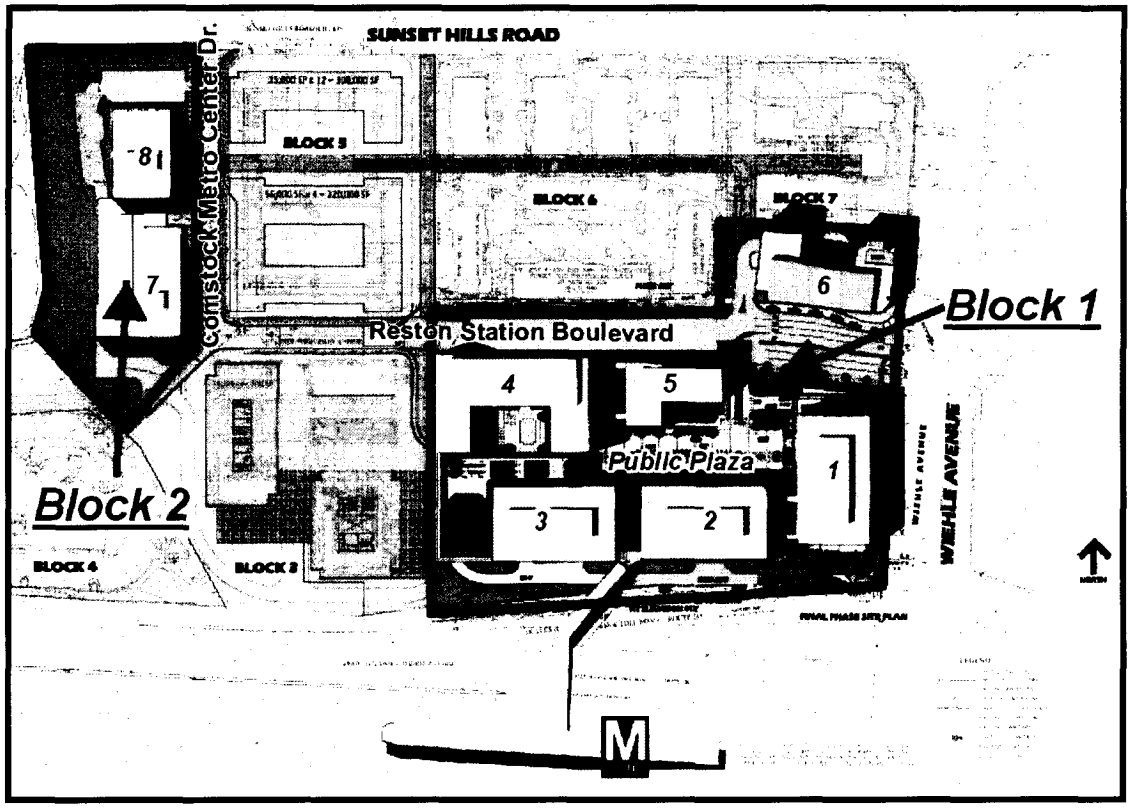
The applicant, Comstock Reston Station Holdings, LC, has filed two concurrent applications (RZ 2009-HM-019 and FDP 2009-HM-019) on Tax Map Parcels 17-4 ((24)) 3 (Comstock Parcel) and 17-4 ((1A)) 17A (County Parcel), to rezone 12.47 acres from the I-4 District to the PDC District to permit a Transit-Oriented Development (TOD) within a ¼ mile of the Reston Metro Station at Wiehle Avenue in the Hunter Mill District. A map of these tax map parcels is located in the front of the staff report.

The applicant was selected by the County pursuant to a competitive bidding process and has entered into a public-private partnership through the Public-Private Education Facilities and Infrastructure Act of 2002 (56-575.1-575.16) (PPEA) to initiate a TOD in conjunction with the opening of the Reston Metro Station at Wiehle Avenue in 2013. On June 2, 2009, the Fairfax County Board of Supervisors approved a long term lease of 99 years to the Applicant as well as a development agreement for a joint TOD development.

The proposed TOD development would consist of residential, office, hotel, and retail uses integrated with Metro rail facilities including a public plaza; a 2,300 space (above and below grade) County owned public parking garage; 12 bus bays; a 45 parking space Kiss and Ride area; and secure bicycle storage facilities for approximately 150 bikes. The overall development would occur in phases and would primarily include 1.28 million square feet of development (without bonus density) and 1.34 million square feet (with bonus density) resulting from the provision of 12% workforce housing. The development would occur in two blocks, with several development options. Block 1 is comprised of the County Parcel which consists of approximately 979,096 square feet of mixed use development; Block 2 is comprised of the Comstock Parcel and consists of approximately 305,518 square feet. Approximately 61,565 square feet of bonus density associated with workforce housing would also be located on Block 1. The overall FAR on both blocks would be 2.5 excluding bonus density associated with 12% workforce housing (WFH.)

Blocks 1 and 2 are proposed to be connected by two new streets, Reston Station Boulevard (east/west) and Comstock Metro Center Drive (north/south). Graphic 1 shows the proposed layouts for Blocks 1 and 2 and the proposed new roads and access points.

Graphic 1: Proposed Layout for Block 1 and 2



As shown in Graphic 1, Block 1 includes six proposed buildings and a public plaza. The Public Plaza and Buildings 1 through 5 would be located to the south of Reston Station Boulevard and constructed above a large platform/parking garage. Four vehicle access points would be provided to this platform from Reston Station Boulevard consisting of entrances to the proposed public plaza, bus bays, commercial and County garages. Pedestrian access to the Metro Rail Station would be provided on the public plaza between Buildings 2 and 3. Building 6 would be constructed as a freestanding building located to the north of Reston Station Boulevard; one access point from Reston Station Boulevard would serve this building.

Block 2 includes one proposed building and one existing building (Buildings 7 and 8 respectively) located to the west of Comstock Metro Center Drive. Four development options are proposed for Buildings 7 and 8; two options include office uses with support retail; one option includes office and residential uses with support retail; and one option includes a transfer of density from Building 7 to Building 6 on Block 1. Three vehicle access points from Comstock Metro Center Drive are proposed to serve these buildings.

Waivers/Modifications Requested:

- Waiver of the 75' setback requirements for non-residential uses abutting principal arterial highways as required by Section 2-414.1.B of the Fairfax County Zoning Ordinance. (The commercial uses impacted by this restriction are office and retail uses located above the County owned garage and located approximately 30 feet from the Dulles Airport Access Road and Toll Road.)

- Modification of the loading requirement in favor of the loading spaces depicted on the CDP/ FDP.

- Waiver to locate underground stormwater management facilities in a residential area (PFM Section 6-0303.8), subject to Waiver #2615-WPFM-002-1 Conditions dated February 12, 2010.

The applicant's draft proffers, affidavit and statement of justification are included in Appendices 1, 3, and 4, respectively. Staff's proposed development conditions are included as Appendix 2.

LOCATION AND CHARACTER

Site Description:

The 12.47 acre site is comprised of two Tax Map Parcels (Tax Map Parcels 17-4((24)) 3, and 17-4 ((1)) 17A), which are located within the Reston Herndon Suburban Center of the Upper Potomac Planning District and within ¼ mile of the planned Reston Metro Station at Wiehle Avenue platform. Tax Map 17-4((1)) 17A (the County Parcel) is comprised of 8.99 acres that are located at the northwest corner of Wiehle Avenue and Dulles Airport Access Road and Toll Road. Tax Map 17-4 ((24)) 3 (the Comstock Parcel) is comprised of 3.48 acres located at the southwest corner of the intersection of Sunset Hill Road and Isaac Newton Drive/ Comstock Metro Center Drive. The County Parcel is rectangular in shape and is currently developed as a Park and Ride commuter parking lot with approximately 800 parking spaces and 4 bus bays. The Comstock Parcel is generally rectangular in shape and is developed with an existing 75,000 square foot office building on the northern portion and an above grade parking garage on the southern portion. Access to the County Parcel is provided from Wiehle Avenue. Access to the Comstock Parcel is provided from Comstock Metro Center Drive. Currently, no formal vehicular or pedestrian connections exist between these two properties. The Washington and Old Dominion (W&OD) regional trail is located on the north side Sunset Hills Road, immediately to north of these properties.

Surrounding Area Description:

Graphic 2 shows an aerial map of the subject property and Tables 1 and 2 provide the land use, zoning and Comprehensive Plan Recommendations for properties surrounding the County Parcel and the Comstock Parcel.

Graphic 2: Aerial Map of the Subject Property

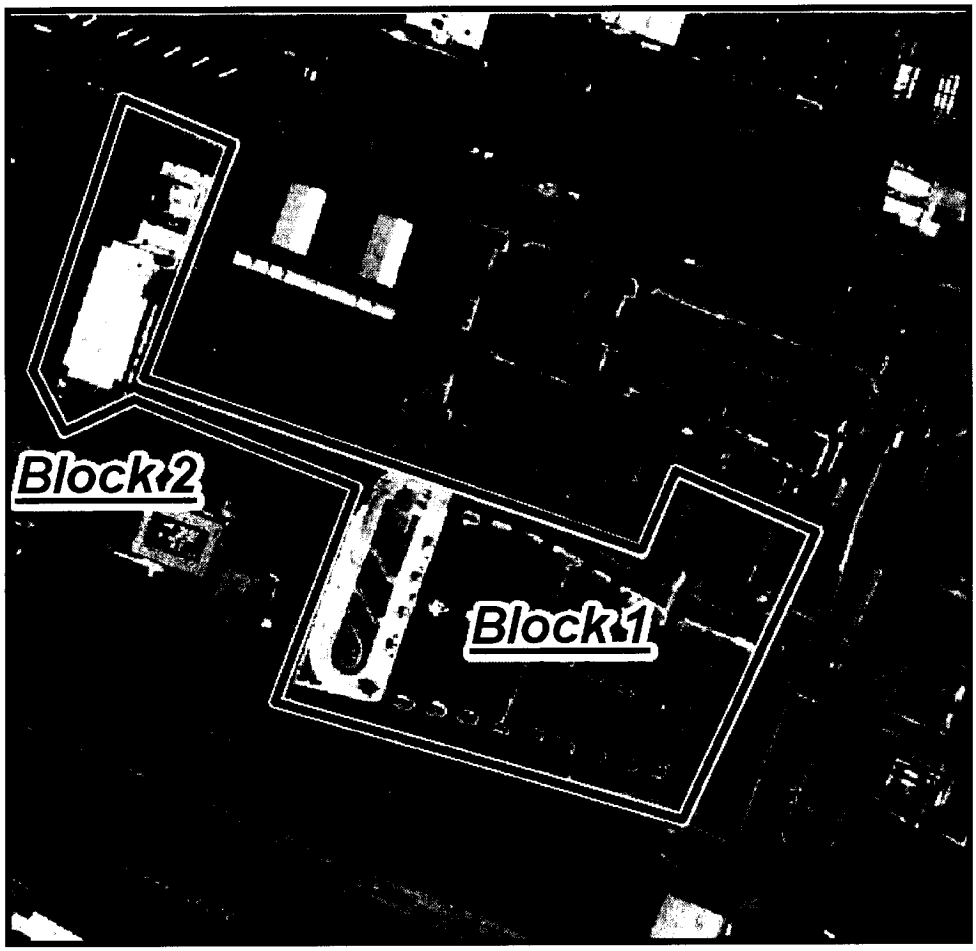


Table 1: Properties Surrounding the County Parcel

DIRECTION	USE	ZONING	PLAN
North	Office Condominiums and Retail	I-4	Mixed Use
South	Dulles Airport Access Road and Toll Road	N/A	N/A
West	Office Industrial Warehouse	I-4	Mixed Use
East	Office	I-4	Mixed Use

Table 2: Properties Surrounding the Comstock Parcel

DIRECTION	USE	ZONING	PLAN
North	Sunset Hills Road Office and Retail	N/A I-5	N/A Mixed Use
South	Institutional and Office	I-4	Mixed Use
West	Vacant land (SWM) and Office	I-4	Mixed Use
East	Office Industrial Warehouse	I-4	Mixed Use

BACKGROUND

On November 17, 2006, the Federal Transit Administration (FTA) issued a final *Record of Decision* endorsing the extension of the WMATA Regional Metrorail System from the East Falls Church Metro Station. Eleven (11) new Metro stations with related facilities are planned to be constructed by the Dulles Rail Project. The *Record of Decision* also recognized public ownership of Tax Map 17-4 ((1)) 17A (the County Parcel) and recommended a joint development project to facilitate a transit-oriented design near the proposed Metro station at Wiehle Avenue. ***A copy of the Record of Decision is included in Appendix 5. Several of the proposed transportation improvements discussed in this application relate to the Record of Decision. See the Transportation Analysis Section of this report for additional information about the Record of Decision.***

On February 23, 2009, the Board of Supervisors approved SE 2008-HM-038 on behalf of Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation for electrically-powered regional rail transit facility (a Category 4 Special Exception) and for an increase in building height (a Category 6 Special Exception) to construct the proposed Metro station at Wiehle Avenue in the median of the Dulles Airport Access Road and Toll Road and associated facilities (above grade parking garage, bus bays and Kiss and Ride) on Tax Map 17-4 ((1)) 17A. The above grade parking garage was approved with a height of 85 feet, which was 10 feet higher than the maximum height allowed per the Zoning Ordinance. ***Tax Map 17-4 ((1)) 17A is part of the proposed rezoning application. Copies of the approved SE Plat and development conditions are included in Appendix 6. Proffer 48 in Appendix 1 preserves this special exception as a viable development alternative if the public-private partnership between Comstock and the County is terminated through the provisions set forth in the Development Agreement. In the event of a termination, development of the County Parcel in accordance with the Special Exception would not require an amendment to the proposed Proffers or the CDP/FDP.***

On June 2, 2009, the Board of Supervisors approved a comprehensive agreement that combines a long term lease of the County Parcel (Tax Map 17-4 ((1)) 17A) to Comstock Reston Station Holdings, LC and a Development Agreement for a joint development project that would provide key Metro related facilities in conjunction with transit-oriented, mixed use development. ***A copy of the June 1, 2009 Board Matter is included in Appendix 7.***

COMPREHENSIVE PLAN PROVISIONS (Appendix 8)

Plan Area:	III
Planning District:	Upper Potomac Planning District
Planning Sector:	Sub Unit G-4 Reston Herndon Suburban Center
Plan Map:	**Mixed Use**
Plan Text:	

Fairfax County Comprehensive Plan, Area III, 2009 edition, the Reston Herndon Suburban Center, as amended through March 30, 2009, Sub-Unit G-4, Land Use Recommendations, page 63 and 64:

"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 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 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 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Substantial parcel consolidation within the sub-unit should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or 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 garages 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.

- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided."

ANALYSIS

Conceptual Development Plan and Final Development Plan (CDP/ FDP)
(Copy at front of staff report)

Title of CDP/ FDP:	Reston Station
Prepared By:	Urban Ltd
Original and Revision Dates:	June 15, 2009 as revised through March 2, 2010.

The CDP/ FDP consists of thirty-two (32) sheets. See Sheet 2 of the CDP/ FDP for a sheet index. The following features are depicted on the CDP/ FDP:

Intensity: The Comprehensive Plan provides an option for the development of the subject property for transit-oriented, mixed use development up to a 2.5 FAR for the 17 acres within Sub-unit G-4 located closest to the rail station, provided that the mix of uses includes both a residential component and a non-residential component that includes office, hotel, and support retail. The applicant proposes to implement this Plan Option through a public-private partnership with the County to redevelop the Park and Ride commuter parking lot on the County Parcel and the existing 75,000 square foot office building and above-grade parking garage on the north and south portions of the Comstock Parcel. These parcels would be connected by two new proposed streets (Reston Station Boulevard and Comstock Metro Center Drive) which would extend from Wiehle Avenue through the County Parcel and connect to Sunset Hills Road along the east side of the Comstock Parcel.

The proposed development would consist of residential, office, hotel, and retail uses integrated with Metro rail facilities (including a public plaza; a 2,300 space above and below grade County owned public parking garage; 12 bus bays; a 45 parking space Kiss and Ride area; and secure bicycle storage facilities for approximately 150 bikes). This development would occur in phases and would include eight (8) buildings with a total of 1.28 million square feet of development (1.34 million square feet with bonus density resulting from the provision of 12% workforce housing) occurring in two blocks with several development options. Table 3 generalizes the proposed development program based on the recommended Floor Area Ratio (FAR) in the Comprehensive Plan for the 17 acres closest to the Metro station. Sheet 4A of the CDP/ FDP shows the 17 acres closest to the rail station within which an FAR up to 2.5 would be appropriate. As shown on Sheet 4A, Block 1 and the southern half of Block 2 would be located entirely within the planned 2.5 FAR; the northern half of Block 2 would be located in an area planned for a range of 1.5 to 2.0 FAR.

Table 3: Proposed FAR without Bonus Density

	Block 1 (County Parcel)	Block 2 (Comstock Parcel)	Total
Area	8.99078	3.48391	12.47469
Proposed FAR	2.5	2	2.36 excluding bonus density
Permitted GSF	979,096	228,518	1,207,614
Existing GSF	0	75,000	75,000
Total GSF	979,096	303,518	1,282,614

Block 1 would consist of six (6) new buildings with a total of approximately 979,096 gross square feet (GSF) of mixed use development on the County Parcel. Block 2 would consist of two (2) buildings with approximately 305,518 GSF on the Comstock Parcel. Approximately 61,565 square feet of commercial bonus density associated with workforce housing would also be located on Block 1.

Table 4 below provides the proposed land use mix and the proposed minimum and maximum gross square footage and heights for eight buildings proposed on the subject property. Buildings 1 through 5 would be located in Block 1 above a below and above grade public parking garage and around a public plaza located on the County Parcel. Building 6 would be constructed as a stand alone building on a portion of the County Parcel located to the north of Reston Station Boulevard. Buildings 7 and 8 would be located on Block 2.

Table 4: Proffered Land Use Mix – Building Data Chart

Building Number	Preliminary Individual Average Grade	Max Zoning Height	Max Height above Plaza	Min Height above Plaza	Primary Uses	Primary Use Max GFA	Primary Use Min GFA	Secondary Use Max GFA	Secondary Use Min GFA	Building Maximum TOTAL	Building Minimum TOTAL
Block 1											
1	406'	205'	199'	135.0'	Office	330,000	180,000	25,000	10,000	358,000	193,000
2	404'	205'	197'	60.0'	Office	275,000	150,000	23,000	10,000	301,000	163,000
3	404.5'	205'	197.5'	135.0'	Office	275,000	150,000	12,000	5,000	290,000	158,000
4	395.0'	205'	188.0'	150.0'	Residential	435,000	320,000	55,000	5,000	495,000	330,000
5	403.5'	205'	196.5'	50.0'	Hotel/Residential	168,000	-	35,000	15,000	206,000	18,000
6	398.0'	140'	n/a	n/a	Residential	240,000	80,000	17,000	3,500	260,000	86,500
Block 2											
7	361.0'	140'	n/a	n/a	Office/Residential	180,000	-	10,000	4,500	193,000	*
8	363.0'	140'	n/a	n/a	Office	155,000	75,000	15,000	5,000	170,000	75,000

* *Option for Block 2 Owner to transfer up to 228,000 gross square feet from Block 2 to Block 1 using square footage from Building 6 and 7.*

As shown in Table 4, the maximum and minimums for height and square footage per use vary from building to building. However, the applicant has proffered to a maximum gross floor area ("GFA") of 1,282,614, exclusive of any bonus density associated with providing workforce housing. In addition, the applicant has reserved the right to develop in a manner that is responsive to evolving market demand, provided that when all the buildings depicted on the CDP/ FDP are constructed, at least thirty seven and one-half percent (37.5%) of the GFA is residential and a maximum of fifty percent (50%) of GFA is office (if Building 6 is severed from the Proffers pursuant to a subsequent rezoning, the office maximum on the remaining property may increase to 59.5%.)

Table 4 also generally commits to following:

Building Use: Each building has a designated primary use – office, hotel or residential. Two of the eight buildings would include 2 alternative development scenarios: Building 5 may be developed with hotel or residential; Building 7 may be either office or residential.

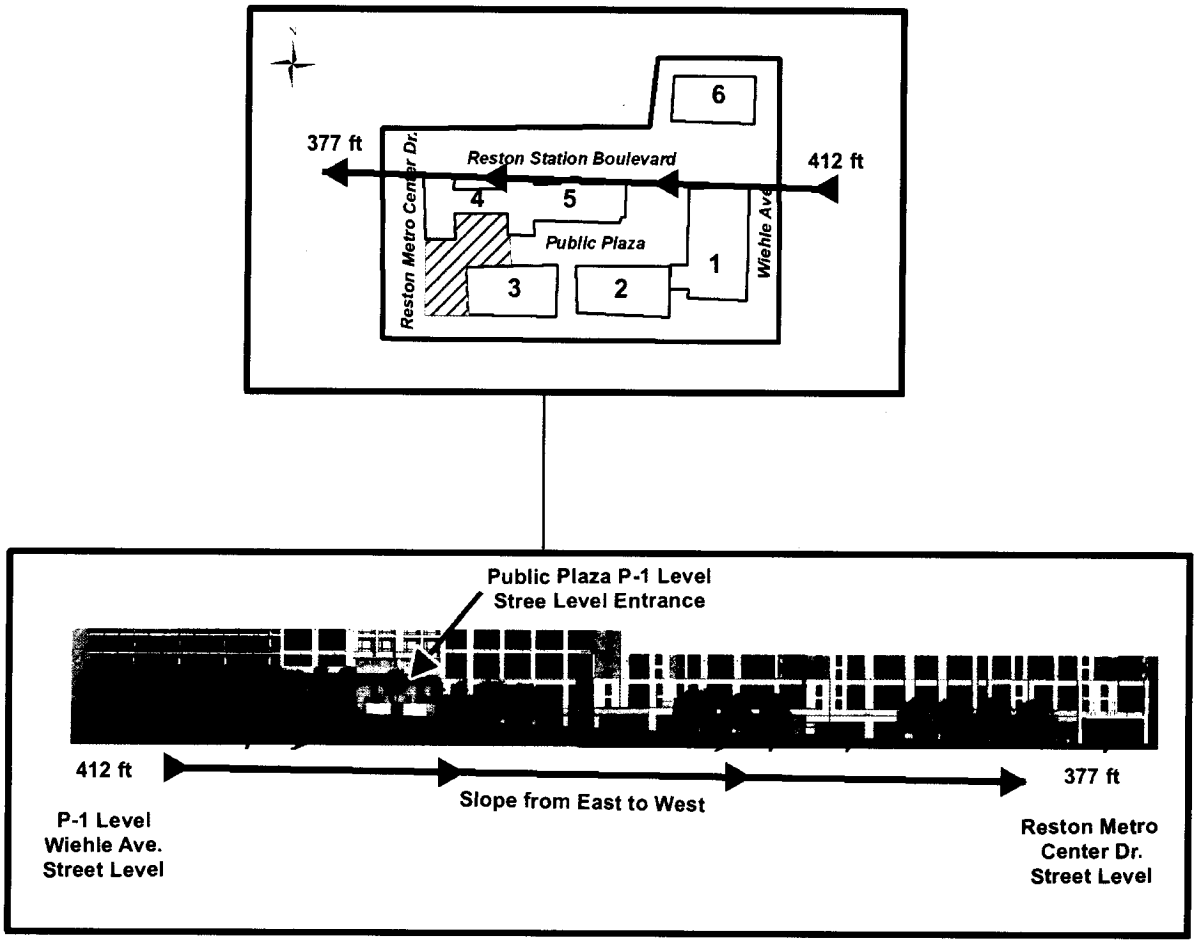
Mixed Use Character: A minimum and maximum amount of retail space is specified for most buildings to ensure a dynamic ground floor interaction with the public plaza and/or streetscape.

Massing and Scale: The general massing and scale for each permitted building is specified by provision of a minimum and maximum height and gross square footage.

Block 1 – Layout of Buildings 1 through 5 and the Public Plaza

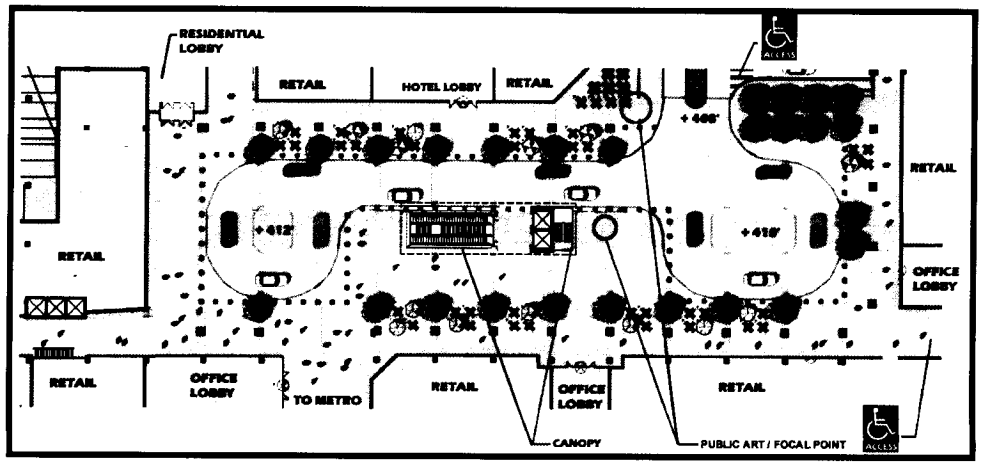
Sheet 16 and 16A of the CDP/ FDP show the elevations of Buildings 1 through 5 and the public plaza in Block 1, which would be located on a large platform and parking garage. The topography of Block 1 generally slopes down from east to west starting at the 412 foot elevation level (which is at the Wiehle Avenue street level) to the 377 foot level at the western property line. The actual bottom floor of the platform and parking garage would start below grade at the 347 foot elevation level (G-6 level) and increase in height to the 400 foot elevation level (G-1 level) with the top of the platform and parking garage located at the Wiehle Avenue street level at the 412 foot elevation level (the P-1 level.) Graphic 3 shows an east/ west profile of these elevations.

Graphic 3: East/ West Profile



Graphic 4 shows a more detailed view of the public plaza located at the 412 elevation level (P-1 level) of this platform structure. Buildings 1 through 5 would be oriented around the approximately 385' by 125' public plaza, which is proposed to function as a community gathering space and facilitate pedestrian access to the Metro.

Graphic 4: Public Plaza



Below the public plaza and Buildings 1 through 5, the applicant proposes to locate Metro-related facilities that include a 2,300 space County owned public parking garage; 12 bus bays; a 45 parking space Kiss and Ride area; and secure bicycle storage facilities for approximately 150 bikes.

Sheet 8 of the CDP/ FDP shows specifically where these facilities would be located. The Bus Bays and Kiss and Ride area would be located on the G-1 and G-2 levels of the platform and parking garage and the 2,300 space County owned Public Garage would be located on the G-3 through G-6 levels. Above the public plaza, the applicant proposes to construct approximately 4 stories of private parking within the footprints of Buildings 1 through 5 to serve the proposed office, hotel and residential uses. Retail Uses would be provided within the first two stories of the private parking and would face the public plaza. Elevations of those garages are shown on Sheets 16 and 16A of the CDP/FDP.

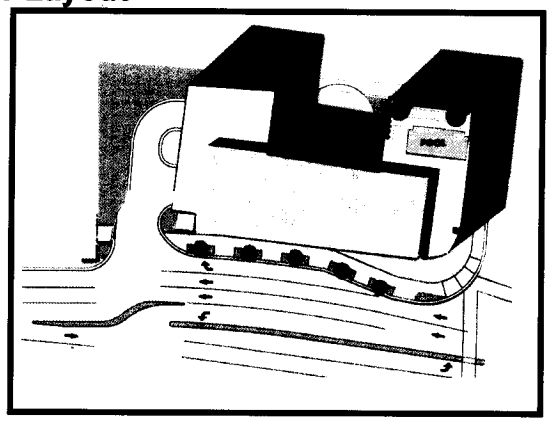
Four vehicle access points would be provided from Reston Station Boulevard to access these facilities providing separate entrances to the proposed public plaza; bus bays; commercial and County garages. Pedestrian access to the Metro Rail Station would be provided to the public plaza between Buildings 2 and 3. Pedestrian access throughout the block is further discussed below. Building heights for Buildings 1 through 5 would vary based on the Building Data Chart in Table 4 and Proffer 5.

The applicant has provided Design Guidelines (as Exhibit B to the proffers); an illustrative public plaza detail plan; and site and building section exhibits in the CDP/FDP to demonstrate the design features of these facilities. In addition, the applicant has proffered to design the buildings with complimentary architecture and to finish all four sides of the buildings with compatible materials, detailing and features. The garage facades above the public plaza would be designed to screen the view of vehicles from the surrounding area and would include materials consistent with the materials used for the associated building and/or incorporate innovative design techniques. Those techniques may incorporate public art, vegetative screens or other screening techniques consistent with the standards in the Design Guidelines.

Block 1 – Building 6 Layout

Building 6 is proposed to be a free-standing residential building located to the north of Reston Station Boulevard. Graphic 5 shows a close up of Building 6.

Graphic 5: Building 6 Layout



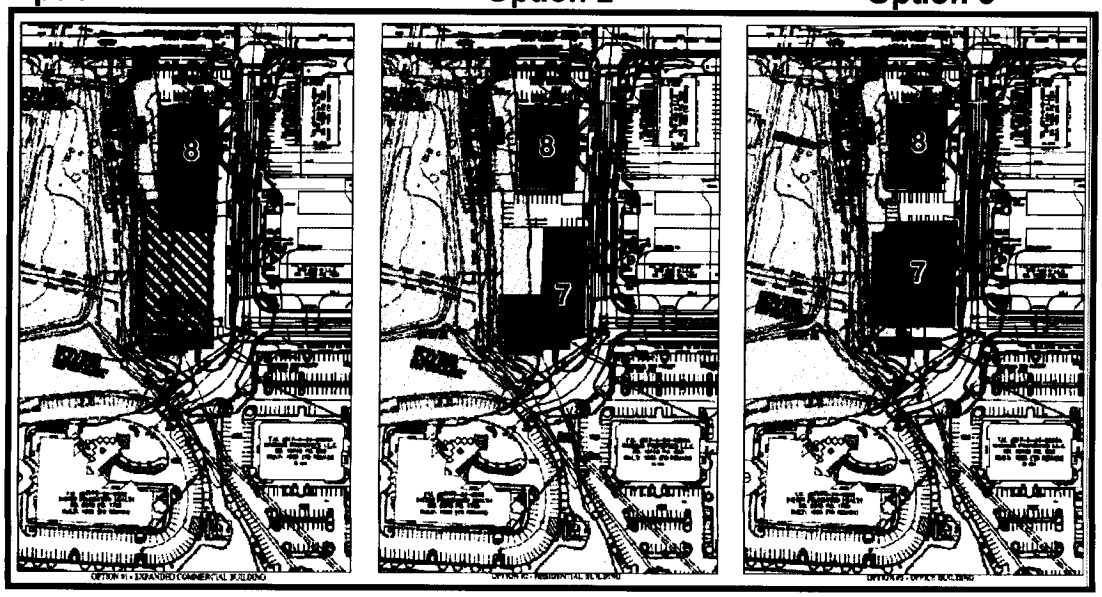
This building would be constructed with ground floor retail above a below and above-grade parking garage. Residential amenities such as a pool would be located on the roof. One point of vehicular access would be provided from Reston Station Boulevard at the western edge of the site. Building height would vary based on the Building Data Chart in Table 4 and Proffer 5; maximum building height is 140 feet.

Block 2 – Building 7 and 8 Layout

The applicant proposes four options for redevelopment of this block: two options include office use with support retail; one option includes office and residential use with support retail; and one option includes a transfer of density to Block 1, all at the intensities specified in Table 4, with an overall maximum base density of 2.0 FAR (303,518 square feet.) Graphic 6 shows the first three options.

Graphic 6: Block 2 Development Options

Option 1 **Option 2** **Option 3**



Option 1 would expand the existing office building vertically and horizontally and increase the number of parking garage levels. Option 2 would construct a residential building in the location of the current parking garage. Option 3 would construct an office building in the location of the parking garage. Option 4 would transfer up to 228,000 gross square feet from Block 2 to Block 1 and leave the existing office building and garage in place.

Conceptual elevations and perspectives of the proposed buildings in Blocks 1 and 2 are depicted on Sheets 16, 16A and 6B of the CDP/FDP. The applicant has proffered to architectural guidelines for the subject property (see Design Guidelines Exhibit B of proffers in Appendix 1) with respect to building scale and massing, building location, screening of parking garages, the design of the public plaza, and streetscape.

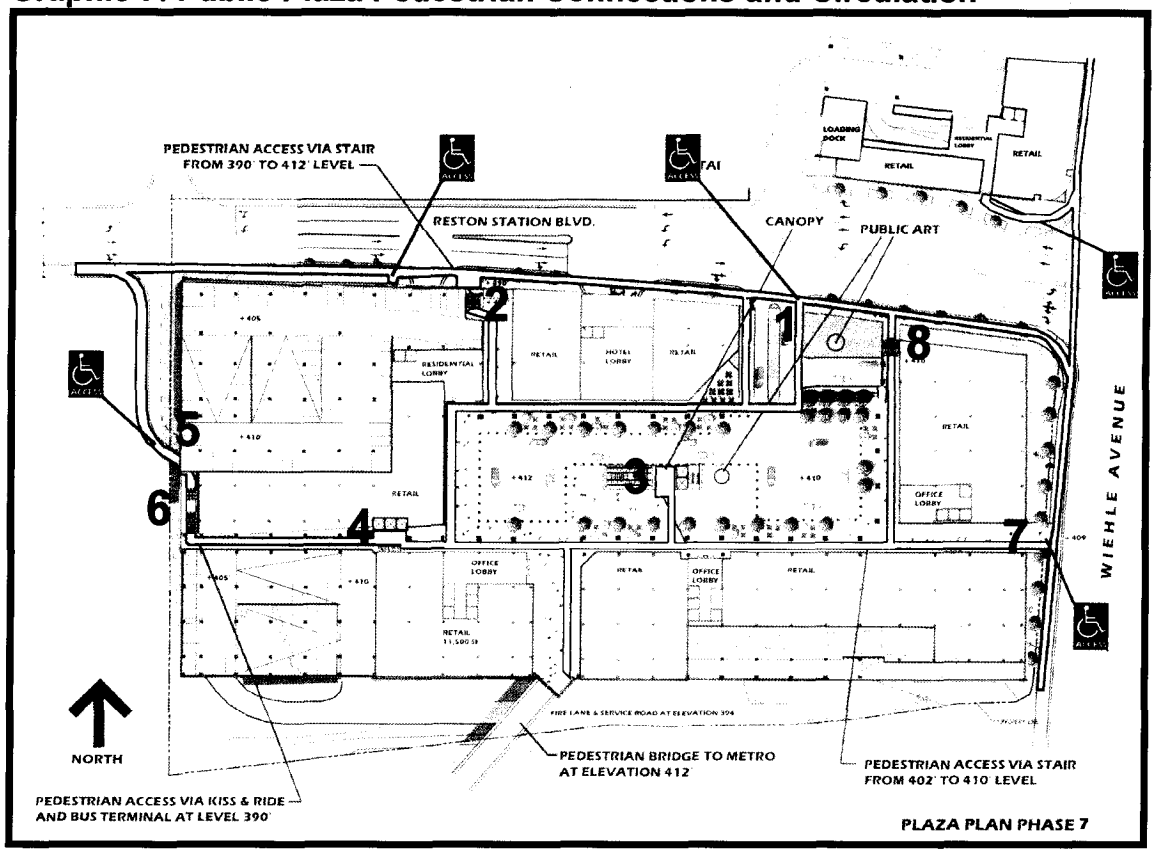
Phasing: Exhibit C, "Potential Project Phasing" attached to the proffers, provides an illustrative phasing plan for the development in Block 1 and shows how Buildings 1 through 5 and a public plaza would develop over time. These five buildings and their associated parking may be developed in any order. Buildings 6 through 8 are not included in this phasing plan and are proposed to be freestanding buildings which also could be constructed at any time and in any order. However, by the time the Metro station opens (fall 2013) the entire public plaza area and the Metro related facilities in Block 1 would be established in an initial phase, even if no buildings have begun construction.

Initial Phase

The design of the public plaza in the initial phase would evolve with development of the site as illustrated in Exhibit C-1, "Conceptual Plaza Pedestrian Connection Phasing Plan" attached to the proffers. The primary function of the public plaza during the initial phase would be to provide access to the Metro. To ensure a more inviting public space during the initial phase, the applicant has proffered to provide a temporary 10,000 square foot pavilion and/or enclosed structure (of which a minimum of 5,000 square feet would be enclosed climate-controlled space) that would house interim retail/office uses. This temporary use would be located within the proposed Building 5 footprint.

While the public plaza would be substantially complete at the initial phase, some differences between the initial phase and subsequent building phases would be seen in 1) plaza pedestrian circulation, 2) plaza screening walls, and 3) landscaping. These differences are detailed in the Design Guidelines attached as Exhibit B to the Proffers, and depicted in Graphic 7.

Graphic 7: Public Plaza Pedestrian Connections and Circulation



Beginning with the initial phase, five pedestrian access points would be provided to the public plaza from the surrounding area, including two that are accessible. Four of the access points to the public plaza would be from Reston Station Boulevard, including two sidewalk connections to the public plaza (labeled as 1 and 2 on Graphic 7) and two points through the parking garage via stairs, elevators or escalators (labeled as 3 and 4 on Graphic 7.) Another access point would be provided from a sidewalk along the western boundary of Block 1 into the parking garage to a bank of elevators (labeled as 5 on Graphic 7.) Additionally, a 14 foot wide streetscape with an eight foot wide sidewalk would be provided along the southern side of Reston Station Boulevard where it is anticipated that the majority of the pedestrians would enter the public plaza, either from the eastern or western ends of Reston Station Boulevard to avoid walking through the vehicular access points in of Block 1. In addition, the existing trail along Wiehle Avenue would be improved from an eight foot wide asphalt trail to an eight foot wide sidewalk. When Building 3 is constructed, the western pedestrian access point would be enhanced with the addition of stairs (labeled as 6 on Graphic 7.) When Building 1 is constructed, a handicap-accessible pedestrian access point from Wiehle Avenue and an additional point from Reston Station Boulevard would be provided (labeled as 7 and 8 on Graphic 7 respectively.)

As described further in the Design Guidelines, the applicant has committed to treat the public plaza as a finished space during each phase, and not to expose building

elements (e.g. rebar) related to future construction. Planters and other architectural elements would be used to conceal and screen any structural detail related to future construction.

In addition, the portion of Block 1 located north of Reston Station Boulevard may be used for construction staging, construction and interim parking and construction/marketing/leasing offices prior to the construction of Building 6. The applicant has proffered to provide screening around the construction staging areas. The applicant has also proffered to restore the area, including reseeding any pervious surfaces and maintaining any impervious surfaces during periods if/when this area would not be used for these interim uses for a period of two years or more.

Streetscaping and Pedestrian Circulation: Sheets 12 and 13 of the CDP/FDP shows the pedestrian access to the proposed development in Blocks 1 and 2. The proposed pedestrian circulation plan for Block 1 was described in the previous phasing section. A 14 foot wide streetscape is proposed along the frontage of Block 2, connecting Reston Station Boulevard with Sunset Hills Road. The sidewalk in front of the existing Building 8 office building would be modified to provide for a direct pedestrian connection adjacent to Comstock Metro Center Drive. Several offsite pedestrian improvements would be made as well, including the installation of new crosswalks and the widening of the sidewalk to the north of Sunset Hills Road and south of the W&OD Trail along Isaac Newton Square to six feet.

The new vehicular and pedestrian connections linking Wiehle Avenue and Sunset Hills Road, including streetscape improvements and the improvements north of Sunset Hills Road along Isaac Newton Square would be completed prior to the opening of the Metro station facilities, except for the portion along the north side of Reston Station Boulevard that fronts Building 6. This portion will be installed when Building 6 is constructed. For specific vehicular improvements, see the vehicle access and transportation improvement sections below.

Open Space & Landscaping: A minimum of 15% open space is required in the PDC District; generally it is expected that, in order to achieve the high quality design envisioned by the PDC District, additional open space will be provided. The applicant is committing to provide 20% open space at the completion of the project (although any given phase may be more or less). The applicant has also proffered to provide pedestrian amenities and seating areas on the public plaza as shown on Sheet 11 and 12 of the CDP/ FDP and described in the Design Guidelines attached as Exhibit B to the proffers. Landscaping would be provided as generally shown on Sheet 10 of the CDP/FDP. (See the Tree Preservation and Tree Cover Requirements in the Analysis Section of the Staff Report).

Residential and Bicycle Amenities: Sheet 9 of the CDP/ FDP shows the proposed amenities for residential uses in Blocks 1 and 2. In Block 1, a pool, jogging trail, multi-use sports court, benches and seating areas are located on top of the parking garage above the public plaza between Buildings 3 and 4. A pool (or alternative recreation area) and an outdoor open area are located on the roofs of Building 6 in Block 1 and Building 7 in Block 2.

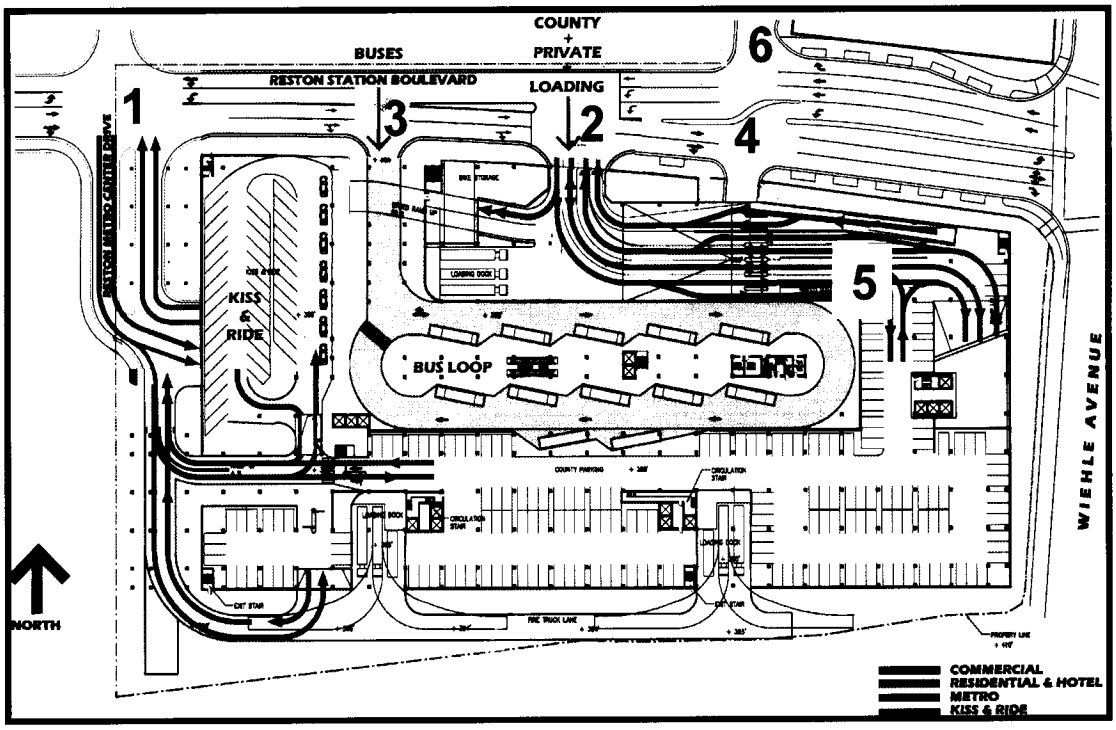
In addition, the applicant has proffered to provide bicycle storage facilities for approximately 150 bicycles below the public plaza on level G-2 of the platform and parking garage (shown on Sheet 8 of the CDP/FDP) and in conformance with the terms of the Development Agreement with the County. These bike facilities would be substantially completed and open to the public at the same time as the rest of the Metro station Facilities, unless otherwise agreed to by the County Parcel Owner under the Development Agreement. The applicant has also proffered to install additional bike storage facilities at a minimum of one (1) bicycle storage space per 7,500 square feet of commercial gross floor area and one (1) bicycle storage space per 20 residential units in the associated parking garage that serves each building or within a central bicycle storage area. Additionally, at time of site plan for Buildings 1, 3 and 4 in Block 1, the applicant has proffered to install bicycle racks on the public plaza adjacent to these buildings in the locations shown on Sheet 11 of the CDP/FDP.

Parking Tabulations: The proposed development on Block 1 would displace approximately 800 existing public surface parking spaces and relocate those spaces within a 2,300 space County owned public garage located below the public plaza level of the platform structure in Block 1. Approximately 3,057 additional spaces would be provided in two private parking garages in Block 1; one located above and below the public plaza and one located below the freestanding Building 6. Approximately 670 spaces would be provided for the uses in Block 2 in a parking garage located below Building 7. See the Transportation Analysis Section of the Staff Report for further analysis.

Vehicular Access and Roads: Vehicular access to Blocks 1 and 2 would be provided by three new roads: Reston Station Boulevard, Reston Metro Center Drive and Comstock Metro Center Drive. Reston Station Boulevard would extend from Wiehle Avenue through the County Parcel and connect to Comstock Metro Center Drive and Sunset Hills Road (along the eastside of the Comstock Parcel.) Reston Metro Center Drive would be located along the western portion of Block 1 and primarily provide access to the County owned garage, loading spaces and Kiss and Ride Area in the platform structure in Block 1. Reston Metro Center Drive could also be extended in the future to access the westbound on-ramp of the Dulles Access and Toll Road

Four vehicular access points into the private and public parking garages located in Block 1 would be provided from Reston Station Boulevard. Graphic 8 shows the locations of these access points to the platform.

Graphic 8: Garage Vehicular Access Points



Two access points from Reston Station Boulevard would serve the Metro related facilities; commercial and residential parking; and loading areas (labeled 1 and 2 on Graphic 8.) One access point would serve the bus facilities (labeled 3 on Graphic 8) and another access point would provide access to the plaza level and the front entrances to each of the buildings (labeled 4 on Graphic 8.) In addition, a separate vehicular entrance to the commercial parking garage would be provided under Building 1 (labeled 5 on Graphic 8.)

One access point would also be provided to the freestanding Building 6 from Reston Station Boulevard and would lead to an above and below grade parking garage below the building (labeled 6 on Graphic 8.) Three access points would be provided to Buildings 7 and 8 from Comstock Metro Center Drive.

Transportation Improvements: The applicant has proffered to 1) construct Reston Station Boulevard and Comstock Metro Center Drive improvements as shown on Sheet 20 of the CDP/FDP, and 2) construct the Record of Decision and Additional Improvements listed in Exhibit A of proffers. (It should be noted that there is an on-going discussion between Staff and the Applicant concerning the classification of the improvements listed in Table 5. As this impacts the financial responsibilities for the improvements, this issue must be resolved before Staff can recommend approval of the application.) The applicant also has proffered to construct these improvements in two phases; Phase I would be substantially complete and open to the public prior to the issuance of the Non RUP for the Metrostation Facilities and Phase 2 would be constructed prior to the issuance of

either a RUP or Non RUP for more than (i) 380,000 square feet of non-residential uses, or (ii) 610 residential units or (iii) a combination of 205,000 square feet of non-residential uses and 275 residential units. Table 5 lists these improvements and identifies when each improvement may occur. Graphic 9 shows the location of the corresponding improvements and is located below Table 5.

Table 5: Transportation Improvements

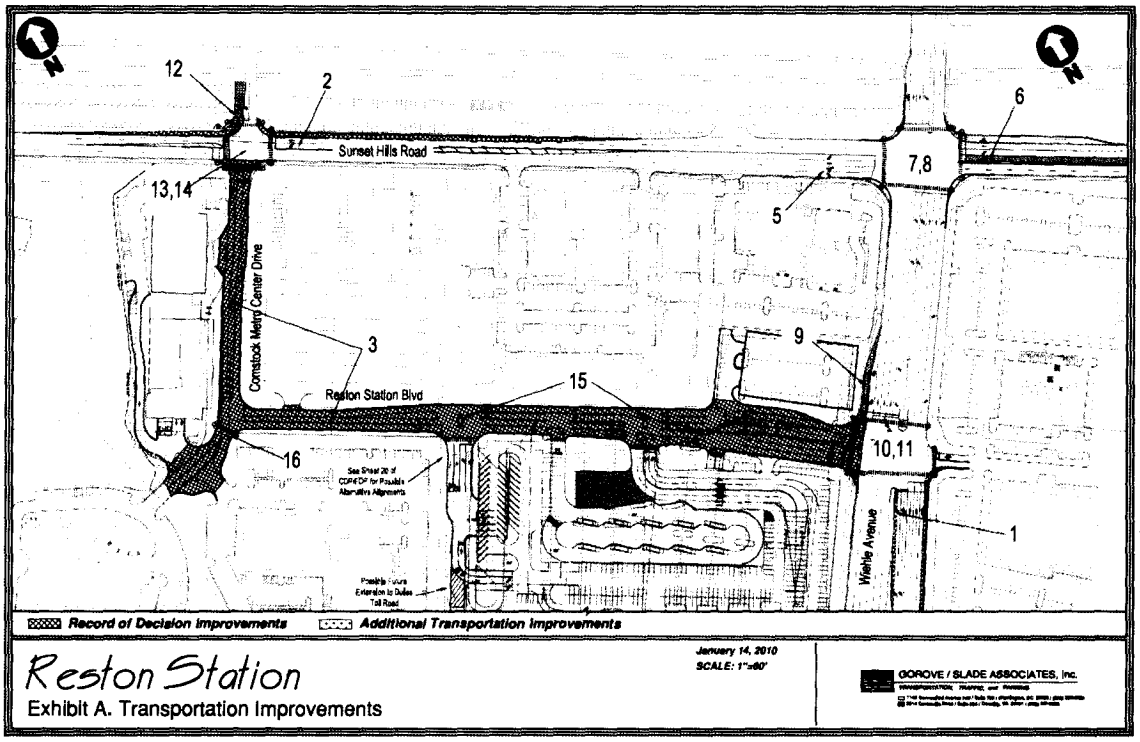
TRANSPORTATION IMPROVEMENT	PHASE I/ PHASE II
1. *Park and Ride Entrance (Reston Station Boulevard) and Wiehle Avenue:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen Wiehle Avenue to accommodate a 2nd left turn bay in the northbound direction and modify the existing traffic signal in accordance with VDOT standards to accommodate additional lanes and appropriate retiming of the signal controller	Phase I
2. *Sunset Hills Road and Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen Sunset Hills Road to the north to accommodate a westbound left turn bay and modify the existing traffic signal in accordance with VDOT standards to accommodate additional lanes and appropriate retiming of the signal controller.	Phase I
3. *Widen Private Roadway:* Extend the existing Park and Ride Entrance from Wiehle Avenue to Sunset Hills Rd (Identified on CDP/FDP as Reston Station Boulevard and Comstock Metro Center Drive.)	Phase I
4. *Sunrise Valley Drive and Wiehle Avenue:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the intersection to include a pedestrian refuge in the northeast corner of the intersection creating a two stage pedestrian crossing of Wiehle Avenue. These plans will provide pedestrian improvements to the intersection to accommodate new pedestrian travel patterns including ADA ramps and high visibility pedestrian crossing markings and modify the existing traffic signal per VDOT standards to accommodate lane alignment modifications and pedestrian and vehicle controller timing changes.	Phase I

5. *Sunset Hills Road and Wiehle Avenue*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to restripe eastbound approach to include a right turn bay, through right turn lane, through lane and a left turn lane and modify the existing traffic signal per VDOT standards to accommodate lane restriping and signal retiming.	PHASE I
6. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen Sunset Hills Road to accommodate 2nd left turn bay in the westbound direction.	Phase II
7. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the existing traffic signal per VDOT standards to accommodate lane restriping and retime signal timing controller.	Phase I
8. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Decrease right turn radius on southbound, northbound and eastbound approaches; Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	Phase I
9. *Wiehle Avenue and Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to add a southbound right turn bay and restripe the southbound approach to include a left turn lane, 4 through lanes and a right turn lane.	Phase I
10. *Wiehle Avenue and Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the existing traffic signal in accordance with VDOT standards to accommodate lane restriping and signal timing controller changes.	Phase I

11. *Wiehle Avenue and Reston Station Boulevard*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Extend median to include pedestrian refuge on southbound approach; Extend median as much as possible on northbound approach; Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	PHASE I
12. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen the southbound approach to include a left turn lane and through right turn lane.	Phase I
13. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify existing traffic signal per VDOT standards to accommodate additional lanes and retime signal timing controller.	Phase I
14. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Decrease right turn radius on southbound and westbound approaches subject to VDOT approval. Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	Phase I
15. *Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Traffic Signalization at the internal site intersections serving the entrances to the commercial parking garage and the roadway on the western boundary of the property. In addition to the traffic signalization, provide pedestrian accommodations including curb ramps, countdown pedestrian heads and high visibility crosswalks consistent with planned streetscape improvements along the projects frontage.	Phase I

16. *Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide stop signs and stop bars at the intersection of Reston station boulevard and Comstock metro center drive and include curb ramps and high visibility crosswalks to provide for an east west crossing on the southern leg of the intersection, consistent with the planned streetscape improvements in this area.	PHASE I

Graphic 9: Transportation Improvements Locator Map



Stormwater Management (SWM): The 12.47 acre subject property falls within the Colvin Run watershed. The western portion of the application property is located in a field verified Resource Protection Area (RPA) as defined by the County's Chesapeake Bay Preservation Ordinance. The stormwater management (SWM) narrative on Sheet 18A of the CDP/FDP indicates that stormwater from the proposed development on the subject property would drain to the west from Block 1 and 2 to an existing (Reston Section 913) SWM pond. This pond currently outfalls to the north through a culvert system beneath a VDOT Parking Lot (located to the north of the Comstock parcel and to the north of Sunset Hills Road) and ultimately leads to an existing wet pond on the Hidden Creek Golf Course. Pond 913 currently does not provide water quality control for the subject property.

The applicant proposes to provide SWM and BMP facilities onsite. For SWM quantity control, the applicant proposes to install underground detention vaults based on the Detention Method described in the County PFM and has submitted a separate request for a waiver for underground detention in a residential development (DPWES Waiver 2615-WPFM-002-1; see conditions in Appendix 2 and Report in Appendix 16). For BMP and water quality control, the applicant has indicated that water quality controls would be provided either on-site (proposed StormFilterTM BMP facilities are shown on the CDP/FDP), or off-site, if other facilities are approved by DPWES at the time of Site Plan. The BMP (phosphorous removal) requirements for those facilities would be based on the requirements for redevelopment, calculated in accordance with PFM 6-0401.2B. Sheets 18 through 20 provide the SWM computations for the proposed detention and phosphorous removal facilities.

ANALYSIS

Conformance with the Comprehensive Plan

The subject property consists of approximately 12.47 acres of the approximately 34-acre Land Unit G, Sub-unit G-4 of the Reston-Herndon Suburban Center and Transit Station Areas (TSA.) The property is located within ¼ mile of the planned Wiehle Avenue Metro Station platform. The Comprehensive Plan provides an option for the development of the subject property for transit-oriented, mixed use development up to a 2.5 FAR for the 17 acres within Sub-unit G-4 located closest to the rail station, provided that the mix of uses includes both a residential component and a non-residential component that includes office, hotel, and support retail.

In order to facilitate the Comprehensive Plan land use analysis in Appendix 8, an extract or paraphrase of each of the multiple planning elements is provided below for brief discussion. The issues identified below are discussed in context with the Transit Oriented Development (TOD) Guidelines and the Residential Development Criteria in the Policy Plan.

Issue: Mix of Uses/Intensity of Development. (Also see Transit-Oriented Development Guideliness (TOD) #2 & 4 and Residential Development Criteria in Appendix 9)

The applicant proposes to implement this Plan Option through a public-private partnership with the County at an intensity consistent with the Rail-oriented Residential Mixed-Use Option for Sub-unit G-4. This option recommends a mixed use development up to a 2.5 FAR for the 17 acres closest to the Metro station. The applicant proposes to develop approximately 10.73 acres of the 12.47 acre property considered to be within the 17 acre area at the maximum recommended intensity, excluding bonus density from the provision of workforce housing. The

acreage considered outside the 17 acre area, which is located on the northern half of Block 2, is recommended to be developed with mixed use at up to a 1.5 FAR. As such, Block 2 is proposed to be developed at an overall intensity of a 2.0 FAR, excluding bonus density, consistent with the Comprehensive Plan recommendations.

The Building Data Chart referenced in Proffer 5 provides for flexibility in the use and intensity for each building and block. However, Staff has identified four concerns with the proposed chart:

1) Maximum Office and Minimum Residential Uses: The applicant has proffered to a minimum 37.5 percent residential use to be provided in two to four buildings: three in Block 1 (Buildings 4, 5 and 6) and one in Block 2 (Building 7.) Residential use is only one of the options for Building 5 and Building 7. If Building 6, which is located to the north of Reston Station Boulevard, is severed from the proffers pursuant to legislative action (a future rezoning) by the Board of Supervisors, the residential use minimum would be reduced to 28 percent of the remaining property. A proffer for a maximum 50 percent office use is proposed.

The Comprehensive Plan recommends that residential use within the 17 acres closest to the Metro station should be between 40 to 75 percent of the total development and that office use should be limited to a maximum of 40 percent. However, the proposed development does not encompass all of the 17 acres closest to the Metro station in which the recommended range of uses applies. Additionally, the site is located within the ¼ mile radius from the Metro station and it is generally recognized that locating office uses close to the Metro station is more likely to encourage transit usage among office users, whereas residents will walk farther to use transit. As such, Staff feels that a somewhat larger percentage of office use, and a correspondingly smaller percentage of residential use is appropriate and meets the intent of the Plan to provide an appropriate mix of uses to the serve transit station area.

2) Hotel Use: The Comprehensive Plan recommends that the non-residential component of development closest to the rail station include hotel use. The applicant has proposed some flexibility in the provision of hotel use (which may occur in Building 5) in order to respond to the real estate market. If a site plan is approved by the County for a hotel within a ½ mile radius of Building 5, or at any time after 10 years following the approval of this rezoning application by the Board of Supervisors, the proffers state that the applicant may convert Building 5 to residential or any other use or allocate any of the undeveloped square footage in Building 5 as permitted by the building chart, provided that it results in not more than 50 percent of the total square footage on the property being devoted to office use. The Building Data Chart indicates that Building 5 may be developed only as either hotel or residential as its primary use and states a specified range of intensity. Since the applicant has proffered to the minimum and maximum uses specified Building Data Chart, Staff feels that this issue is addressed.

3) Ground Floor Retail: The Building Data Chart indicates that a range of retail uses would be provided in each of the buildings in Block 1. The Comprehensive Plan recommends that retail uses be located on the ground floor and that they should have direct public access and display windows oriented to pedestrian walkways, vehicular drives and streets. The applicant has proffered to construct at the plaza level of the buildings at least the minimum amount of retail shown in the Building Data Chart. The proposed retail space would have a height of at least 13 feet and have glass store fronts. However, if the applicant is unsuccessful in leasing the space, the proffers provide that the retail space may be converted to the principal use of the building if a good faith effort to lease the space for retail use has been demonstrated to the Zoning Administrator. In addition to the provision of retail space on the plaza level, retail may be provided along the travel ways (including Reston Station Boulevard, Wiehle Avenue, Reston Metro Center Drive, Comstock Metro Center Drive, Sunset Hills Road and the DAAR) and the first two occupied floors of any building above its associated parking garage and on the top floor of any building. Staff feels that these provisions meet the intent of the Comprehensive Plan.

4) Density Transfer from Block 2 to Block 1: The applicant is proposing to reserve the ability to transfer up to 228,000 square feet of density from Block 2 to Block 1. A transfer of 228,000 square feet would result in all of the density available in Block 2 (minus the existing 75,000 square foot office building) shifting to Block 1. Staff feels that this density transfer is acceptable. However, if the density that is transferred to the degree that redevelopment of the existing parking garage on Block 2 is unlikely, Staff feels that the existing parking garage façade along Comstock Metro Station Drive should be treated such that the exposed parking at grade would be shielded from view by pedestrians. The sidewalk along Comstock Metro Station Drive would be much more heavily traveled when the Metro station opens and Reston Station Boulevard is constructed, and thus it would be important to provide attractive building façades along this street.

The applicant has not agreed to garage treatments if all of the density is transferred; however, staff has a proposed development condition to address this issue.

It should be noted that Staff feels that the proposed flexibility in the mix of uses and intensity displayed in the Building Data Chart would be appropriate, provided the project adheres to the program assumed in the transportation analysis. Traffic impacts from the development should not be increased above what was studied. The Department of Transportation has indicated that the proposed mix of uses does not coincide with what was studied in the Transportation Impact Analysis; this issue will be discussed further in the Transportation Analysis.

Issue: Building Height Limits. (See also TOD Guidelines #6 and Residential Development criteria #1 & 2 in Appendix 9)

The Comprehensive Plan recommends that building heights should be limited to 140 feet, based on the maximum zoning height. However, proposed buildings may exceed the maximum heights stated above if additional height is needed for residential bonus units earned from the provision of workforce housing. The Building Data Chart in Proffer 5 provides a minimum and maximum height range for the eight proposed buildings in Blocks 1 and 2. The five buildings located above the platform on top of Metro related facilities would not exceed a maximum height of 205 feet (as measured from the plaza) and the three remaining buildings in Blocks 1 and 2 would not exceed the Plan recommendation of 140 feet.

Staff has determined that flexibility in the building height for only the buildings located above the platform on top of the Metro related facilities would be appropriate due to the 65 feet in height that the Metro related facilities require to accommodate 2,300 parking spaces, bus bays, kiss and ride area, and bike storage. Therefore, Staff feels that a maximum height of 205 feet for these buildings is acceptable and meets the intent of the Plan. The applicant has also proffered to the building heights shown on the Building Data Chart and to measure the heights from the public plaza elevation, which is approximately 412 feet above sea level.

The Plan recommends that buildings in the Reston-Herndon transit station areas should have varied height and roof lines to create visual interest. The Design Guidelines referenced in the proffers indicate that the building height would be varied throughout the development, consistent with the heights provided in the Building Data Chart. However, Staff recommends that there should be a greater commitment to a variation in the maximum heights of the five proposed buildings located above the Metro related facilities in Block 1. Staff feels that difference in the maximum heights between the shortest and tallest building would only be 11 feet. However, the applicant has indicated that there are larger variations among the height minimums for each building and that the proffered overall FAR would prevent all of the buildings in Block 1 from reaching the maximum heights shown on the Building Data Chart. A variation in height would be achieved through the implementation of the floor area limitations for each building and the overall maximum FAR on the site.

Issue: Parcel Consolidation. (See also Residential Development Criterion #1, Appendix 9)

The Comprehensive Plan recommends substantial parcel consolidation with the G-4 Sub-unit. While the proposed development consists of only two parcels, this project encompasses approximately 12.47 of the 34 acre sub-unit and provides the opportunity for a transit-oriented development integrated with a Metro station. This consolidation also would also result in the creation of a key vehicular

connection to serve the Metro station and surrounding area by establishing a new street connecting Wiehle Avenue and Sunset Hills Road. In addition, the Applicant has structured their proffers to further future consolidation and has provided for future at and above grade connections to adjoining properties. This issue has been adequately addressed.

Issue: Site Design and Connectivity. (See also TOD Guideline #6 and Residential Density Criteria #1 & 2 in Appendix 9)

A major Comprehensive Plan objective for the Reston-Herndon transit station areas is to provide high quality site design that is both pedestrian-friendly and transit-oriented. The Comprehensive Plan recommends that sites in Sub-unit G-4 should provide direct pedestrian access to the rail station. Grade-separated pedestrian links to the station should be encouraged and a quality site layout should be provided with consolidated vehicular access to the site and parking garages that do not front on pedestrian areas. This proposal provides an opportunity to implement this vision through the public/private partnership between the applicant and the County.

The applicant has proposed a transit-oriented development (TOD) that would begin to create a walkable, mixed use neighborhood in Sub-unit G-4. The mixed use project would be designed to integrate into the overall mixed use center planned for the G-4 Sub-unit. The primary organizing element of the project is the central public plaza, which physically connects the five buildings located immediately adjacent to the Reston Metro Station at Wiehle Avenue and helps to create a pedestrian and transit-friendly environment. These buildings are proposed to include a mix of uses, including office, residential, (optional) hotel, and plaza level retail uses. The public plaza would also link the Metro station entrance to the parking garage and other transit facilities located beneath it. Another building is proposed directly north of the plaza development, which would connect to the plaza through at the Wiehle Avenue and Reston Station Boulevard crosswalk.

As previously discussed, Block 1 slopes downward considerably from east to west. To address this slope, the applicant has proposed to design a platform structure with a public plaza located above Metro related facilities that would be at a similar grade to Wiehle Avenue. The public plaza is intended to be a community gathering place accessed directly from Wiehle Avenue by pedestrians or from the eastern end of Reston Station Boulevard by both vehicles and pedestrians, with increasing levels of the parking garage exposed to Reston Station Boulevard below the public plaza as the grade changes. The southeast corner of Building 5 has been truncated to better open up the view to the public plaza to Reston Station Boulevard. Due to the significant grade change, Reston Station Boulevard will function primarily as a vehicular travel way with limited ground level activation of the streetscape. All four vehicular access points to the Block 1 development

would be restricted to Reston Station Boulevard, which would minimize pedestrian-vehicular conflicts.

In addition, the public plaza in Block 1 would be designed to allow the option for adjacent parcels located to the north and west to connect to the public plaza in the future via above-grade pedestrian connections. A potential connection to the north would be located between Buildings 4 and 5 and a potential connection to the west would be between Buildings 3 and 4, with redevelopment of the adjacent properties. Additionally, the applicant is proposing to provide future inter-parcel access between Building 6 in Block 1 and the parcel located immediately to the north. Proffer 12C would allow this consolidation, provided that the adjacent owner enters into a reasonably acceptable construction, maintenance and indemnity agreement.

The Comprehensive Plan also recommends that a second point of access to the Metro station (preferably to Sunset Hills Road) should be provided in Sub-unit G-4. The proposed development in Block 2 provides for this second access point and would greatly improve connectivity in the Wiehle Avenue Transit Station Area. Blocks 1 and 2 would be linked by a new street, Reston Station Boulevard, which would extend from Wiehle Avenue through Block 1, and an offsite area, to connect to Comstock Metro Center Drive (adjacent to Block 2), ultimately intersecting with Sunset Hills Road. Additionally, an important pedestrian connection from the Metro station to the W&OD Trail will be established.

Staff feels that site design and connectivity have been adequately addressed.

Issue: Streetscaping and Pedestrian Circulation. (See also TOD Guideline #3 and Residential Development Criteria #5 in Appendix 9)

As previously discussed (in the description of the CDP/ FDP under Phasing and Streetscaping and Pedestrian Circulation), Sheets 12 and 13 of the CDP/FDP and Exhibits B and C of the proffers show the pedestrian access points and circulation to the proposed development in Block 1 and 2. Staff feels that the proposed streetscaping and pedestrian circulation plan meet the intent of the Plan. The applicant has also addressed the two minor issues identified in the Streetscaping and Pedestrian Circulation Section of the Land Use Analysis in Appendix 9 through revised proffers and CDP/ FDP. The CDP/FDP has been revised to depict the slope of the access point along the western boundary on Block 1 at 1.5%, which meets ADA standards and the proposed sidewalk along the western boundary of the Block 1 that connects Reston Station Boulevard with stairs and elevators is now depicted as 8 feet instead of 5 feet.

Issue: Urban/Architectural Design: (See also TOD Guideline #6 and Residential Development Criteria #1 & 2 in Appendix 9)

The Comprehensive Plan's urban design guidelines for the Reston-Herndon transit station areas recommend such design features as: interesting and varied building facades; building articulation and step backs to minimize bulk and mass; and building arrangement that frames and defines streets and give deliberate form to the street and sidewalk areas.

The applicant has provided Design Guidelines as Exhibit B to the proffers, and illustrative public plaza detail plans and site and building section exhibits in the CDP/FDP to demonstrate the design features of the proposed mixed-use, transit-oriented development. Exhibit B, "Reston Station Design Guidelines," includes a vision for the TOD, the project master plan, design standards for both Blocks 1 and 2, and pedestrian circulation details. These guidelines are illustrative of the general quality and character of the development proposed. The applicant has committed to a complimentary design theme for buildings within a block, although each building may have its own distinctive architectural character. The buildings would frame the adjacent streets and establish an urban form. All buildings and parking garages would be architecturally finished on all four sides with compatible materials, detailing and features, although the facades, including the facades of the garages, may not be identical.

The garage facades would also be designed to screen the view of vehicles from the surrounding area and would include materials consistent with the materials used for the associated building and/or incorporate innovative design techniques. These techniques may incorporate public art, vegetative screens or other screening techniques consistent with the standards in the Design Guidelines. The Design Guidelines show examples of different garage screenings and state that "garage screening, particularly facing Reston Station Boulevard, will take advantage where possible of opportunities to use public art installations such as decorative grill work and metal sculpture to add interest and break up any long expanses of wall."

In general, Staff feels that urban design has been adequately addressed. The timing conflict for the provision of public art in Proffer 40A that was identified in the Land Use Analysis has been clarified in the revised proffers. The applicant has committed to expend a minimum $125,000 for permanent public art in the Plaza. The public art would be installed in the locations and at the time shown on Exhibit C-1, with the full expenditure of $125,000 for public art to be installed prior to the first RUP or Non RUP for the third building to be constructed in Block 1. The Owners also agreed to consult with the Initiative for Public Art in Reston ("IPAR") or a similar community arts organization to identify locations in addition to those shown on Exhibit C-1 of the proffers.

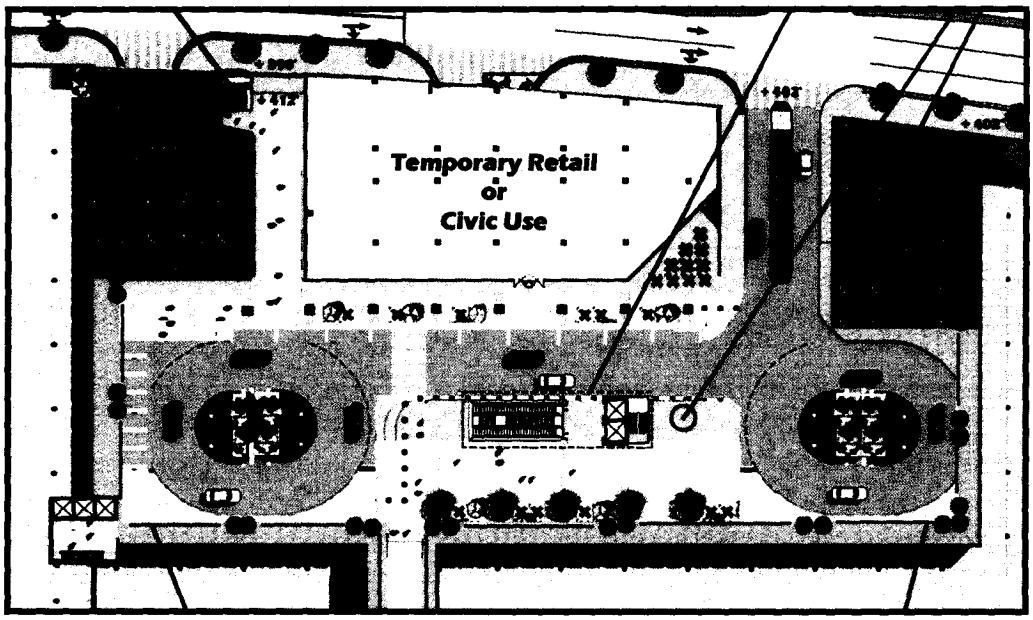
Issue: Public Plaza (See also TOD Guidelines #14 & 16 and Residential Development Criteria #1 in Appendix 9)

The Comprehensive Plan's urban design guidelines recommend that small plazas should be incorporated into the designs of building complexes to serve the daily needs of local employees and visitors. The open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Plazas should be integrated purposely into the overall design of developments.

The proposed central public plaza in Block 1 is depicted on the CDP/FDP and described in the Design Guidelines. The plaza design attempts to balance the needs of the adjacent buildings, to serve the Metro station, and to provide a public gathering space. The public plaza will be placed in a public access easement.

As previously discussed, a phasing plan for the development of the public plaza is provided in Exhibits C-1 and C-2 of the Proffers. When the Metro station opens, at a minimum the public plaza would include a temporary approximately 10,000 square foot pavilion and/or enclosed structure (5,000 square feet will be an enclosed climate controlled space) that may house interim retail/office uses, public uses, and/or sales and marketing uses. Graphic 10 shows a conceptual picture of what the public plaza would look like at the opening of the Metro station.

Graphic 10: Public Plaza at the Initial Phase

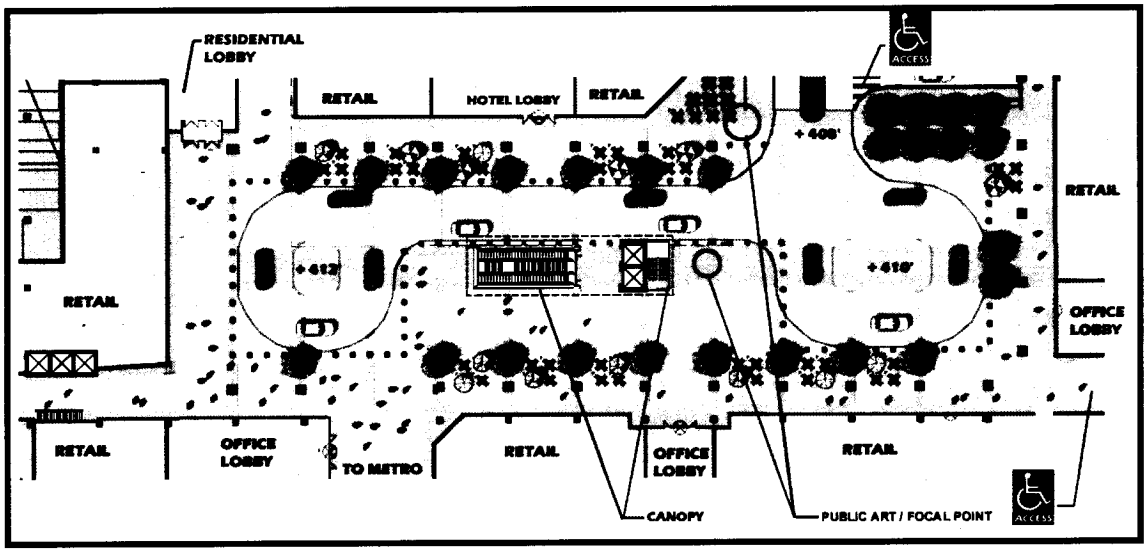


In this initial phase, the public plaza area would be located approximately 10 to 20 feet above any associated parking and provide an at grade connection to the Metro station platform via a pedestrian bridge. The public plaza would contain escalators and elevators covered by a canopy in the center connecting the public plaza to the Metro parking garage below. An additional bank of elevators would

provide a vertical connection to the parking garage in the southwest corner of the public plaza area. The public plaza design would also include landscaping, public art, decorative pavement treatments and temporary retail or civic use space. A focal point feature such as a fountain or public art is also proposed on the public plaza to serve as a defining feature of the development. Removable and/or retractable bollards are proposed to enclose an approximately 8,000 square foot centrally located portion of the public plaza that includes the Metro elevators and escalators. As previously discussed, most of the pedestrian access points from Reston Station Boulevard and from the western boundary of the site would be established at this time.

Moreover, the perimeters of the public plaza area are proposed to change as each of the five buildings develop and surround it. The entire public plaza area is designed to be curbless. Ground floor retail along all the building frontages facing the public plaza is shown on the CDP/FDP and in Graphic 11.

Graphic 11: Public Plaza Ground Floor Retail



The applicant has indicated that they intend to program approximately one-half of the retail space at the public plaza level as sit-down, "white tablecloth" restaurants. Outdoor seating associated and not associated with uses in the adjacent buildings would be provided to promote pedestrian activity and provide a public benefit. Movable carts and/or a newsstand may be located on the public plaza and in garage areas. When all five buildings on the public plaza level have been constructed, decorative pavers will be added to the vehicular driveway.

The public plaza may be used to host up to 104 special events per year such as festivals, fairs, farmers' markets, music or theatrical performances, sports events, and promotional activities of the adjacent uses, which may result in the periodic closing of some or all of public plaza. Sheet 11B of the CDP/ FDP shows the portion of the public plaza that would be pedestrian only during these special

events. Access to and from the Metro station facilities and emergency access to the public plaza would not be impacted by the closings.

In summary, Staff feels that the design of the public plaza generally meets the intent of the Comprehensive Plan. However, Staff has identified two additional concerns:

1) *Vehicle Access on the Public Plaza:* A driveway loop is proposed to provide vehicular access to the front doors of all five buildings proposed to be located around the public plaza. The applicant has attempted to limit vehicular traffic on the public plaza by reducing the number of entrances to the parking garages to only one, limiting egress to a right turn only and providing minimal area where vehicles can idle. In addition, the applicant has proffered (Proffer 21) that a taxi stand waiting area that accommodates two (2) standard taxis maybe located near the hotel use in Building 5 on the plaza level. Staff has strongly recommended that the applicant graphically depict the location of the proposed taxi stand on the CDP/FDP, and to provide a turnaround within the hotel site, via a porte cochere or similar design. Lacking this commitment, there is no assurance provided that the plaza will ever be able to truly be closed to vehicular traffic for special events, and the proposed public use/benefit of the plaza is greatly diminished. This issue remain outstanding. Staff also remains concerned about the public plaza serving as a secondary kiss and ride, further detracting from its function as a pedestrian gathering space. The applicant should monitor the use of the public plaza to minimize vehicular traffic on a daily basis.

2) *Shadows on the Public Plaza:* The applicant has submitted a shadow study which shows that the majority of the public plaza will be shaded nine months of the year. Staff feels that this issue is difficult to address without reducing the level of intensity, which would conflict with other key objectives for the redevelopment of this transit-oriented site. The applicant has proposed architectural treatments to help address this lighting issue by designing arcades along all of the building facades facing the public plaza (and facing Wiehle Avenue and Reston Station Boulevard) that could provide artificial lighting in the public plaza area. A glass pavilion covering the escalators and elevators to the Metro garage is also proposed. Commitments to utilizing specific design solutions/treatments remain somewhat general.

Issue: Residential Amenities (See also Residential Development Criteria #1 in Appendix 9)

The applicant has proffered to provide private onsite recreational amenities in the residential buildings constructed as part of the proposed development. Details are provided on the CDP/FDP for Buildings 4, 6 and 7. The CDP/FDP shows that the amenities in Building 4 include a swimming pool, activity courts and jogging trail. Amenities in Buildings 6 and 7 include swimming pools or alternative recreational

areas and outdoor amenity areas. Staff recommended that the applicant commit to providing additional residential amenities such as community gathering spaces, media/entertainment centers, fitness centers with fitness equipment, business centers with high-speed data connections, and storage facilities. The applicant has revised the Proffer 39 and added some of these amenities. Staff feels that this issue is resolved.

Issue: Phasing (See also TOD Guideline #16 and Residential Development Criteria #6 in Appendix 9)

As previously discussed, Exhibit C, "Potential Project Phasing" attached to the Proffers provides an illustrative phasing plan for the proposed buildings and associated parking and shows how Block 1 may develop over time. The buildings and associated parking may be developed in any order. However, by the time the Metro station opens, the public plaza area will be established even if no buildings have begun construction. The design of the public plaza area will evolve with development of the site. Staff feels that this issue has been adequately addressed.

Issue: Bicycle Facilities (See also TOD Guideline #3 and Residential Development Criteria #3 in Appendix 9)

The Comprehensive Plan recommends that secure and convenient bicycle storage be provided at points close to the pedestrian bridges to the Metro station platforms. Bicyclists are proposed to share travel lanes adjacent to the sidewalks in Blocks 1 and 2 to access the Wiehle Avenue Metro Station. Bicycle storage facilities to serve the Metro station would be provided at the time the station opens and additional facilities have been proffered to serve the private office and residents.

Issue: Parking Facilities (See also TOD Guideline #8 in Appendix 9)

The Comprehensive Plan recommends that mixed use developments provide a mix of uses that utilize shared parking to the maximum degree possible. Parking reductions for non-residential uses in TODs are desirable as a means to encourage transit usage.

It is strongly recommended that the applicant commit to the submission of a parking utilization/demand/reduction study prior to the approval of the first site plan of the first building. The scope and methodology of this study will be subject to approval by the Fairfax County Department of Transportation and Department of Public Works and Environmental Services. See the Transportation Analysis for a more detailed analysis.

Transit-Oriented Design Principles and Residential Development Criteria

As previously discussed, the Comprehensive Plan language sets the stage for the proposal to integrate metro-related facilities with transit oriented development (TOD) at the Wiehle Avenue Transit Station Area. The Plan defines the area to be considered for rail oriented mixed use as the seventeen (17) acres closest to the rail station and establishes specific criteria to achieve the TOD Guidelines specified in the Policy Plan (see TOD Guidelines 1 and 2 in Appendix 9.) The specific vision for the Wiehle Avenue Transit Station Area has evolved through a complex process beginning with a formal Plan Amendment adopted on May 21, 2001 and a competitive bidding process where the applicant and the County agreed to enter into a public-private partnership to initiate a TOD in conjunction with the opening of the Reston Metro Station at Wiehle Avenue.

Reston Station at Wiehle Avenue is proposed to be located in the median of the Dulles Airport Access Road and Toll Road and would be constructed as the last Metro station of Phase 1 for the extension of the WMATA Regional Metrorail System from the East Falls Church Metro Station to Wiehle Avenue. Phase 1 is currently under construction and Reston Station at Wiehle Avenue is scheduled to open in the fall of 2013 (see TOD Guidelines 10 and 11 in Appendix 9.)

The review and analysis of the proposed rezoning application has incorporated many sets of Standards and Criteria, many of which have been referenced in the preceding sections of this report. This section seeks to expand on a few of the TOD Guidelines and Residential Development Criteria of the Policy Plan, which have not otherwise been fully addressed.

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging TOD as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations. The County also expects new residential development to enhance the community by fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing, and being responsive to the unique site specific considerations of the property. For a copy of the Transit-Oriented Design Principles and the complete Residential Development Criteria description, please review Appendix 9.

Site Design (See also TOD Guidelines #6 & 14 and Residential Development Criteria #1 in Appendix 9)

This criterion requires that the development proposal address consolidation goals in the plan, further the integration of adjacent parcels, and not preclude adjacent parcels from developing in accordance with the Plan. The development should provide for a logical design with appropriate relationships within the development.

The proposed intensity, mix of uses, site design (Urban/Architectural Design), layout and parcel consolidation have been reviewed for conformance with the Comprehensive Plan in the previous section. Several outstanding issues were identified and Staff continues to work with the applicant to address those issues. The remaining topic for discussion regarding Development Criterion 1 is:

Open Space, and Landscaping and Amenities: *Developments should provide usable, accessible, and well-integrated open space. Appropriate landscaping should be provided in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots. Amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting should be provided.*

A minimum of 15% open space is required for the subject property and 20% open space is proposed. Exhibit B, "Reston Station Design Guidelines," includes a vision for the TOD, the project master plan, design standards for both Blocks 1 and 2, and pedestrian circulation details. Amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting are addressed in the proposed Design Guidelines. In addition, the applicant has also proffered to provide public access easements for the sidewalks connecting the two blocks and the public plaza. Landscaping would be provided as generally shown on Sheet 10 of the CDP/FDP The applicant has also proffered to provide pedestrian amenities and seating areas on a public plaza as shown on Sheet 11 and 12 of the CDP/ FDP. This public plaza is intended to function as a community gathering space to integrate the construction of Metro related facilities with the transit-oriented development. However, as previously discussed, the applicant's failure to clearly restrict vehicular access to the public plaza severely constrains and devalues the use of the plaza as a public open space and recreational amenity. Although the applicant has proposed limiting vehicular access to the plaza at times to allow for special events, there is no commitment as to where or how access will be allowed. Further complicating this concern is the proffer to permit a taxi stand on the plaza, without depicting a location or proposed circulation to serve it. Without revisions to address this concern, it is difficult for Staff to credit the plaza area as more than an enhanced private space.

Neighborhood Context (See also TOD Guideline # 10 and Residential Development criteria #2 in Appendix 9)

While developments are not expected to be identical with the existing development within which they are to be located, this Criterion states that they should fit into the fabric of the community.

As previously discussed, the applicant has proposed a transit-oriented development (TOD) that would begin to create a walkable, mixed use

neighborhood in Sub-unit G-4 of the Reston Herndon Suburban Center. The mixed use project would be designed to integrate into the overall mixed use center planned for the G-4 Sub-unit. Block 1 is proposed to include a central public plaza that would be the organizing element of the project and physically connect five buildings located immediately adjacent to the Reston Station at Wiehle Avenue. Those buildings would include a mix of uses, including office, residential, optional hotel, and plaza level retail uses which could help create a pedestrian and transit-friendly environment at the Metro station. The public plaza would link the Metro station entrance to the parking garage and other transit facilities located beneath the public plaza platform.

Adjacent parcels located to the north and west of Block 1 would potentially be able to connect directly to the public plaza via above grade pedestrian connections between Buildings 4 and 5 and Buildings 3 and 4 with redevelopment of the adjacent properties. A future inter-parcel access is also proposed between Building 6 in Block 1 and the parcel located immediately to the north.

In addition, the proposed development in Block 2 provides for a second vehicular and pedestrian access point to the Metro station that would greatly improve connectivity for the entire transit station area consistent with Comprehensive Plan recommendations. Blocks 1 and 2 would be linked by a new street, Reston Station Boulevard, which would extend from Wiehle Avenue through Block 1, and an offsite area, and connect to Comstock Metro Center Drive adjacent to Block 2 ultimately intersecting with Sunset Hills Road. Improved pedestrian and bicycle connections from the Metro station to the W&OD Trail would also be established through these new streets.

Staff does feel that the proposed pedestrian crosswalks crossing several traffic lanes in all directions at the intersection of Reston Station Boulevard and Wiehle Avenue would not be the most desirable pedestrian environment. The applicant has proffered to install pedestrian signals at this intersection to address this concern.

Environment (see Appendix 10 for Environmental Analysis; see also TOD Guideline #12 and Residential Development Criteria #3 in Appendix 9)

This Criterion requires that developments respect the natural environment by conserving natural environmental resources, account for soil and topographic conditions and protect current and future residents from the impacts of noise and light. Developments should minimize off-site impacts from stormwater runoff and adverse water quality impacts.

Issue: Stormwater Management/Best Management Practices (SWM/BMP)

A number of measures are proposed to meet water quality and quantity control requirements for the proposed development, including two large underground

stormwater vaults to be located on Blocks 1 & 2, as shown on page 18 of the CDP/FDP (a possible third vault may be provided.) Vault 1 (Block 1) is proposed to be located near proposed Building 4; Vault 2 (Block 2) is proposed to be located south of the existing parking garage on the Comstock property under proposed Building 7; possible Vault 3 would be located in the upper northwest corner of Block 2, south of Sunset Hills Road in an area which is currently developed as surface parking. One BMP storm filter is proposed for each Block. The stormwater narrative indicates that the application qualifies as a redevelopment proposal under the County's Chesapeake Bay Preservation Ordinance (CBPO.) Thus, the disturbance represented by the location and construction of Vaults 2 and 3, as well as any encroachment related to development options on Block 2 would be allowed within the RPA if there is not a net increase of imperviousness within the RPA. The applicant will be required to provide impervious calculations for all proposed options for Block 2 to demonstrate that no net increase in impervious surface will occur in the RPA. Sheet 19A of the CDP/FDP provides a draft Water Quality Impact Assessment Analysis that indicates that the proposal would qualify as Redevelopment under CBPO Ordinance; final determination would be made at site plan submission.

Issue: Outfall Analysis and Flood Impacts

According to outfall narrative, the runoff from the proposed development drains to the west, to the existing Reston Section 913 SWM pond. The applicant proposes a minor diversion to the existing man-made drainage pattern near Sunset Hills Road and Comstock Metro Center Drive. The proposed diversion routes stormwater to Vault 2 for stormwater quality control and then it is returned to its natural course in the 913 SWM pond. The pond outfalls to the north through a culvert system under a VDOT parking lot, under the W&OD trail and ultimately into a culvert system beneath a fairway of Hidden Creek Golf Course, located north and east of the subject property. The narrative acknowledges "a known downstream adequate outfall capacity concern," citing floodplain study # 4528-FP-01-2, which is the basis for calculations for this current application. The study modeled the existing 913 SWM pond and found the 10-year storm event overtopping Sunset Hills Road.

To address potential outfall issues, the narrative indicates that vault sizing calculations for this plan have been generated to anticipate the largest possible volumes. A "potential" pond retaining wall is shown on Sheets 5 and 18 of the development plan, between the eastern edge of the existing stormwater pond and the western side of the Comstock property. The 100 year floodplain (identified as "100 year water surface" on the development plan) is depicted approximately 20' west of this proposed retaining/flood wall. No other details have been provided which describe the specifications for this possible retaining/flood wall or its future function in preventing flooding on site other than the depicted length which appears to exceed 450 ft. The development plan notes that the potential pond retaining wall will be designed at the time of Site Plan review.

Given the fact that the site of the proposed development will have limited areas of natural infiltration (due to the site being covered mostly with impervious surface) for stormwater runoff and will serve as a major and active transportation and pedestrian hub for the community, Staff has concerns that the applicant has not fully demonstrated at this time that the site will be protected from future flooding impacts. Neither the development plan nor the proffers provide specific information (e.g., the development project may have two or three SWM vaults and may or may not have a SWM pond retaining wall) and commitment that the proposed development conforms to Comprehensive Plan's guidance to "minimize the exposure of new development to the potential of flood impacts." Staff finds this uncertainty problematic because the flood study modeled the existing 913 SWM pond and found the 10-year storm event overtopping Sunset Hills Road.

These issues are further discussed in the stormwater analysis section. The adequacy of outfall and any proposed SWM/BMP measures will be subject to review and approval by the Department of Public Works and Environmental Services at this time of Site Plan review

Issue: Transportation Generated Noise

The subject property will be impacted by transportation generated noise and noise attenuation measures will need to be provided to conform to the Policy Plan's standards on acceptable noise levels. Proffer 42 addresses the applicant's intent to generally conform to the Policy Plan recommendations for transportation noise attenuation to 45 dBa Ldn for interior areas within residential and hotel buildings. The proffer also commits to mitigate noise in the interior office space to 50 dBa Ldn. However, Staff feels that the proffer should be revised to ensure that noise attenuation measures consistent with Policy Plan standards would be implemented throughout all phases of the development.

1) Refined Acoustical Analysis

A preliminary noise study, Polysonics Report 5417, dated October 13, 2009, concluded that currently "unmitigated upper floor (160' above grade) noise levels exceeding 65 dBa Ldn will affect the entire site." However, a refined acoustical analysis will be needed to address future conditions and identify necessary noise mitigation measures. While the proffer commits to a refined acoustical analysis at both site plan submission and at building plan submission, staff recommends revisions in order to address the following:

- The proffer commits to a refined acoustical analysis by the applicant for selected buildings. Without the benefit and analysis of future conditions including phasing, staff is concerned that the selected buildings may not include all buildings affected by transportation noise impacts that would need to be attenuated to conform to Policy Plan performance noise levels.

The proffer should be revised to include a refined acoustical analysis for all buildings.

- The proffer for the refined acoustical analysis does not commit to the inclusion of site plans and cross-section views at measurable scale of the source of the noise in relationship to affected structures, residential units, hotel rooms, office spaces and outdoor recreation areas. This information should be included in the proffer to better demonstrate noise impacts upon affected uses.

- The proffer for the refined acoustical analysis should be revised to include the consultant's recommendations for appropriate noise attenuation measures.

- The proffer should be revised so that each refined acoustical analysis is subject to approval by the Department of Public Works and Environmental Services and the Department of Planning and Zoning.

2) *Outdoor Recreation Areas*

The proffer should be revised to address any noise attenuation for outdoor recreation areas. In accordance with the Policy Plan, outdoor recreation areas should be mitigated to 65 dBa Ldn.

3) *Specifications for Noise Attenuation Measures with Sound Transmission Class Ratings*

The proffers identify noise attenuation measures including Sound Transmission Class (STC) ratings for exterior walls, glazing and doors. These specifications are identified without the benefit of a refined acoustical analysis which would include future conditions. Staff is concerned that the presently identified STC ratings may not be sufficient to conform to the Policy Plan noise standards for the construction of buildings in the future. The proffer should be revised to delete specific identification of noise attenuation measures with STC ratings. These should be identified and followed after the refined acoustical analysis is conducted for each building.

Issue: Green Buildings.

The Policy Plan incorporates guidance supporting the use of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects.

The applicant is seeking to develop a mixed use development in conjunction with the future Reston Metro Station at Wiehle Avenue. The Policy Plan recommends that developments which seek a change in use from what would be allowed as a

permitted use under existing zoning and are located in designated areas (such as the Reston Herndon Suburban Center) attain basic Leadership in Energy and Environmental Design (LEED) certification through the U.S. Green Building Council (USGBC), or an equivalent program with third party certification.

In the memo dated February 4, 2010, prepared by the Environment and Development Review Branch, DPZ (Appendix 10), Staff concluded that the applicant failed to conform to this Comprehensive Plan policy because there was no clear commitment for LEED certification by USGBC or an equivalent third party green building certification. (Other issues were also identified in the memo.) Subsequently, the proffers dated March 2, 2010 have been modified to be more consistent with the Comprehensive Plan's green building policy. The proffers now indicate that each office, residential and hotel building will be targeted to attain at least basic LEED certification through USGBC or an equivalent third party green building certification. However, a few but significant implementation details, as currently proposed for this project, would deviate from standard green building commitments that the County has consistently received for other developments. Staff strongly recommends that the proffers be further revised to ensure full conformance with the green building policy of the Comprehensive Plan.

1) The proffers commit to the use of Version 3.0 of the USGBC's LEED for New Construction rating system or at the Owners' option, other LEED rating system determined to be applicable to each new building by the USGBC. USGBC continuously reviews and updates its rating systems to be current with green building practices. Version 3.0 may not be current at the time of site plan for each building. The option to allow the Owners to select other LEED rating systems could also be problematic because in staff's view not all LEED rating systems (such as LEED for Neighborhood Development) meet the intent of the Comprehensive Plan's green building policy. The proffers should be revised to refer to the "most current version" of the LEED rating system instead of identifying a specific version. Staff supports the proffers to allow the Owners' option to use other LEED rating systems as determined to be applicable for each building by USGBC, provided that the proffers are revised to also include approval by the Environment and Development Review Branch of the Department of Planning and Zoning.

2) In lieu of green building commitments outlined in Section VI. Design, C. i, ii, iii of the proffers which support the target for LEED Silver certification for each office building, an alternative in Section VI. Design, C, iv could eliminate USGBC's review of design-oriented credits. Instead, the project architect would solely assess design-oriented credits and anticipated construction-related credits. Since the adoption of Policy Plan guidance on green buildings, all commitments for certification have been subject to nationally recognized, rigorous review, third party green building programs such as LEED, Energy Star Qualified New Homes, and EarthCraft House. In staff's view a project architect's review and opinion should not replace an independent third party

green building program's evaluation. Staff is concerned that the delegation of authority to an individual as proposed under this alternative may set an undesirable precedent for future cases and could undermine the integrity of future green building commitments. To be consistent with other green building commitments for other developments and to conform to the Comprehensive Plan's green building policy, the alternative should be revised so that only USGBC assesses the design-oriented credits.

3) It is standard practice for an owner to post a green building escrow prior to the approval of the site plan for a building targeted for basic LEED certification. The escrow is released when the owner provides documentation of the attainment of LEED certification to the County. Contrary to this practice, under Section VI. Design, C. viii, the proffers would allow the Owners to eliminate the green building escrow for each residential and hotel building if it can be demonstrated prior to building plan approval that a sufficient number of design-related credits and anticipated construction-related credits indicate that the project would attain basic LEED certification. (If these credits do not indicate that the building is anticipated to attain LEED certification, then the Owners would post a green building escrow.) As previously noted, staff does not support the proposed project architect's review and opinion in lieu of an evaluation by USGBC. The proffers do not address the need for the Owners to provide documentation of achievement of LEED certification following the review of design and anticipated construction credits when it appears the building would attain LEED certification. Under these circumstances, without a posting and release of a green building escrow there may not be an incentive for the Owners to follow through and achieve LEED certification for each residential and hotel building. Consistent with green building commitments for other developments regarding basic LEED certification, the proffers should be revised so that the Owners post a green building escrow prior to site plan approval, which is then released after the submission of documentation of LEED certification.

4) According to the proffers, should the Owners fail to provide documentation of LEED certification, the green building escrow (if posted) would be used to enhance the building to achieve the goal of environmentally sustainable design, including energy efficiency enhancements. In cooperation with the County, the Owners would agree to certain enhancements. After building design and construction it may be extremely difficult or impossible with relatively limited funds from the green building escrow to retrofit or incorporate meaningful green building practices to achieve environmentally sustainable design. In addition, the return of the escrow to the Owners to use on its own building(s) may be a disincentive to attain LEED certification. For these reasons, the Comprehensive Plan's green building policy specifies that funds should support County's environmental initiatives. To date, all green building escrows for other buildings would be released to the County budget supporting implementation of environmental initiatives when documentation is not

provided to demonstrate achievement of LEED certification. Staff is concerned that the potential release of the green building escrow to the Owners may set an undesirable precedent for future commitments. To be in conformance with green building Policy Plan recommendations and to be consistent with green building escrow commitments for other buildings, the proffer should be revised so that failure to provide LEED certification documentation would result in the release of the green building escrow to a County budget fund supporting implementation of County environmental initiatives.

Staff will continue to work with the applicant, but strongly recommends that the proffer language be revised to ensure that the Policy Plan standard is addressed and that appropriate language is included in the proffer to satisfy Development Criterion 3.

Tree Preservation and Tree Cover Requirements (Development Criterion #4) (see Appendix 11)

This Criterion states that all developments should be designed to take advantage of existing tree cover and developed appropriately to disturb as little existing tree cover as possible, including the extension of utility improvements to the site.

The subject property is mostly an impervious site. An existing SWM pond is located to the west of Block 2. Significant landscaping is proposed and shown on Sheet 10 of the CDP/FDP. For trees proposed to be located on the public plaza and other areas located over structured parking, the applicant has proffered to comply with the Public Facilities Manual (PFM) Plate 5-12 Deck Planter detail showing a minimum open surface width of 8' and applicable minimum planting area per PFM Table 12.9. For street trees and other trees proposed on-grade, the applicant has proffered to use structural cells or other solutions acceptable to the Urban Forest Management (UFM.)

In addition, the applicant has proffered to conform to the limits of clearing and grading as shown on the CDP/FDP and to provide a replanting plan subject to approval by UFM for any areas protected by the limits of clearing and grading that must be disturbed.

Urban Forest Management has reviewed the application and recommended that raised planters shown on the public plaza be reconfigured to shade seating areas and to increase rooting areas for healthier tree development. Several planter design options were provided in the memo. Staff feels that these details could be addressed during site plan review and that Development Criteria 4 has been adequately addressed.

Transportation (Appendix 12 for Analysis; see also TOD Guideline #9 and Residential Development Criteria #5 in Appendix 9)

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

Overview:

The current development proposal is one step in the process of securing final approval of a joint development proposal for the land area adjoining the future Reston Metro Station at Wiehle Avenue on the Silver Line extension of Metrorail. Prior to submittal of the subject zoning request, a Development Agreement was completed that defines the responsibilities of both the County and the applicant to complete improvements at the station area, including a number of transportation improvements. This agreement figured prominently in the negotiations over proffered transportation commitments, particularly in defining the scope of road improvements. Because of the pre-negotiated agreement, certain constraints guided the negotiations undertaken with the subject application. Details such as responsibility for right-of-way acquisition were already defined. Further, expenditures for right-of-way acquisition were capped to the rail project budget. These proposed improvements are summarized in Exhibit A of the proffers. Staff from Fairfax County Department of Transportation has reviewed the application and indicated that the Department cannot support the application until the following issues are resolved:

1) *Transportation Demand Management (TDM):* Given the location of the development immediately adjoining a Metrorail station, Staff feels that TDM is an intrinsic measure to reduce single-occupant vehicle (SOV) trips. It is further critical to reducing the traffic impact of development on the already congested roadways nearby.

   The applicant has proffered to a reduction of trips through TDM measures. The TDM program would be applied to residential and office development. A phased TDM program is proposed and would set an initial Non-SOV mode split goal of 25% for all development. A goal of 35% would be set for the later phases of development. The achievement of the 35% goal for office development would be further incentivized from the initial 25% by a commitment to achieve an incremental minimum 1% increase until a 35% goal

is achieved. If the 1% is not achieved, it would be subject to added remedies and potential penalties.

The applicant has also proffered to remedy potential failures in the TDM program. A programmatic structure is proposed and comprises strategies to influence achievement of the Non-SOV share including the infusion of financial subsidies to enhance the TDM program. In addition, the applicant has agreed to proffer monetary penalties if the goals of the program are not achieved. A maximum cap of $200,000 for penalties is proposed with payments for possible failures within various ranges of non-attainment.

Staff has some remaining concerns about the TDM program, which include:

a) The proffer language discussing the commitment to increase the achievement to 35% at a minimum of 1% growth rate should be revised to clearly state this goal and subject non-achievement to remedies and penalties.

b) The applicant should revise their penalty proffer to delete a contribution to on-site transit incentives. The purpose of a penalty is to ensure that the applicant administers their TDM program effectively. Staff feels that allowing the penalty funds to flow back to the applicant to enhance the TDM program would defeat this purpose.

Staff will continue to work with the applicant to address these TDM concerns.

2) *Parking:* Staff feels that the management of the parking supply is a critical component of an effective TDM program. Limiting available parking influences employees to seek other means to travel to and from the site. Constrained residential parking has an influence on tenant mix, attracting residents who are less inclined to use vehicles for commuting or local trips. The immediate proximity of the Metrorail station is also a factor in reducing parking demand for the residential and commercial development proposed with the garage construction as this will be a convenient means for commuter trips. The County is seeking to aggressively reduce parking supply at transit–oriented development (TOD) areas where this development is located. (See TOD Guideline #8 in Appendix 9.)

To address parking management, the applicant has agreed to bring down the parking ratio as development phases are constructed such that they will meet the current minimum ratios provided in the Zoning Ordinance (2.6 spaces per 1000 square feet of office development) when the final phases are constructed. This commitment to meet the minimum requirement is significant given the general practice of constructing parking well above requirements at suburban office sites; however Staff sought another means to lower the number of parking spaces.

After additional discussion, the developer has agreed to reduce its parking supply below County code requirements through processing and seeking approval of a parking reduction and shared parking petition. A proffer to conduct a parking utilization study that may provide a means to reduce parking further has also been provided. The applicant agreed to a scope of the study that would be approved by FCDOT and would use the guidelines promulgated in 'Shared Parking' by the Urban Land Institute (ULI), which guidelines are published in the ULI, Shared Parking, 2nd Edition, 2006.

While a recognition by the developer that less parking in a TOD development is feasible was elusive, staff was able to secure a means to reduce parking in the future as development of the site occurs. Given the character of development in the vicinity, this is seen as a mechanism to influence other similar land use proposals in the Reston area to reduce parking supply.

3) *Internal Roadways:* The Record of Decision (ROD) approved for construction of a Metro station at Wiehle Avenue stipulates that a public road network be constructed for access to the facility. The designation of a public road implicitly indicates that VDOT would need to accept and maintain the roadways. A number of constraints and obstacles to securing acceptance of the road by VDOT were apparent with submission and review of the application. County Staff, the applicant, and VDOT worked jointly to address the extensive array of design issues associated with the proposed Reston Station Boulevard and Comstock Metro Center Drive in the quest to secure public roads. Included in this effort was a goal to acknowledge urban design principles in the roadway cross-section. While some success was achieved, the design is not entirely expressive of the envisioned urban street.

   VDOT Staff reviewing the application has recently indicated that the roadway design is generally able to meet their approval; however, there will be continued review of the design and engineering of the roads subsequent to rezoning approval. To address this contingency, the applicant and the County have agreed to allow the roadway to be maintained by the applicant if it cannot be designed to acceptable standards for VDOT maintenance. The proffers and a separate road maintenance agreement provide details on the terms and conditions of maintenance and operation of the road.

4) *Offsite Roadway Improvements:* The applicant and the County are responsible for a number of improvements on existing roadways discussed in the Record of Decision. In addition, the traffic impact analysis (TIA) submitted by the applicant identified other improvements to address the impact of the development above the County owned garage and public plaza platform. VDOT approval of the road improvements was sought during the review process. Some of the proposed improvements have presented design challenges due to right-of-way and physical constraints. Staff has received

detailed feedback from VDOT to address these challenges, which are expected to be resolved as the garage construction and development continues to proceed. Exhibit A in the proffers details the road improvements to be completed.

5) *Integration of rail access facilities (parking, bus, kiss and ride):* With a relatively constrained site available for joint development of a Metrorail garage beneath a mixed-use development approaching a density of 2.5 FAR, integration of access to the rail facilities and the development is complex. The location of the site adjoining the Dulles Access & Toll Road, a limited-access facility, also limits the means to distribute site trips and entrances for the project. Therefore, all points of access are from the proposed Reston Station Boulevard.

   Metrorail requires access to the proposed 2,300 space garage for rail passengers, access to a kiss and ride facility, and access to the bus drop-off area. In addition, the proposed development needs access to its parking facilities, loading areas, and the applicant has maintained that other points of access are critical to the proposal. Locating multiple points of access to ensure that safety and operation of the internal roadway is preserved was a primary focus of the review.

   To address Staff concerns, the applicant and the County have agreed to relocate rail-related facilities as well as to consolidate and limit some access points to both reduce conflicting entrances and to spread the highest volume entry points. Further, three intersections would be signalized to control the flow of traffic on Reston Station Boulevard and optimize exit and entry for multiple facilities. Staff feels that these concerns are addressed.

6) *Additional comments:*

   a) Additional Agreements: The applicant and the County have indicated that agreements defining responsibilities for road maintenance (should Reston Station Boulevard become a private roadway) as well as allocation of proffer responsibilities between the applicant and the County would be necessary to implement the proffers and development. Staff feels that these agreements must be completed prior to final approval of the rezoning request by the Board of Supervisors.

   b) Access to the Proposed Public Plaza: Throughout review of this application, Staff has expressed concerns about the design of the public plaza area to allow vehicular access. Staff feels that this access should be prevented or at the least severely limited. These concerns are based primarily on the location of access to the rail station at the plaza level and the convenience that this vehicular access would provide to drivers who would use this as a convenient kiss and ride drop-off; in addition,

the applicant intends to construct a garage access way from the plaza level and provide a taxi stand. Staff continues to believe that vehicular traffic on the public plaza should not be encouraged in an area primarily designed for pedestrian use. The constraints of the building design and efforts to address pedestrian and passive uses in the area create little area to accommodate higher volumes of vehicle traffic.

The applicant has made some modifications to the public plaza area and Reston Station Boulevard to address Staff concerns, including restricting left turns from the public plaza entrance to Reston Station Boulevard and proposing construction of a median in the entry to prevent lefts into the garage. However, Staff continues to recommend that the entrance to Reston Station Boulevard be right-in/right-out only to further discourage traffic on the public plaza. A design that further limits where vehicles could travel on the public plaza and limitations on the proposed taxi stand have been proposed to the applicant, but no revisions have been made.

c) Street Environment (See TOD Guideline #7 in Appendix 9): Staff challenged the applicant to create a streetscape on Reston Station Boulevard that would feel inviting and safe for pedestrians. Staff expressed concerns that the number of entrances, the narrow sidewalk that was initially proposed, and the garage face on this frontage would create an inhospitable walking environment. More pedestrian traffic is expected as development occurs on other properties proximate to the site and creation of a positive walking environment is critical to encouraging this activity.

The applicant has responded to the pedestrian environment concerns with several proposals. The number of entrances on Reston Station Boulevard has been reduced which reduces pedestrian/vehicle conflicts. A 14 foot wide area along Reston Station Boulevard that includes an 8 foot wide sidewalk and 6 foot wide planting strip has been depicted on the CDP/FDP. Two pedestrian connections to the plaza level from the sidewalk are also planned, including a stairway between buildings from the street level to the public plaza. The connections would help interrupt the walled environment on the street. The applicant has also proposed constructing building curtain-wall down to street level to disguise the garage behind it. This concept is depicted in the Project Illustrative but should be depicted in the Design Guidelines referenced in the proffers. The applicant has revised the Design Guidelines attached to the proffers as Exhibit B to show the curtain-wall extending down to the street level along Reston Station Boulevard; this issue is now resolved.

d) Pedestrian Access to Development (See TOD Guideline #3 in Appendix 9): Staff feels that two points of access to the public plaza area of the

development continue to have unresolved issues. The applicant has proposed a future above-grade pedestrian connection to the property to the north of site across Reston Station Boulevard and proposed to grant easements to facilitate the connection should it be feasible. Staff has requested that the applicant also provide construction commitments at the point of the connection and/or financial commitments to facilitate construction of it.

The applicant has also proposed to provide a plaza level pedestrian connection to future development west of the site. The quality of the walking environment on this approach has not been adequately defined on the CDP/FDP. The development design proposes a 23 foot wide walking area that narrows to 13 feet on the western building edge. In addition, the area will be covered by a multi-level garage. The walking environment could be akin to a tunnel, thus becoming an unattractive pedestrian route. Since the character of the adjoining future development is undefined, the western terminus of the connection as proposed could be isolated. The applicant has proffered to general Design Guidelines which attempt to address these concerns, but Staff feels that additional commitments should be made to enhance the walking environment in these areas.

Public Facilities Analyses (See also TOD Guideline #15 and Residential Development Criterion #6 in Appendix 9)

Criterion 6 states that residential developments should offset their impacts upon the public facility systems (i.e. schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities.) Impacts may be offset by the dedication of land, construction of public facilities, contribution of in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. (Specific Public Facility issues are discussed in detail in Appendices 14 – 19.)

Fire and Rescue (Appendix 13)

The subject property would be serviced by the Fairfax County Fire and Rescue Department Station #425, Reston. The requested rezoning currently meets fire protection guidelines.

Fairfax County Water Authority (Appendix 14)

The subject property is located within the Fairfax Water service area. Adequate domestic water service is available to the site from existing water mains located at the property. Relocation of water facilities and additional water main extensions may also be required.

Environmental & Site Review Division, Stormwater Management, *DPWES* (Appendices 15 and 16 for Analysis; see also TOD Guideline #12 and Residential Development Criteria #3 and 6 in Appendix 9.)

As previously discussed, the subject property falls within the Colvin Run watershed. The western portion of the application property is located in a field verified Resource Protection Area (RPA) as defined by the County's Chesapeake Bay Preservation Ordinance. The stormwater management (SWM) narrative on Sheet 18A of the CDP/FDP indicates that stormwater from the proposed development on the subject property would drain to the west from Blocks 1 and 2 to an existing Reston Section 913 SWM pond. This pond currently outfalls to the north through a culvert system beneath a VDOT Parking Lot (located to the north of the Comstock parcel and to the north of Sunset Hills Road) and ultimately leads to an existing wet pond on the Hidden Creek Golf Course. Pond 913 currently does not provide water quality control for the subject property.

The applicant proposes to provide SWM and BMP facilities onsite. For SWM quantity control, the applicant proposes to install underground detention vaults based on the Detention Method described in the County PFM and submitted a separate request for a waiver for underground detention in a residential development (Waiver 2615-WPFM-002-1; see conditions in Appendix 2, Report in Appendix 16). For BMP and water quality control, the applicant has indicated that water quality controls would be provided either on-site (and shows proposed StormFilterTM BMP facilities on the CDP/FDP) or may be provided off-site if other facilities are approved by DPWES at the time of Site Plan. The BMP (phosphorous removal) requirements for those facilities would be based on the requirements for redevelopment, calculated in accordance with PFM 6-0401.2B. Sheets 18 through 20 provide the SWM computations for the proposed detention and phosphorous removal facilities.

DPWES Staff reviewed the application and provided comments within four basic elements. Issues are highlighted below each element.

1) *Chesapeake Bay Preservation Ordinance:* There is Resource Protection Area (RPA) on the Block 2 portion of the site. A site specific, field-verified RPA delineation plan, (2615-RPA-001-1), was approved November 24, 2009. Construction within the RPA is proposed. The applicant has proposed 3 optional layouts for Block 2, including different building configurations, a potential "pond retaining wall" and possible relocation of the sanitary sewer. Staff is concerned that the draft WQIA included on Sheet 19A has not been updated to include the revised optional layouts to determine if the new options, including, but not limited to, the potential pond retaining wall, would qualify as "Redevelopment" in accordance with CBPO 118-3-3(c), and could be an allowed use in the RPA, per CBPO 118-2-1(b.) Staff has indicated that a final Water Quality Impact Assessment, must be submitted prior to the site plan submission.

2) *Floodplain:* There is regulated floodplain on the property. The Floodplain Study, (4528-FP-001-2) approved January 22, 2001, represents the most recent approved analysis of the floodplain and the floodplain boundary delineation must be shown and labeled on this plan. The floodplain boundary and elevation currently shown on the CDP/FDP is approximately 1.5 feet lower than the approved floodplain study. A note on Sheet 16B states that, for the residential option, the lowest floor elevations, including the parking garage, would comply with applicable requirements, at the time of Site Plan approval. Staff has recommended that the applicant submit the revised floodplain study prior to Site Plan review. If a revised floodplain study is not submitted prior to site plan, the proposed elevations in the existing, approved floodplain study must be used to design the floor and ground elevations for compliance with applicable floodplain regulations.

   Staff also commented on the three proposed development layouts for Block 2 as shown on Sheet 5A of the CDP/FDP. Option 1 proposes two additional levels to the existing garage and a note on the CDP/ FDP indicates that Building 7 could be constructed up to 14 stories. Staff indicated that this option would be considered "substantial improvement" to the existing garage, which must be adequately flood proofed in accordance with the PFM, ZO 2-905.4. Option 2 proposes a maximum 14 story residential tower over parking. Staff indicated that the lowest level of the residential building must meet the use limitation of Zoning Ordinance 2-905.2, and have the lowest floor, including any attached parking, at least 18 inches above the flood elevation. Option 3 proposes office space in Building 7, above structured parking. Staff indicated that the best method to flood proof the new office building would be to build the new structure such that the lowest elevation of the lowest floor, including any parking, be high enough so that it will not be inundated during a flood event. Final determination would be made at site plan review when a specific option is implemented.

   In addition, the applicant proposes to provide a "potential pond retaining wall" as part of an overall and/or additional flood proofing effort for the existing office building. Staff indicated that this wall must not be located in or across any county storm sewer easement and that the final design at the time of Site Plan must demonstrate that the storm sewer system west of Building 8 (that conveys off-site stormwater), does not cross through or under the wall.

3) *Stormwater Detention:* Staff has determined that the water quantity control requirement should be based on the amount of imperviousness which currently exists, as depicted on the most recently approved site plan for the applicable portion of the site. The proposed increase in imperviousness beyond that depicted on the most recently approved site plan would require detention (PFM 6-0301.3.) As previously discussed, the applicant has proposed underground

detention vaults and has submitted a separate request for a waiver for underground detention in a residential development. As defined in PFM 6-0303.8, the waiver may be considered only by the Board of Supervisors in conjunction with the rezoning application. The applicant submitted the waiver request, 2615-WPFM-002-1, on January 11, 2010. A separate analysis is included in Appendix 16. DPWES recommended that the Board approve the waiver to locate up to three underground facilities subject to Waiver 2615-WPFM-002-1 and to conditions dated February 12, 2010, which are contained in Appendix 16.

In addition, the waiver request did not include any estimated costs for the annual maintenance and future replacement of the facilities. Instead, the applicant has made a statement indicating that, to address the burden on the residential owners related to the maintenance and future replacement, they intend to exclude the residential owners from responsibility of the underground vaults. Proffer IV.23 indicates no individual residential unit owner, or the residential condominium association, would have any requirement to contribute to the maintenance or replacement of such facilities. With this commitment, staff feels that this issue is resolved.

4) *Outfall:* The CDP/FDP indicates that the PFM requirements for adequate outfall would be met using the Detention Method, and shows possible locations and the approximate volumes and sizes of off-line, gravity-drained, underground detention vault(s.) The required access points, per PFM 6-1306.3H, are shown, along with proposed overhead ceiling heights, to demonstrate that sufficient space will be provided for required maintenance activities and equipment. Staff indicated that the final design shown on the Site Plan must provide underground facilities off-line, i.e. parallel systems or perpendicular to appurtenant structures, PFM 6-1306.3L. In addition, the narrative indicates that the applicant may consider alternative methods to meet the outfall requirements, subject to DPWES approval at the time of Site Plan.

5) *Additional Comments:* Staff identified some additional minor engineering concerns that would be addressed at site plan review; however, two concerns could be issues at site plan review:

   a) The development must meet all applicable requirements in place at the time of site plan submission. It is important to note that the Department of Conservation and Recreation of the Commonwealth of Virginia is in the process of updating the Stormwater Management Regulations. Based on the proposed changes, it is anticipated that the water quality and/or quantity control requirements would be increased. Although implementation of proposed regulations may be delayed, the changes could possibly be adopted and effective prior to the site plan approval; as a result, the site plans may be required to provide additional stormwater quality and/or quantity controls. DPWES recommends that the applicant make allowance

on the CDP/FDP that includes additional water quality and/or quantity controls such that the subsequent site plan would still be in substantial conformance. In anticipation of the new requirements, DPWES suggests that the applicant make a proffer commitment to provide a minimum 20% phosphorous removal for the redevelopment. No commitment has been provided at this time.

b) The Maintenance and Stormwater Management Division (MSMD) has indicated a significant amount of sediment has accumulated upstream of Sunset Hills Road. MSMD supports a proffer commitment to remove accumulated sediment in the area, as necessary, to restore the ground elevation to the as-built grade, from the toe of the Sunset Hills Road upstream approximately 50 feet, to ensure proper functionality of the private facility. The applicant has indicated in other correspondence that VDOT had recently removed the accumulated debris from the headwall of the Sunsets Hills Road culvert. The applicant has questioned the maintenance responsibility and scope of existing easements. If a detailed review of the applicable and available history and documentation determine sufficient property rights do not exist for the portion of the facility that is off-site of the application property, the applicant could still include, at the time of Site Plan, a commitment to provide limited maintenance of the on-site portion of the facility.

In general, Staff feels that the proposal meets stormwater criteria in Development Criterion 6 provided that the highlighted issues are addressed at site plan review.

Sanitary Sewer Analysis (Appendix 17)

The property is located in the Colvin Run Watershed, and would be sewered into the Blue Plains Treatment Plant. Adequate sanitary sewer capacity is available from an existing 8-inch line located on the property.

Fairfax County Public Schools (Appendix 18)

The proposed development would be served by Sunrise Valley Elementary School, Langston Hughes Middle School and South Lakes High School. Each of these schools is projected to be over capacity by the 2013-2014 school year. The total number of students generated by this development is anticipated to be 35: 19 elementary, 5 middle and 11 high school students. An appropriate contribution to offset the school impact of the proposed development would be $404,180 (35 students X $11,548 per student.) The applicant has proffered a contribution of $910 per multi-family unit to DPWES for transfer to the Fairfax County School Board with such sum to escalate from the date of rezoning approval to the date of payment by the increase in the CPI. This yields $466,830, based on the 513 units now shown on the CDP/FDP, which is slightly higher than Staff's request.

Fairfax County Park Authority (Appendix 19 for Analysis, see also TOD Guideline #15 in Appendix 9)

According to Fairfax County Park Authority calculations, the proposed development will add approximately 1,013 new residents to the current population of the Hunter Mill Magisterial District. The applicant proposes to provide on-site recreational amenities on Block 1 (Buildings 1 through 5) that include a swimming pool, game courts, turf areas, seating walls, running track, a full size basketball court and a public plaza in the center of the development. For Block 2 and Building 6, the applicant proposes to provide a swimming pool and other amenities on the rooftops. Based on the Zoning Ordinance Sections 6-110 and 16-404, a contribution of $1,500 per non-affordable dwelling unit (ADU) is required for outdoor recreational facilities to serve the development population. With 513 new non-ADUs proposed, the Ordinance-required amount to be spent on site is $769,500. The applicant has proffered to expend a minimum of $1500.00 per market-rate residential unit on such recreation facilities. Prior to final bond release for any site plan including a residential building, the balance of any funds not expended on-site would be contributed to the Fairfax County Park Authority for the provision of recreation facilities located in proximity to the Property. The applicant also proffered to provide the amenities shown on Sheet 9 of the CDP/FDP, including a swimming pool, an activity court and a jogging trail.

Issue: Fair Share Contribution

County policy states that development should offset its impact on parks and recreation through a Fair Share contribution. Staff feels that this Fair Share contribution policy was developed to quantify impacts on the most typical park and recreation facilities and excludes parkland costs. Parks are a major contributor to the County's quality of life that has enormous economic, social and health benefits to its residents. This County policy is in place to sustain the park system as growth occurs. Staff requested for a Fair Share contribution of $893 per resident and $0.27 per square foot of commercial space. However, no commitments have been made at this time. Staff will continue to work with the applicant to address this issue.

Affordable Housing (Appendix 20 for Analysis; see also TOD Guideline #5 and Residential Development Criteria #7 in Appendix 9.)

This Criterion states that a goal of Fairfax County is to ensure an adequate supply of housing for low- and moderate-income families, those with special accessibility requirements, and those with other special needs. This Criterion may be satisfied by the construction of units, dedication of land, or by a contribution to the Housing Trust Fund.

The Comprehensive Plan specifically encourages the provision of workforce housing as part of the residential component of the development. The applicant has proffered to provide Workforce Housing Units (WFH) on the Property in an amount equal to twelve percent (12%) of all dwelling units to be constructed on the Property to provide housing opportunities to households whose income does not exceed one hundred twenty percent (120%) of the Area Median Income (AMI) for the Washington Standard Metropolitan Statistical Area, as specified annually by the Department of Housing and Urban Development (HUD.) These units would be administered as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007.

Staff feels that while this commitment satisfies Development Criterion 7, it would be highly desirable to achieve a higher percentage closer to a Metro station (see the December 16, 2009 Memo from the Department of Housing and Community Development (HCD) in Appendix 20.) Staff strongly believes that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. A critical aspect of the vision for Reston is to provide housing choices that ensure that a population with a variety of income levels has the ability to live and work in Reston and benefit from transit-oriented development. As the Tysons Land Use Citizens Task Force is suggesting for the Tysons Corner transit station areas, the provision of 20% affordable housing may be more appropriate for this project. In addition, the greatest need is to serve low and moderate income households; however, this project is anticipated to be of a building type (6 or more stories) that is not subject to the Affordable Dwelling Unit Ordinance. As such, Staff recommends that the applicant proffer to serve those at up to 80% of the area median income and that a portion of the affordable units be proffered to serve those at or below 60% of the area median income. Staff will continue to work with the applicant to address this issue.

Heritage Resources (Development Criterion #8)

This Criterion requires that developments address potential impacts on historical and/or archaeological resources through research, protection, preservation, or recordation.

No potential for historic or archaeological resources has been identified on the subject property.

ZONING ORDINANCE PROVISIONS (See Appendix 21)

Conformance with PDC District Regulations

The PDC District is established to encourage the innovative and creative design of commercial development. The district regulations are designed to accommodate

preferred high density land uses which could produce detrimental effects on neighboring properties if not strictly controlled as to location and design; to insure high standards in the lay-out, design and construction of commercial developments; and otherwise to implement the stated purpose and intent of this Ordinance.

Article 6

Sect. 6-206 of the Zoning Ordinance sets forth the use limitations for the PDC District. Below is a listing of the use limitations for all developments in the PDC District and a discussion of how the proposed development addresses them:

- Meet the standards of 16-101 (General Standards) and 16-102 (Design Standards.) *This issue is discussed below under the headings, "Section 16-101, General Standards" and "Section 16-102, Design Standards."*

- Comply with the performance standards of Article 14, relating to lighting and noise. *The proposed development will be required to demonstrate compliance with these standards at the time of site plan approval.*

- Use the standards of Article 8 or 9 to evaluate uses categorized as Special Exception uses. *Any of the uses not established in the proffers and allowed in the District by-right may be permitted with approval of a final development plan amendment, special exception or special permit, as applicable.*

- Secondary uses shall only be permitted in a PDC District which contains one or more principal uses. *The proposed development in the PDC District contains several primary uses (retail and office), in addition to the secondary uses.*

- Secondary uses shall be designed to protect the character of the adjacent properties. *All secondary uses on the site shall have their uses completely enclosed within buildings. However, eating establishments on the public plaza may have outside tables and seating as long as it does not interfere with the pedestrian movements along the sidewalks.*

- Provide signage in accordance with Article 12. *The applicant has proffered to provide signage in accordance with Article 12.*

- Fast food restaurants shall be permitted only if there is no separate entrance into the site for the use and the use is safely and conveniently accessible from surrounding uses via clearly defined pedestrian circulation system. *All eating establishments will be located internal to the site, with no additional entrances into the site that solely serves any fast food use.*

- New vehicle storage shall be permitted when the spaces being used are in

excess of the required parking, and internal vehicle circulation within the parking structure shall not be hindered by the new vehicle parking. *The proffers do not speak to new vehicle storage. The applicant will be required to meet this standard.*

Lot Size Requirements (Sect. 6-207)

Par. 1 of Sect. 6-207 requires that all development within the PDC Districts have a minimum district size of 100,000 sq/ft of GFA. The subject site for the PDC District is 12.47 acres. Par. 2 requires that a minimum 200 SF privacy yard be provided for each single-family attached dwelling; since this development does not contain any single-family attached dwelling units, this requirement is not applicable.

Bulk Regulations (Sect. 6-208)

Maximum Building Height

Par 1 indicates that the maximum building height would be controlled by the standards set forth in Part 1 of Article 16, which is discussed below.

Maximum Density

Par. 3 of Sect. 6-208 states that the maximum floor area ratio for the PDC District is 1.5, and may be increased by the Board, in its sole discretion, up to a maximum of 2.5. The Comprehensive Plan recommendation is for a mixed use development with a maximum FAR of 2.5. According to the proffers, the maximum gross floor area ("GFA") that may be constructed on the property will be 1,282,614 (2.36 FAR), exclusive of any bonus density associated with providing workforce housing. As previously discussed, a critical aspect of transit oriented development is to provide housing choices that ensure that a population with a variety of income levels have the ability to live and work near the Metro station and benefit from transit-oriented development. Sheet 2 of the CDP/ FDP indicates that the overall gross floor area would increase to 1,344,180 (2.47 FAR) with bonus density resulting from the provision of 12% workforce housing. However, Staff continues to work with the applicant to achieve additional workforce housing above the proffered 12%, which would result in an overall FAR including bonus density that would be slightly over 2.5 FAR. Section 6-208 indicates that the maximum floor area ratio permitted may exclude the floor area for affordable and bonus market rate dwelling units provided in accordance with Part 8 of Article 2, and the floor area for proffered bonus market rate units and/or bonus floor area, any of which is associated with the provision of workforce dwelling units. Thus, staff feels that any additional workforce housing and associated bonus density would satisfy this requirement, provided that it is administered as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007.

Open Space (Sect. 6-209)

The open space regulations require that fifteen percent (15%) of the gross area in the PDC District be open space and that recreational amenities be provided in accordance with the Planned District regulations (minimum expenditure of $955 per unit.)

According to the CDP/FDP, 20% open space will be provided. As discussed earlier in this report, this open space would consist of a central plaza and smaller open space areas. As discussed previously, the applicant has proffered to expend a minimum of $1500 per market-rate dwelling unit for on-site recreational facilities, including a jogging trail, pools, club rooms and indoor exercise facilities; this expenditure satisfies the minimum Ordinance requirement. As previously discussed, Staff believes that a PDC District and a TOD development should be expected to provide for a higher level of amenity in order to achieve the high quality design standard envisioned. Staff is continuing to work with the Applicant to address this concern.

Article 16, Sects. 16-101 and 16-102

All planned developments must meet the general standards specified in Section 16-101 of the Zoning Ordinance.

General Standard 1 requires substantial conformance with the Comprehensive Plan. Staff feels that the proposal generally meets the intent of the site specific Plan text for the recommended mix of uses, building heights, parcel consolidation, streetscaping, and architecture but does not meet Policy B from Objective 13 of the Environment Section of Policy Plan. As previously discussed, the applicant failed to conform to this Comprehensive Plan policy because the applicant continues to reference specific versions of LEED for new construction, to maintain an "Owner's Option" which would weaken the commitment to designing the proposed new buildings to the appropriate level of LEED certification, and to modify the escrow commitments for the residential and hotel buildings, which weakens the commitment to seek LEED certification. In the Environmental and Transportation Analysis, Staff identified these problems and recommended solutions which could address this standard; Staff continues to work with the Applicant to resolve this issue.

General Standard 2 requires that the design of the proposed planned development result in a more efficient use of the land and in a higher quality site design than could be achieved in a conventional district. The Comprehensive Plan recommends mixed use development with a residential component, with a maximum FAR of 2.5. Implementation of this recommendation would require approval of a "P" District, as neither the residential component of the mix, or the

maximum FAR could be achieved in a conventional district. Staff feels that the proposed development provides an opportunity for high quality site design and that a PDC District is an appropriate zoning designation for this site.

General Standard 3 requires that the design of the proposed development protect and preserve the natural features on the site. Since the majority of the site is impervious surface with Block 1 developed as a Park and Ride lot and Block 2 developed with an existing office building and parking garage, this standard is not applicable with this redevelopment.

General Standard 4 requires that the proposed development prevent substantial injury to the use and value of the existing surrounding development. Staff does not feel that the proposed development would prohibit the redevelopment of any of the adjacent properties in conformance with the Comprehensive Plan recommendations. The applicant would provide a much needed second access road (Reston Station Boulevard/Comstock Metro Center Drive) to the Reston Metro Station at Wiehle Ave and has committed to provide the means for inter-parcel access to properties near Building 6 and potential above grade connections to the public plaza from the north and west of Block 1. The applicant has also proffered to provide public access easements on the roads, sidewalks and plaza. Staff feels that the proffers facilitate future consolidations with the surrounding development, which satisfy this standard.

General Standard 5 requires that the planned development be located in an area where transportation, police, fire protection and other public facilities are available and adequate for the proposed use. As previously discussed, staff feels that generally, there are adequate facilities near the subject property and that the proffers provide additional commitments to address transportation needs. However, as discussed specifically in the Park Analysis, there is a need for the applicant to offset the proposed impact on Fairfax County parks and recreation through a Fair Share contribution. No commitments have been made at this time and staff continues to work with the applicant.

General Standard 6 requires that the planned development coordinate linkages among internal facilities and services as well as connections to major external facilities. As previously discussed in the Land Use and Transportation Analysis, the applicant has made several commitments to facilitate the integration of necessary Metro related facilities with transit-oriented development. Nevertheless, FCDOT noted that the proposed vehicular access to the public plaza would be problematic and recommended additional measures to strictly limit vehicular access to the public plaza, which the applicant is strongly encouraged to address.

All planned developments must meet the design standards specified in Section 16-102 of the Zoning Ordinance.

Par. 1 states that, at the peripheral lot lines, the bulk regulations, landscaping and screening for the proposed development should generally conform to the provisions of the most comparable conventional district. The PDC District bulk regulations require:

- The building heights and yard requirements be controlled by the provisions of Article 16; and
- A maximum floor area ratio (FAR) of 1.5 which may be increased by the Board, in its sole discretion, up to a maximum of 2.5.

The proposed overall FAR is 2.5, including bonus density associated with the provision of 12% workforce housing. As previously discussed, staff continues to work with the applicant to provide additional workforce housing above the proffered 12%, which would be administered as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007 and which could result in an overall FAR including bonus density slightly over 2.5 FAR. The building heights and yard requirements, as controlled by Article 16, would require the development to be generally in conformance with the R-30 and/or C-5 regulations (the most comparable conventional districts). Although the setbacks proposed with this project are significantly less than those which would be required by a conventional district, Staff believes that they are both appropriate and necessary to achieve the urban, street-oriented, pedestrian friendly development envisioned by the Plan.

In addition, the Building Data Chart in the proffers (and on Sheet 2 of the CDP/FDP) shows maximum building heights for all buildings that are consistent with the Comprehensive Plan recommendation. As previously discussed, the proposed heights for Buildings 1 through 5 would be 65 feet taller than the Comprehensive Plan recommendations. Staff indicated that this additional height was acceptable due to the proposed location of the Metro facilities below the public plaza platform and Buildings 1 through 5. The applicant has proffered to the building heights shown on the Building Data Chart in the proffers and to measure the building heights for Building 1 through 5 from the public plaza elevation, which is approximately 412 feet above sea level. With these proffers, Staff feels that this standard would be satisfied.

Par. 2 states that open space, parking, loading, sign and other similar regulations shall have application in all planned developments. The application includes 20% open space, which is slightly in excess of the open space requirement of 15% for the PDC District (approximately 27,000 sf or about 0.62 acre over the minimum requirement.) In addition, the Zoning Ordinance requires 3,725 parking spaces for the proposed uses on the subject property and the development agreement between the applicant and the County requires 2,300 parking spaces for the Metro

station. The applicant proposes to provide 6,027 total spaces. The applicant has also agreed to reduce its parking supply below County code requirements through seeking approval of a parking reduction and shared parking petition. With the exception of the requested modification of the loading requirement described below, all other applicable Zoning Ordinance provisions have been satisfied.

Par. 3 states that street systems should be designed to generally conform to the provisions of the Zoning Ordinance and should offer convenient access to mass transportation, recreational amenities and pedestrian access. Staff feels that this standard has been satisfied through the proposed transportation improvements associated with the development. Pedestrian access to the Metro station would be provided through a series of proposed sidewalks shown on the CDP/FDP and the applicant has proffered to provide public access easements on the public plaza leading to the Metro.

Waivers/Modifications:

Waiver of the 75' setback requirements for non-residential uses abutting principal arterial highways as required by Section 2-414.1.B of the Fairfax County Zoning Ordinance. (The commercial uses impacted by this restriction are office and retail uses located above the County owned garage and located approximately 30 feet from the Dulles Airport Access Road and Toll Road.)

The applicant is requesting a waiver of the 75' yard regulation abutting the Dulles Airport Access Road and Toll Road frontage. The applicant proposes to locate two office buildings located within this 75' setback. The applicant's noise study shows that the location of the office buildings would actually aid in the mitigation of some of the noise impacts to the public plaza from the Dulles Airport Access Road and the rail line. Staff supports the requested waivers as the impacts will be minimal and it is critical to the functioning of this development that it be located as close as possible to the Metro Station.

Modification of the loading requirement in favor of the loading spaces provided on the CDP/FDP.

The applicant proposes 1.28 million square feet of development without bonus density (1.34 million square feet with bonus density) resulting from the provision of 12% workforce housing on the subject property. The applicant has requested a modification of the minimum loading space requirements set forth in Section 11-203 of the Zoning Ordinance. Given the mix of uses proposed for the site and in order to reduce conflicts with pedestrian circulation throughout the site, the applicant requests to reduce the overall number of loading spaces on the site to 9 spaces. Block 1 would be provided with 6 loading spaces and Block 2 with 3 spaces. Staff recommends that this request be approved.

Waiver to locate underground facilities in a residential area for Reston Metro Station at Wiehle Ave (PFM Section 6-0303.8), subject to Waiver #2615-WPFM-002-1 Conditions dated February 12, 2010 (contained in Appendix 16 as Attachment A.)

The applicant requests permission to control stormwater by using underground detention in a residential development. The applicant proposes three underground detention facilities; one located underneath Building 4 on Block 1, one located underneath a paved surface to the west of Building 8 on Block 2 and one located underneath a paved surface to the south of Building 7. This constitutes a waiver of PFM Section 6-0303.8, which regulates use of underground SWM facilities located in residential developments. The applicant believes that given the size of the site and the nature of development proposed, underground facilities are appropriate in this instance. The applicant has proffered to provide stormwater management as depicted on the CDP/FDP and all applicable provisions of the County's PFM. DPWES recommends that the Board approve the waiver to locate underground facilities in a residential area for Reston Metro Station at Wiehle Ave, subject to Waiver #2615-WPFM-002-1 conditions dated February 12, 2010, as contained in the Appendix 16.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant proposes to rezone 12.47 acres from the I-4 District to the PDC District to permit a Transit-oriented Development (TOD) within a ¼ mile of the Reston Metro Station at Wiehle Avenue in the Hunter Mill District. The applicant's proposal is unique in its combination of the use of a County owned parcel to facilitate TOD by integrating proposed public Metro rail facilities with a private mixed use development. The applicant was selected by the County pursuant to a competitive bidding process and has entered into a public-private partnership through the Public-Private Education Facilities and Infrastructure Act of 2002 (56-575.1-575.16) (PPEA) to initiate a TOD in conjunction with the opening of the Reston Metro Station at Wiehle Avenue in 2013. On June 2, 2009, the Fairfax County Board of Supervisors approved a long term lease of 99 years to the Applicant as well as a development agreement for a joint TOD development.

The proposed TOD development would consist of residential, office, hotel, and retail uses integrated with Metro rail facilities including a 2,300 space above and below grade County owned public parking garage; 12 bus bays; a 45 parking space Kiss and Ride area; and secure bicycle storage facilities for approximately 150 bikes. The overall development would occur in phases and would primarily include 1.28 million square feet of development without bonus density (1.34 million square feet with bonus density resulting from the provision of 12% workforce housing) in two blocks, with several development options. Block 1 would consist

of approximately 979,096 square feet of mixed use development located on the County Parcel above the Metrorail facilities and Block 2 would consist of approximately 305,518 square feet on the Comstock Parcel. Approximately 61,565 square feet of bonus density associated with workforce housing would also be located on Block 1. The overall FAR on both Blocks is proposed to be approximately 2.5, including bonus density associated with the provision of 12% workforce housing.

Although the applicant has worked with Staff to resolve many of the issues originally identified with the application, a number of significant concerns remain which Staff believes must be resolved prior to the approval of the application.

- The need for stronger/more specific restrictions on vehicular access to the public plaza, as well as a clear definition of where access can and will be restricted during special events. The primary focal point of this development is intended to be the central plaza located in Block 1. However, without adequate restrictions on vehicular access in this area, its appeal as a gathering spot and recreational opportunity for the public is greatly diminished, if not destroyed.
- Green Buildings: Although the Applicant's commitments concerning Green Buildings are somewhat improved, as discussed in the analysis there are three remaining issues which must be revised before Staff can find this application in compliance with the Policy Plan and consistent with commitments received from other developers. (Need to omit the reference to a specific edition of LEED which could become obsolete; need to provide for an independent USGBC review; and need to release the green building escrow into a County fund, rather than back into the project.)
- The need to revise the proposed TDM commitments as recommended by Staff to provide for effective penalties in the event that the development fails to achieve the TDM targets.

In addition to these critical concerns, a number of points have been raised which Staff believes would be highly desirable for the applicant to address; these include:

- Provision of additional definition within the Design Guidelines; especially as they pertain to temporary treatments along the plaza and walkways during the initial phases of development.
- Provision of additional commitments to/definition of methods to address the concerns raised by the shadow study.
- Provision of additional public open space and recreational amenities.
- Need to revise the noise attenuation proffer to ensure that proposed attenuation measures and phasing will be adequate and that no residential development will occur in areas which exceed 75dBa Ldn as recommended by the Comprehensive Plan.
- Offset of demand for public parks and recreational facilities through a Fair Share contribution and/or provision of in-kind public improvements.
- Inclusions of a commitment to provide additional WFH units above the

minimum 12% in recognition of the County's TOD goals and the unique opportunity provided by this high density, mixed use project.

Staff will continue to work with the applicant to address these deficiencies and strongly recommends that the proffer language be revised to clarify and address the outstanding concerns discussed in this report. Without the submission of revised proffers, Staff feels that the proposed applications as currently submitted would not be in harmony with the recommendations of the Comprehensive Plan, or in conformance with the applicable Zoning Ordinance provisions, and cannot recommend approval.

Staff Recommendations

Staff recommends denial of RZ 2009-HM-019 as submitted; however, if it is the intent of the Board of Supervisors to approve RZ 2008-HM-019, Staff recommends that such approval be subject to proffers consistent with those contained in Appendix 1.

Staff recommends denial of FDP 2009-HM-019 as submitted; however, if it is the intent of the Planning Commission to approve FDP 2009-HM-019, Staff recommends that such approval be subject to development conditions contained in Appendix 2.

It should be noted that it is not the intent of Staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. It should be further noted that the content of this report reflects the analysis and recommendation of Staff; it does not reflect the position of the Board of Supervisors.

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

APPENDICES

1. Draft Proffers RZ 2009-HM-019
2. Proposed Final Development Plan Conditions FDP 2009-HM-019
3. Affidavit
4. Statement of Justification
5. Federal Transit Administration Amended Record of Decision
6. SE 2008-HM-038 Conditions
7. Board Matter
8. Plan Citations, Land Use Analysis
9. Residential Development Criteria and Transit-Oriented Development Guidelines
10. Environmental Analysis

11. Urban Forest Management Analysis
12. FCDOT and VDOT Transportation Analysis
13. Fire and Rescue Analysis
14. Water Service Analysis
15. Stormwater Management Analysis
16. DPWES Analysis of Waiver #2615-WPFM-002-1 Request
17. Sanitary Sewer Analysis
18. Schools Analysis
19. Park Authority Analysis
20. Housing and Community Development Analysis
21. Applicable Zoning Ordinance Provisions
22. Glossary of Terms

Board of Supervisors of Fairfax County;
11465 SH I, LC
RZ 2009-HM-019
Tax Map 17-4((01))-17A and 17-4-((24))-3

PROFFER STATEMENT

September 30, 2009
November 10, 2009
December 3, 2009
January 14, 2010
January 28, 2010
February 1, 2010
February 15, 2010
March 2, 2010

Pursuant to Section 15.2-2303A of the Code of Virginia, 1950, as amended, and Section 18-204 of the Zoning Ordinance of the County of Fairfax (1978, as amended) ("Ordinance"), subject to the Board of Supervisors' approval of the requested Rezoning Application ("Rezoning") and Conceptual Development Plan ("CDP"), the "Owners" (as defined in Paragraph 1 below), for themselves and their successors and assigns hereby proffer the following conditions ("Proffers"). The "Property" that is the subject of these Proffers is identified on the Fairfax County Tax Maps as 17-4-((01))-17A and 17-4-((24))-3. These Proffers, if accepted by the Board of Supervisors, supersede all prior proffers applicable to the Property.

PREAMBLE

1. Overview of Proposed Development. The Property includes (i) an existing park and ride lot owned by the Board of Supervisors of Fairfax County, Virginia, a body corporate and politic, in its proprietary capacity and not in its governmental or regulatory capacity (the "County Parcel Owner") consisting of 8.99078 acres of land and identified as Tax Map 17-4((01))-17A (the "County Parcel") and (ii) a parcel improved with an office building and associated structure parking owned by 11465 SH 1, LC ("Comstock Parcel Owner") consisting of 3.48391 acres of land and identified as Tax Map 17-4((24))-3 (the "Comstock Parcel"). Comstock Reston Station Holdings, LC ("Comstock Reston Station") has leased the County Parcel from the County Parcel Owner pursuant to that certain Deed of Lease dated June 1, 2009. The County Parcel Owner, Comstock Reston Station (in its capacity as a long term ground lessee) and Comstock Parcel Owner are hereinafter referred to collectively as the "Owners".

   Additionally CRS Construction Services, LC ("CRS") and the County Parcel Owner have entered into a Metrostation Facilities Development Agreement dated June 1, 2009 (as it may be amended from time to time with the consent of the County Parcel Owner, the "Development Agreement") pursuant to which CRS will construct for the County Parcel Owner a structured public parking garage,

including approximately 2,300 parking spaces and 8 motorcycle spaces (the "Parking Facilities"), at least a 45 parking space kiss and ride facility (the "Kiss and Ride Facilities"), bus facilities (including approximately 10 bus bays and associated facilities) (the "Bus Facilities"), and secure bicycle storage facilities for approximately 150 bikes and associated amenities (the "Bicycle Storage Facilities"). The Parking Facilities, Kiss and Ride Facilities, Bus Facilities and Bicycle Storage Facilities, together with the other elements comprising the Metrostation Facilities to be designed, developed and constructed in accordance with the Development Agreement, are sometimes collectively referred to as "Metrostation Facilities".

Pursuant to the Deed of Lease it is intended that Comstock Reston Station shall have the right to develop a mixed use development on the County Parcel above the Metrostation Facilities which development may include office, multi-family residential, retail and hotel.

I. CONCEPTUAL DEVELOPMENT PLAN/FINAL DEVELOPMENT PLAN

2. Substantial Conformance. Development of the Property shall be in substantial conformance with the Conceptual/Final Development Plan entitled "Conceptual Development Plan/Final Development Plan for Reston Station" prepared by Urban, Ltd. dated June, 2009, last revised March 2, 2010 ("CDP/FDP"). The County Parcel is designated as Block 1 on the CDP/FDP and the Comstock Parcel is designated as Block 2 on the CDP/FDP. Development of the Metrostation Facilities in accordance with the Development Agreement shall be deemed to be in substantial conformance with the CDP/FDP and in the event of any conflict between the Metrostation Facilities as shown on the CDP/FDP and those approved by the County Parcel Owner under the Development Agreement, the Development Agreement shall control, provided the height, points of access and setbacks from peripheral lot lines of the Metrostation Facilities are in substantial conformance with the CDP/FDP.

3. Elements of CDP. Notwithstanding the fact that the Conceptual Development Plan and Final Development Plan are presented on the same plan, the elements that are components of the Conceptual Development Plan are limited to the points of access, the general location of the buildings, public and other uses, public access easements, building heights, open space areas, limits of clearing and grading, and setbacks from peripheral lot lines and only a future amendment to such elements shall require a subsequent Conceptual Development Plan Amendment ("CDPA").

4. Modifications. Minor modifications to the CDP/FDP may be permitted pursuant to Paragraph 4 of Section 16-403 of the Zoning Ordinance, including the right to (i) alter building envelopes sizes within the platform of the parking structures or areas that are currently covered with impervious surface in Blocks 1 and 2, (ii) make minor modifications to the plaza provided the overall character and general

location of such plaza is generally as set forth on Sheets 5 and 11 of the CDP/FDP, and (iii) adjust pedestrian and vehicular circulation areas provided the overall character, functionality, major entrance and exit points and general location of such areas are generally as shown on Sheets 12, 20 and 20A of the CDP/FDP, and provided following any of the modifications set forth in (i), (ii) or (iii) above, the minimum open space shown on Sheet 2 of the CDP/FDP is provided.

5. Land Uses, Gross Floor Area and Building Heights.

A. Land uses, gross floor area and building heights shall be in accordance with the "Building Data Chart" below, which also appears on Sheet 2 of the CDP/FDP. The Owners, in their sole discretion, shall determine the final use, gross floor area and building height of a building in accordance with the limitations set forth in the following chart.

BUILDING DATA CHART

Building Number	Preliminary Individual Average Grade	Max Building Height	Min Height above Plaza	Primary Uses	Primary Use Max GFA	Primary Use Min GFA	Approx. Lobby GFA	Secondary Use **	Secondary Use Max GFA	Secondary Use Min GFA	Building Maximum Total	Building Minimum TOTAL
Block 1:												
1	n/a	*205'	135.0'	Office	330,000	180,000	3,000	Retail	25,000	10,000	358,000	193,000
											-	-
2	n/a	*205'	50.0'	Office	275,000	150,000	3,000	Retail	23,000	10,000	301,000	163,000
											-	-
3	n/a	*205'	135.0'	Office	275,000	150,000	3,000	Retail	12,000	5,000	290,000	158,000
											-	-
4	n/a	*205'	150.0'	Residential	435,000	320,000	5,000	Retail	55,000	5,000	495,000	330,000
											-	-
5	n/a	*205'	50.0'	Hotel/ Residential	168,000	-	3,000	Retail	35,000	15,000	206,000	18,000
											-	-
6	398.0'	140'	n/a	Residential	240,000	80,000	3,000	Retail	17,000	3,500	260,000	86,500
Block 2:											-	-
7	361.0'	140'	n/a	Office/ Residential	180,000	-	3,000	Retail	10,000	4,500	193,000	-
											-	-
8	363.0'	140'	n/a	Office	155,000	75,000	existing	Retail	15,000	5,000	170,000	75,000
Notes												

* Above Plaza, all other buildings measured from average grade plane
** Retail designation includes all Non-Principal uses as defined in Proffer 8
*** Option of Block 2 Owner to transfer up to 228,000 gross square feet from Block 2 to Block 1

B. Any bonus density associated with the provision of workforce dwelling units in accordance with Proffer 41 may be allocated to any use category. If such bonus density is applied to residential use, the Owners shall be entitled to one bonus market rate unit for each unit of work force housing provided. If such bonus density is applied to non-residential use, the Owners shall be entitled to one bonus square foot of gross floor area for every square foot of work force housing provided.

C. If at any time a site plan is approved by the County for a hotel within 1/2 mile radius of the Property as such radius is shown on Exhibit D, or at any time after ten (10) years following the approval of this rezoning application by the Board of Supervisors, the Owners may convert Building 5 to residential or allocate any of the undeveloped Building 5 square footage as permitted on the chart above and on Sheet 2 of the CDP/FDP, provided it results in no more than 50% of the total permitted gross floor area on the Property being devoted to office use.

6. Maximum Density. The maximum gross floor area ("GFA") that may be constructed on the Property shall be 1,282,614, exclusive of any bonus density associated with providing workforce housing. The Owners reserve the right to construct a lesser amount of GFA provided that when all the buildings depicted on the CDP/FDP are constructed at least thirty seven and one-half percent (37.5%) of the GFA within Block 1 and Block 2 must be residential, provided in the event the Block 1 parcel north of Reston Station Boulevard (Building 6) is severed from these Proffers pursuant to a subsequent legislative action by the Board of Supervisors, such 37.5% residential minimum shall be reduced to 28%. Notwithstanding anything set forth in the Building Data Chart in no event may more than 50% of the total permitted gross floor area be used for office use provided in the event the Block 1 parcel north of Reston Station Boulevard (Building 6) is severed from these Proffers pursuant to a subsequent legislative action by the Board of Supervisors, such 50% office maximum shall be increased to 59.5%. Each site plan for the Property submitted to the County shall include a tabulation setting forth the total GFA for which site plans have been previously approved on the Property and the uses comprising such GFA.

7. Building Heights. Building heights for each building shall not exceed the maximum or be less than the minimum building heights shown in the "Building Data Chart" set forth in Proffer 5.A. and on Sheet 2 of the CDP/FDP as "Maximum Zoning Height", except in connection with the use of residential bonus density which would permit additional building height to accommodate such residential bonus units. The building heights permitted and shown on the Building Data Chart shall be measured from the Plaza elevation, which is approximately 412 feet above sea level. Building Heights shall be exclusive of those structures that are excluded from the maximum height regulations as set forth in Section 2-506 of the Zoning Ordinance, including, for example,

penthouses and other rooftop structures used for common amenity space, exercise rooms, meeting rooms and similar facilities. Such penthouses and other rooftop structures permitted under Section 2-506 of the Zoning Ordinance may be constructed to a height twenty (20) feet from the roof level of the top floor of the building below to the top of the penthouse/rooftop structure roof. All building penthouses/rooftop structures shall be integrated into the architecture of the building below. Notwithstanding the foregoing, however, nothing shall preclude the Applicant from constructing temporary buildings to a lesser building height than that which is represented on the Building Data Chart, such as those temporary buildings permitted on the Plaza and on the parcel in Block 1 north of Reston Station Boulevard.

8. Phasing.

A. Build-out of the Property may proceed in phases. The FAR and percentage of use constructed within a respective phase of the project may exceed the maximum density and percentage of use limitations set forth in Proffer 5 above so long as (i) such maximum density limitations are not exceeded over the entirety of the Property and (ii) such maximum percentage of use limitations are not exceeded at full buildout of the property. The creation of the Plaza (as defined in Proffer 39 herein), open space areas and associated improvements may occur in phases, concurrent with the phasing of development/construction on the Property. As such, the total area of open space provided at any given phase of development shall not be required to be equivalent to the twenty percent (20%) overall open space required at project completion; provided that the total combined open space at the completion of all development shall satisfy the overall open space requirement as shown on the CDP/FDP. The timing for the construction of the Metrostation Facilities is as set forth in the Development Agreement. Attached as Exhibit C to the Proffers is an illustrative phasing plan for the buildings and associated parking that shows how the buildings and associated parking might develop over time. Such illustrative phasing plan is subject to modification by the Owners and the Owners reserve the right to develop the buildings and associated parking in any order.

B. Interim Use of Building 6 Parcel. The portion of Block 1 located north of Reston Station Boulevard may be used for construction staging, construction and interim parking and construction/marketing/leasing offices prior to the construction of Building 6 as depicted on the CDP/FDP (the "Interim Uses"). During periods when such parcel will not be used for such Interim Uses for a period of two (2) years or more, the Owners agree to restore such areas, including reseeding any pervious surfaces, as appropriate and to maintain any impervious surfaces in a safe, clean and attractive manner, with screening surrounding all construction staging

areas to screen Reston Station Boulevard to the extent permitted by the Zoning Ordinance.

9. Retail and Non Principal Space. The Owners shall design and construct the Plaza level of the buildings to accommodate at least the minimum gross floor area of permitted principal and secondary uses other than the principal use of the building set forth in the Building Data Chart, including, but not limited, to business service and supply establishments, eating establishments, personal service establishments, financial institutions, retail sales (including grocery), pharmacies, health clubs, professional offices (including medical, insurance, financial services and similar professional offices) garment cleaning establishments, public uses, etc. (the "Non Principal Uses"), to have a floor to floor height of thirteen feet or greater and glass store fronts. In the event the Owners are unsuccessful in leasing such space for Non Principal Uses, the Zoning Administrator will permit such space to be utilized for the other Permitted Uses (set forth in Proffer 11), including the Principal Use in such building without requiring a PCA upon demonstration to the Zoning Administrator of good faith reasonable efforts to lease such space for Non Principal Uses. Subject to the total cap on retail gross floor area (including any permitted reallocation), Owners may develop retail and other Non Principal Uses on the Plaza level, along the travel ways (including Reston Station Boulevard, Wiehle Avenue, Reston Metro Center Drive, Comstock Metro Center Drive, Sunset Hills Road and the Dulles Airport Access/Toll Road), and the first two occupied floors of any building above its associated parking structure and on the top floor of any building.

10. Density Credit. Density credit shall be reserved for the Property as provided by Section 2-308 of the Zoning Ordinance for all dedications described herein and/or as shown on the CDP/FDP or as subsequently made at the time of site plan approval or otherwise.

II. PERMITTED USES

11. Permitted Uses.

A. The principal and secondary uses which shall be permitted are all of the principal and secondary uses allowed in the PDC District, except as set forth in paragraph B below.

B. The following uses shall not be permitted: (i) commercial outdoor swimming pools, tennis courts and similar courts (provided non-commercial pools and courts that are accessory to a permitted use are permitted) and (ii) single family attached dwellings. The following uses shall not be permitted unless an FDPA or Special Exception is obtained: (i) child care centers and nursery schools (ii) private schools of general

education and (iii) churches, chapels, temples, synagogues and other such places of worship with a child care center or nursery school.

C. The permitted principal and secondary uses shall not result in any additional buildings beyond those represented on the CDP/FDP. However, the Owners reserve the right to (i) establish Group 8 Temporary Uses, including the hosting of special events on the Plaza and construction and sales/marketing trailers, in Blocks 1 and 2 of the CDP/FDP on an interim basis all without the necessity of an amendment to the CDP/FDP or Proffers if such do not alter the limits of clearing and grading including, but not limited to, as contemplated in Proffer 11.D. below.

D. PDC "Temporary Uses" Permitted Without a Temporary Special Permit.

- Festivals, fairs or similar activities, as defined in Paragraph E below
- Farmers' Markets
- Promotional activities of retail merchants, hotel operators and office tenants, both on an individual and collective basis
- Sales, marketing and rental offices

E. Festivals, Fairs or Similar Activities. The Owners shall be permitted to provide on the subject Property festivals, fairs, contests, sports events, music, theatrical and other performances, public gathering functions or similar activities including, without limitation, farmers' markets, without the need for issuance or approval of a "Temporary Special Permit" in accordance with the following provisions:

i. Maximum of 104 events per year;

ii. May be provided with or without admission or other fees provided at least ten percent (10%) of any fees received by the Owners shall be donated to the Institute for Public Art in Reston ("IPAR") or a similar non profit, community based or charitable organization as determined by the Owner receiving such fees and provided no such restricted admission events shall prevent or unreasonably inhibit access to and from the Metrostation Facilities from the Plaza;

iii. Sponsored by the Owners, or their designee, a civic organization, public entity including the Fairfax County Park Authority ("FPCA"), local chamber of commerce, charitable organization, service club, non-profit, or similar entity;

iv. Complies with all Health Department regulations;

v. The Owners reserve the right to periodically close the Plaza provided no such closure shall prevent or unreasonably inhibit access to and from the Metrostation Facilities from the Plaza.

F. Unmanned Freestanding Automatic Teller Machines. The Owners shall be permitted to install up to five free-standing, unmanned bank teller (aka "ATM") machines on the Property; the footprint of each such ATM shall not exceed sixteen (16) square feet or any larger industry standard size in the event industry standard sizes change. ATMs shall NOT be counted toward the maximum amount of retail or non-residential GFA permitted on the Property referenced below. ATMs may be located in kiosks or in building facades in a manner that does not interfere with pedestrian movements or safety. This limitation on free standing ATMs shall not preclude additional ATMs within buildings or on building facades.

G. Retail Kiosks/Movable Carts. The Owners shall be permitted to operate movable carts, which shall be defined as temporary, transportable kiosks that serve a retail purpose, provided the first ten (10) kiosks shall not be counted toward the maximum amount of retail or non-residential GFA permitted on the Property referenced below. Each kiosk/cart shall be no more than 120 square feet. One newsstand shall be permitted to be up to 1,500 square feet maximum size, which, if not portable, shall, not withstanding the first sentence of this Proffer 11.G., be counted against the maximum amount of retail or non-residential GFA permitted on the Property. Said carts may be located within plaza areas and garage areas, as determined by the Owners, provided that, cumulatively, said carts do not negatively impact streetscape views, do not interfere with pedestrian movements or safety and conform with the standards set forth in the "Design Guidelines", as described below.

H. Cellar Space. The Owners reserve the right to utilize cellar space constructed as part of the proposed development for all permitted uses; provided, however, that the Owners shall be required to provide parking for the Cellar Space in accordance with the requirements of Article 11 of the Zoning Ordinance, as qualified by these Proffers. Any Cellar Space in the buildings shall not contain habitable residential units.

III. TRANSPORTATION

12. Dedication/Reservation of Right-of Way/Interparcel Access/Public Access Easements/Phasing.

A. Dedication. The Owners shall dedicate to the Board of Supervisors fee simple right-of-way and/or grant easements necessary to allow for the construction of that portion of the improvements required in Proffers 14 and 15 to be constructed on the Property, as, and to the extent, shown on

Sheet 20 of the CDP/FDP. If, at the time of site plan approval for Reston Station Boulevard and/or Comstock Metro Center Drive, VDOT has determined that all or any portion of such roads satisfy VDOT criteria to be accepted into the state system as a public street, then such portion of those roads that meet such criteria shall be dedicated to the Board of Supervisors. Such dedication shall occur as part of the respective site plan approval that proposes such improvements. Should a road project in general conformance with these proffered improvements be constructed by the County or others in advance of such a site plan, the Owners shall dedicate fee simple right-of-way and/or easements from the Property upon demand of the County and/or VDOT as, and to the extent, shown on Sheet 20 of the CDP/FDP.

B. Reservation. The Owners shall reserve for the future widening of Sunset Hills Road the right-of-way shown on Sheet 20 of the CDP/FDP as well as any ancillary easements reasonably necessary to accommodate the road section shown on Sheet 20 at no additional cost to the County. Dedication of such right-of-way and grant of such easements shall occur at such time as the necessary engineering, funding and right-of-way and easements exist to permit the construction of Sunset Hills as a six (6) lane roadway with turn lanes from American Dream Way to Wiehle Avenue.

C. Interparcel Access. The Owners shall permit interparcel access between the portion of Block 1 located north of Reston Station Boulevard (Building 6) and the parcel immediately to the north of such property (tax parcel 17-4-((01))-17B) as shown on Sheet 20 of the CDP/FDP, subject to the owner of such northerly parcel entering into a construction, maintenance and indemnity agreement reasonably acceptable to the Owners and consistent with the Development Agreement and any maintenance agreements associated therewith. Such interparcel access easement shall be subject to a public access easement. The Owners agree to provide the necessary right-of-way or easement across the frontage of the Building 6 parcel to accommodate a right turn lane with construction by others.

D. Public Access Easements. The Owners shall grant public access easements for vehicles and pedestrians over any portion of Reston Station Boulevard, Comstock Metro Center Drive and Reston Metro Center Drive that are not publicly dedicated rights-of-way. Additionally, the Owners shall grant a public access easement over the travelways on the Plaza for both vehicular and pedestrian traffic and over certain other portions of the Plaza for pedestrian traffic including access to the bridge connecting to the metro station. The areas to be subject to the public access easements and the purpose of such public access easements shall be generally as shown on sheet 11B of the CDP/FDP. The form of such public access easements shall be reasonably acceptable to the County Attorney. Such public access

easement shall expressly permit (i) the temporary closure of all or a portion of the Plaza in connection with construction and special events and (ii) the uses contemplated on the Plaza pursuant to these Proffers and the CDP/FDP, including such uses as special events, public art, outdoor seating (including outdoor seating associated with restaurants), kiosks, etc., provided at all times (including during periods of temporary closure) access to the station platform is maintained. Any public access easements for pedestrians access that are underneath a building or garage shall be limited vertically in scope to the actual upper and lower area of such breezeway or similar pass through.

E. Transportation Phasing. The transportation improvements provided for in these Proffers shall be constructed in two phases, as such phases are indicated on Exhibit A as Phase I and Phase II. The Phase I Improvements shall be substantially complete and open to the public prior to the issuance of the Non RUP for the Metrostation Facilities, unless otherwise provided for in the Development Agreement or agreed to by the County. The Phase II Improvements shall be substantially complete and open to the public prior to the issuance of either a RUP or Non RUP for the first to occur of more than (i) 380,000 square feet of non residential uses, (ii) 575 residential units or (iii) a combination of 205,000 square feet of non residential uses and 275 residential units.

13. Right of Way Acquisition/Condemnation

A. The Metropolitan Washington Airports Authority ("MWAA") and/or County are responsible, at their sole cost and expense, for timely acquiring all off-site right of way and easements necessary for the construction of the "Record of Decision Improvements", as such improvements are set forth in Proffer 14 below.

B. Pursuant to the Development Agreement, the County, at its sole cost and expense, shall be responsible for timely acquiring all offsite right of way and easements necessary for the construction of (i) the "Additional Improvements", as such improvements are set in Proffer 15 below and (ii) the pedestrian improvements as such improvements are set forth in Proffer 17.

C. For any of the Additional Improvements or pedestrian improvements for which off-site right of way and/or easements are required, if, six (6) months subsequent to the initial request by the Owners to obtain the necessary right-of-way and easements (or such lesser time as the County may agree), the County, as and to the extent required by the Development Agreement, or the Commonwealth of Virginia are unable to bring about the dedication by others and the necessary right-of-way and easements, or to acquire by purchase the right-of-way or easements, then the Owners'

obligation to make such improvements shall be suspended provided such inability to construct such improvements shall not result in the suspension of or prevent the Owners' ability to develop the property.

In the event the County or the Commonwealth of Virginia are subsequently successful in acquiring the off-site right-of-way or easement, then the Owners shall construct the improvement(s) for which right-of-way or easements are available. It is expressly understood that in the event the County or the Commonwealth of Virginia abandons efforts or does not acquire the aforesaid right-of-way and/or easements by the date when the applicable improvement is to be substantially complete pursuant to Proffer 12.E. or 17.B as applicable, the Owners are relieved of any responsibility under this proffer to construct any off-site portion of the aforesaid transportation improvements specifically affected by the unavailability of the easements or right-of-way (with all associated bonds released) and the Owners shall escrow an amount (including required utility relocation costs if the project were undertaken as a public project) determined by DPWES, as appropriate, for any uncompleted portions of the transportation improvements. Such escrow to be posted when the applicable improvements are required to be built pursuant to the phasing set forth in Proffer 12.E. or Proffer 17.B. Such escrow shall be used by the Owners to construct transportation improvements, including pedestrian improvements, serving the Property as determined by the Owners, County, and VDOT (to the extent VDOT approval is required).

14. Construction of Record of Decision Improvements and Reston Metro Center Drive.

A. Record of Decision Improvements. The Owners shall construct (i) the Reston Station Boulevard and Comstock Metro Center Drive improvements as shown on Sheet 20 of the CDP/FDP and (ii) the other Record of Decision Improvements, as such improvements are set forth on Exhibit A as the "Record of Decision Improvements", as contemplated in the Development Agreement and as such improvements may be modified by agreement of the Owners, MWAA and the County. The agreed upon scope of the Record of Decision Improvements shall be substantially complete and open to the public prior to the issuance of the Non RUP for the Metrostation Facilities, unless otherwise provided for in the Development Agreement or agreed to by the County. The Record of Decision Improvements expressly include the traffic signals on Reston Station Boulevard and Reston Metro Center Drive. The Owners shall install the traffic signals on Reston Station Boulevard and Reston Metro Center Drive as shown on Exhibit A and shall modify the traffic signals at (i) Reston Station Boulevard and Wiehle Avenue and (ii) Comstock Metro Center Drive and Sunset Hills Road to accommodate the tie in of Reston Station Boulevard and Comstock Metro Center Drive, including new

and/or updated traffic control equipment, all as determined and approved by VDOT. The Owners shall provide necessary easements for signal control equipment over the Property. The County or MWAA shall be required to provide any offsite easements necessary for signal control equipment, at the County's or MWAA's expense, as contemplated in Proffer 13.A and 13.B. If Reston Station Boulevard is to be privately maintained, then the Road Maintenance Agreement described in Proffer 14.C. shall include maintenance of the signals installed on Reston Station Boulevard and such signals shall still be installed in accordance with VDOT standards to the extent practical. Following the installations of the signals at Reston Station Boulevard and Reston Metro Center Drive, the Owners shall, with each site plan for a new building in Block 1, analyze the signals on Reston Station Boulevard and Reston Metro Center Drive to evaluate the operation of these roadways and entrances. The purpose of this evaluation is to ensure that signal timing facilitates reasonable access to all of the uses in Block 1. If it is determined that changes to signal timing are necessary, the Owners shall implement such changes.

B. Public Road Option for Reston Station Boulevard and Comstock Metro Center Drive. Sheet 20 of the CDP/FDP shows Reston Station Boulevard and Comstock Metro Center Drive designed to VDOT public road standards (the "Public Road Option"). The Owners shall use good faith efforts to pursue the Public Road Option. In the event (i) VDOT indicates that the roads do not satisfy the VDOT criteria to be accepted into the state system as a public street, or (ii) if otherwise agreed to by the County, the Owners may design and construct Reston Station Boulevard and Comstock Metro Center Drive as a private road as shown on Sheet 20 (the "Private Road Option"). Modifications to the Public Road Option and the Private Road Option may be permitted by the County, including as contemplated by the Development Agreement, and the CDP/FDP need not be amended to reflect these changes. If the Private Road Option is developed, the Owners shall coordinate with the County to design such road, to the extent practical, in a manner that would not preclude its acceptance as a public road as parcels adjacent to the Property are developed and those adjacent parcels provide necessary right-of-way for a public road.

C. Road Maintenance Agreement. In the event Reston Station Boulevard and Comstock Metro Center Drive, or either, are to be maintained (i.e., are not accepted into the public road system) as private roads, such private road(s) shall be maintained pursuant to a separate maintenance agreement to be entered into between the Owners and, at the Owners' option, the Community Association (the "Road Maintenance Agreement"). The form and content of the Road Maintenance Agreement shall be subject to approval by the County Attorney's office.

D. Reston Metro Center Drive. Owners shall construct the Reston Metro Center Drive improvements as a private road (but subject to a public access easement) as shown on Sheet 20 of the CDP/FDP, as the same may be modified by agreement of the Owners and the County. At Owners' option, the Owners may construct the "Alternate Reston Metro Center Drive Option" improvements as shown on Sheet 20 of the CDP/FDP, provided that the owner of tax parcel 17-4-(24)-4B grants to the County the necessary public access easement over the portions of the travelway located on its parcel and the affected parcel owners agree to a construction cost and maintenance cost reimbursement agreement acceptable to the Owners. Reston Metro Center Drive or Alternate Reston Metro Center Drive, as applicable, shall be substantially complete and open to the public prior to the issuance of the Non-RUP for the Metrostation Facilities, unless otherwise agreed to by the County. The Owners reserve the right, subject to obtaining any required governmental approvals to extend Reston Metro Center Drive to connect with the Dulles Airport Access/Toll Road and such extension shall not require an amendment to these proffers or the CDP/FDP.

15. Construction of Additional Transportation Improvements.

A. Owners shall construct the additional transportation improvements and make the signal modifications set forth on Exhibit A as the "Additional Transportation Improvements" as the scope of such Additional Transportation Improvements may be modified by agreement of the Owners and the County. The Additional Transportation Improvements shall be installed in the timeframes set forth in Proffer 12.E.

B. The site plan for Comstock Metro Center Drive shall include the improvements north of the Sunset Hills Road/Isaac Newton intersection.

16. Construction of Sunset Hills Road Improvements adjacent to the Comstock Parcel/Modification of Building Entrance.

A. At such time as funding and right-of-way exist for the construction of Sunset Hills Road as a six (6) lane roadway with turn lanes from American Dream Way to Wiehle Avenue, the Owners shall construct its one-half (1/2) section along its frontage of the Sunset Hills Road improvements as shown as "Sunset Hills Ultimate Six Lane configuration" on Sheet 20 of the CDP/FDP or, at the Owners' option, Owners may contribute the cost of such improvements (including required utility relocation costs if the project were under taken as a public project) to the County in lieu of construction. If at any time prior to such construction, the Comprehensive Plan is amended so that Sunset Hills is no longer shown as a six (6) lane roadway adjacent to the Comstock Parcel, then

Owners' obligations under Proffer 12.B and this Proffer 16 shall terminate.

B. If Building 8 in Block 2 is expanded as shown on the CDP/FDP, the Owners agree to coordinate with Fairfax County Office of Transportation (and if Comstock Metro Center Drive is public, with VDOT) to modify the entrance to Building 8 as such modified entrance is shown on Sheet 5.A. of the CDP/FDP.

17. Installation of Streetscape and Pedestrian Improvements.

A. Reston Station Boulevard, Comstock Metro Center Drive, Reston Metro Center Drive and Wiehle Avenue. The Owners shall install along and adjacent to (i) Reston Station Boulevard, (ii) Comstock Metro Center Drive, (iii) Reston Metro Center Drive, (iv) Wiehle Avenue (adjacent to the Property) and (v) north of the Sunset Hills Road/Isaac Newton intersection and (vi) within the Property, pedestrian improvements generally as shown on Sheets 12 (Pedestrian Circulation), 13 (Pedestrian Vertical Circulation), 14 (Site Section Exhibits) and 15 (Site Section Exhibits) of the CDP/FDP. Owners agree, that (i) Owners or the Community Association contemplated in Proffer 43 herein shall maintain any of such improvements that are not in the public right-of-way and shall maintain such improvements that are in the public right-of-way that VDOT will not accept for maintenance and the terms of such maintenance shall be set forth in the Road Maintenance Agreement or (ii) for any improvements to be located in the public right-of-way the Owners will use materials acceptable to VDOT if VDOT will not consent to such maintenance by the Owners. The Community Association documents shall disclose the existence of such maintenance obligation, if applicable. Such enhancements shall be shown on the public improvement or site plans for Reston Station Boulevard, Comstock Metro Center Drive, Reston Metro Center Drive, Wiehle Avenue and Building 6 (or applicable portion thereof). The site plan for Comstock Metro Center Drive shall include the improvements north of the Sunset Hills Road/Isaac Newton intersection.

B. Streetscape and Pedestrian Improvements. The streetscape and pedestrian improvements shown on Sheets 12, 13, 14 and 15 of the CDP/FDP shall be installed prior to the final RUP and/or Non RUP for the site plan that includes such improvements, subject to the availability of the necessary right-of-way or easements, with any off-site right-of-way or easements to be provided by the County as, and to the extent, provided for in the Development Agreement and in Proffer 13.C. Notwithstanding the above, the streetscape and pedestrian improvements on the Property north of Reston Station Boulevard (Building 6) that front on Reston Station Boulevard need not be installed until Building 6 is constructed and shall

be part of the Building 6 site plan, provided such parcel shall be screened as provided for in Proffer 8.B.

C. Above Grade Pedestrian Connections to the North and West.

(i) Should the owner of the parcels immediately to the north of the pedestrian connection from Reston Station Boulevard to the Plaza between Buildings 4 and 5 (Tax Parcel 17-4-((20))-1 through 30, inclusive) desire to make an above grade connection to the Plaza, the Owners shall permit such connection, including the grant of necessary easements, subject to such owner to the north entering into a construction, maintenance and indemnity agreement reasonably acceptable to the Owners and subject to VDOT approval, if applicable.

(ii) Should the owner of the parcel immediately to the west of the pedestrian connection to the Plaza between Buildings 3 and 4 (Tax Parcel 17-4-((24))-4B) desire to make an above grade connection to the Plaza, the Owners shall permit such connection, including the grant of necessary easements, subject to such owner to the west entering into a construction, maintenance and indemnity agreement reasonably acceptable to the Owners.

18. Required Approvals/Delays

A. The transportation improvements to be constructed pursuant to these Proffers shall be subject to approval, to the extent such approval is required, of the Virginia Department of Transportation ("VDOT"), Fairfax County Department of Transportation and DPWES. "Substantially complete" in this Section III shall mean such road is base paved and open and available for use by the public, but not necessarily accepted by VDOT into the State secondary road system for maintenance.

B. Upon demonstration by the Owners that, despite diligent efforts by the Owners and due to factors beyond the Owners' reasonable control, provisions of the improvements to be made under this Section III have been delayed by others, the Zoning Administrator shall agree to a later date for the completion of the improvement in question without requiring a PCA.

19. Scope, Location and Timing of Bus Facilities, Kiss and Ride Facilities and Bicycle Storage Facilities. The scope and location of the Bus Facilities, Kiss and Ride Facilities and Bicycle Storage Facilities shall be generally as set forth on Sheet 7 and 8 of the CDP/FDP and in conformance with the terms of the Development Agreement, unless otherwise agreed to by the County Parcel Owner. Such facilities shall be substantially complete and open to the public at

the same time as the rest of the Metrostation Facilities, unless otherwise agreed to by the County Parcel Owner under the Development Agreement.

20. Additional Bike Storage Facilities. At the time of each site plan for a building, the Owners shall designate on such site plan and install a minimum of one (1) bicycle storage space per 7,500 square feet of commercial gross floor area and one (1) bicycle storage space per 20 residential units in the associated parking garage that serves such building and/or a central bicycle storage area, which central bicycle storage area is in addition to the bicycle storage area to be developed as part of the Metrostation Facilities. Additionally, at time of site plan for buildings 1, 3 and 4 in Block 1 located on the Plaza, the Owners shall install on the Plaza the bicycle racks shown adjacent to such buildings generally in the locations shown on Sheet 11 of the CDP/FDP. All such facilities designated on a site plan shall be installed prior to the issuance of the first RUP or Non-RUP for the building shown on such site plan.

21. Taxi Stands. The plaza may include a taxi stand waiting area that accommodates two (2) standard taxis, provided such taxi stand shall be located proximate to the hotel use.

Transportation Demand Management.

22. Building Transportation Demand Management. This Proffer sets forth the programmatic elements of a transportation demand management plan that shall be implemented by the Community Association (as defined in Proffer 43) and/or one or more individual COAs (as defined in Proffer 43) (as applicable, the "TDM Operator"), to encourage the use of transit (Metrorail and bus), other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by the office and residential uses constructed on the Property (the "TDM Plan"). The TDM Plan shall complement the synergies already expected from the proposed development depicted on the CDP/FDP (including the construction of office, residential and hotel uses adjacent to a transit station) and the improvements referenced elsewhere in these Proffers.

A. Definitions:

i. Full Occupation. For purposes of this Proffer, "Full Occupation" of the proposed development shall be deemed to occur upon the issuance of (a) 95% of all RUPs for the residential buildings and (b) 95 percent (95%) of all Non-RUPs for the office buildings permitted within the proposed development.

ii. Peak Hours. For purposes of this Proffer, the relevant weekday "Peak Hours" shall be that 60-minute period during which the highest weekday volume of mainline trips occurs between 6:00 to 9:00 AM and 4:00 to

7:00 PM, as determined by mechanical traffic counts conducted at two select locations abutting the Property as approved in consultation with FCDOT. To determine the Peak Hour, such counts shall be collected beginning on a Monday at 24:00 hours and continuing to the following Thursday at 24:00 hours at a time of year that reflects typical travel demand conditions (e.g. September to May, not during a holiday week or when public schools are not in session). The relevant Peak Hours shall be defined in conjunction with each of the Trip Counts (as defined herein) required pursuant to this Proffer. The methodology for determining the Peak Hours may be modified subject to approval of FCDOT, but without requiring an amendment to these Proffers, in order to respond to technological and/or other improvements in trip counting.

iii. TDM Program Manager. The TDM Program Manager ("PM") shall be a qualified or trained TDM professional appointed by the TDM Operator to oversee all elements of the TDM Plan and act as the liaison between the TDM Operator. The PM may be employed either directly by the TDM Operator, or be employed through a property management company contracted by the TDM Operator.

iv. TDM Account. The TDM Account shall be an account established by the TDM Operator and used by the PM each year to implement the TDM Plan in accordance with the TDM Budget.

v. TDM Budget. The "TDM Budget" means the budget sufficient to implement the TDM Plan in a given year and shall include a contingency (the "TDM Budget Contingency") equivalent to a minimum of 10% of the amount of the TDM Budget.

vi. TDM Penalty Fund. The "TDM Penalty Fund" is an account into which the TDM Operator will deposit penalty payments as may be required to be paid pursuant to this Proffer.

vii. TDM Remedy Fund. The TDM Remedy Fund shall be an account established by the TDM Operator and used to supplement the TDM Account in support of additional TDM strategies that may be determined to be necessary following any of the Trip Counts for which insufficient funding is not immediately available via the then-existing TDM Account.

B. TDM Components. The TDM Plan shall include the following components:

i. General. The objective of the TDM Plan shall be the phased reduction of the number of vehicle trips generated by the new office and residential uses to be developed on the Property during the weekday Peak Hours (as determined based on ITE, 8th edition, Trip Generation rates and/or equations).

ii. Employee/Tenant Trip Reduction Goals. Prior to the issuance of the first RUP or Non-RUP for the first new building or expansion on the Property adding more than 100,000 square feet of GFA, the TDM Operator shall implement TDM strategies designed to achieve the trip reduction goals set forth in Proffer 22.B.v. In consultation with Fairfax County DOT, the TDM Operator will develop a survey targeted at measuring how the office employees and residential tenants achieve the trip reduction goals. This survey will credit all non single occupancy vehicle (SOV) modes toward the trip reduction goal.

iii. Intentionally Deleted.

iv. The baseline number of vehicle trips against which the TDM Goals (as defined herein) will be measured shall be 1052 AM Peak Hour trips and 1030 PM Peak Hour trips (the "Baseline Trips"), which is based on 444 multifamily Residential Units and 641,000 square feet of Office Uses that may be constructed on the Property as part of the proposed development and using the trip generation rates/equations applicable to such uses and densities as set forth in the Institute of Transportation Engineers, Trip Generation, 8th Edition. In the event the Owners construct fewer than 444 multifamily Residential Units or 641,000 square feet of Office Uses as part of the proposed development, then the Baseline Trip generation numbers applicable upon Full Occupation shall be calculated as if the 444 multifamily Residential Units and 641,000 square feet of Office uses in the proposed development had actually been constructed as reflected on the CDP/FDP.

v. TDM Goals. The "TDM Goals" shall be phased in accordance with the issuance of the RUPs for the Residential Units and the Non-RUPs for the

Office Uses in accordance with the following tables:

Residential Trip Reductions

AM Peak Hour

TDM Phase	Residential Use Permits (RUP)	Max. ITE Projected Trips	Target Peak Hour Trip Reduction Percentage	TDM Trip Reduction Goal
I (≤/=65% total RUPs)	1 to 289	144	30%	101
II (≥65% RUPs)	290 to 444	222	35%	144

PM Peak Hour

TDM Phase	Residential Use Permits (RUP)	ITE Projected Trips	Target Peak Hour Trip Reduction Percentage	TDM Trip Reduction Goal
I (≤/=65% total RUPs)	1 to 289	170	30%	119
II (≥65% RUPs)	290 to 444	262	35%	170

Office Trip Reductions

AM Peak Hour

TDM Phase	Non-Residential Use Permits (Non-RUP)	ITE Projected Trips	Target Peak Hour Trip Reduction Percentage	TDM Trip Reduction Goal
I (≤/=85% total Non-RUPs)	0 – 641,000 s.f.	706	25%	530
II (≥ 85% Non-RUPs)	+ 641,000 s.f.	830	35%	540

PM Peak Hour

TDM Phase	Non-Residential Use Permits (Non-RUP)	ITE Projected Trips	Target Peak Hour Trip Reduction Percentage	TDM Trip Reduction Goal
I (<=85% total Non-RUPs)	0 – 641,000 s.f.	677	25%	508
II (≥ 85% Non-RUPs)	+ 641,000 s.f.	797	35%	518

Total Trips Anticipated if Goals Achieved

TDM Phase	AM Peak Hour	PM Peak Hour
I	631	627
II	684	688

C. TDM Plan. In order to meet the TDM Trip Reduction Goals ("TDM Goals") set forth in this Proffer, the TDM Operator shall implement the TDM Plan. Because the TDM Plan represents the strategy to be employed by the PM to meet the TDM Goal(s), the TDM Plan may be amended from time to time in coordination with the Fairfax County Department of Transportation, without the requirement to secure an amendment to the Proffers; provided, however, that the TDM Goal(s) shall not be amended, and the amended TDM Plan shall include provisions for the following with respect to the proposed development:

i. Prior to the issuance of the first RUP for each Residential Building to be constructed as part of the proposed development, the TDM Operator shall make a one time contribution of $50.00/unit in that building to a segregated sub-account in the TDM Account to fund a transit incentive program for initial purchasers and/or lessees of Residential Units in such building. Such program shall be prepared by the TDM Operator, in coordination with FCDOT, and shall include consideration for fare media distribution and value loading, financing incentives, and alternative incentives (such as grocery delivery) tailored to residents that are not likely to make use of alternative commute option benefits.

ii. A targeted marketing program for residential sales/leases that encourages and attracts TDM-oriented residents, such as bicyclists, one or no-car individuals/families and employees of nearby employers to live in the

proposed development; provided, however, that such marketing shall be completed on a non-discriminatory basis in conformance with the Fair Housing Act and all other applicable laws and regulations;

iii. Integration of transportation information and education materials into office leases and residential sales/rental kits;

iv. Establishment of a site-specific project website that includes multimodal transportation information, real-time travel and transit data, the possibility of online transit pass sales or value loading and connections to supporting links;

v. A parking management plan for the Residential Buildings and the Office Uses.

vi. Distribution of fare media or other incentives, at least one time, to all initial residents of driving age, as well as on select occasions as an incentive;

vii. Subject to agreement with third-party vendor(s) use of car sharing program(s) (such as ZipCar);

viii. Establishment of a phasing strategy, coordinated with FCDOT as provided herein, to address which TDM strategies are implemented at what time; and

ix. Participate in the existing LINK program that markets transit service in the Reston area, including the transit hub;

x. Distribute an employee benefits package to new tenants, including site-specific transit-related information referencing the nearest Metro station and bus routes, and encouraging all employees to use Metrorail, bus service, shuttle service, carpool/vanpool, bicycling or walking;

xi. Distribute to retail tenants and hotel management site-specific transit-related information referencing the nearest Metro station and bus routes, and encouraging retail and hotel employees to use Metrorail, bus service, shuttle service, carpool/vanpool, bicycling or walking;

xii. Provide a sidewalk system designed to encourage/facilitate pedestrian circulation as set forth in the CDP/FDP;

xiii. Provide bus facilities as set forth in the CDP/FDP; and

xiv. Hold an annual, on-site Bike-to-Work event conducted in coordination with FCDOT.

xv. Ridematching and Guaranteed Ride Home. The TDM Operator shall encourage and agree to coordinate office building space tenants and their employees participation in the Washington Council of Government's ridematching and guaranteed ride home programs.

xvi. The TDM Operator shall encourage office building space tenants to provide financial incentives to their employees to travel other than by single occupancy vehicles.

xvii. The Owners shall, as part of the execution of each building space lease, advise each building space tenant that a private TDM program exists and encourage them to participate and contact the PM or FCDOT for participation opportunities.

xviii. Preferential Parking for Car and Vanpools. In any office building, the Owners shall reserve three parking spaces per building convenient to parking garage entrance and exit points for car and vanpools and such spaces will be clearly identified as so reserved.

xix. Residential buildings shall be hardwired to provide high capacity, high bandwidth communications lines, or the equivalent wireless access.

xx. Intentionally deleted.

xxi. Building Space Tenants/Employer Occupants in the office buildings shall be encouraged to offer employee benefit options including pre-tax/payroll subsidies for transit and van pool fares, flex time and alternative work schedule programs, live-near work incentives and telework programs.

D. TDM Program Manager (PM). Prior to the issuance of the first occupancy permit for new building development on the Property (excluding any interim buildings or buildings constructed on the Plaza as part of Phase 1 as set forth on Exhibit C-1), the TDM Operator shall develop a position description for and appoint the PM for the project, whose duties shall be to further develop, implement and monitor the various components of the TDM Plan, provided that the PM also may have other duties beyond implementation of the TDM Plan. The TDM Operator shall provide written notice to FCDOT of the appointment of the PM within thirty (30) days of such appointment, along with the position description prepared by the Owners and evidence of such PM's qualifications, and, thereafter, within ten (10) days of any change in such appointment. Following the initial appointment of the PM, the TDM Operator, as applicable, thereafter shall continuously employ, or cause to be employed, a PM for the proposed development.

E. TDM Budget. Within sixty (60) days following the issuance of the first occupancy permit for new building development on the Property (excluding any interim buildings or buildings constructed on the Plaza as part of Phase 1 as set forth on Exhibit C-1), the Owners, through the PM, shall formulate the TDM Budget sufficient to implement the TDM Plan for the remainder of the year and for the next calendar year, which amount shall be $25,000 initially and increased to $50,000 following the issuance of occupancy permits for more than 250,000 square feet of development, adjusted annually based on the CPI (as defined in Proffer 47) and subject to reduction during periods when the TDM or trip reductions goals are met based on the CPI. In conjunction with annual monitoring

of TDM strategies as provided in Proffer 22.I below, the PM shall re-establish the TDM Budget each year for the forthcoming year.

F. TDM Account. Within ninety (90) days following the issuance of the first occupancy permit for new building development on the Property (excluding any interim buildings or buildings constructed on the Plaza as part of Phase 1 as set forth on Exhibit C-1), the TDM Operator shall establish and fund the TDM Account in an amount equal to the initial TDM Budget for the TDM Plan and including the TDM Budget Contingency. The PM shall provide written documentation demonstrating the establishment of the TDM Account to FCDOT within fourteen (14) days of its establishment. As provided in Proffer 22.I below, the PM shall provide an annual report of the TDM Account to FCDOT, and such report shall include demonstration that the applicable strategies of the TDM Plan were implemented and sufficiently funded that year.

i. Annual Funding. The TDM Account shall be replenished annually based on the forthcoming year's estimated TDM Budget and any transfer of funds to the TDM Remedy Fund as provided in Proffer 22.G below.

ii. Management of TDM Account. The TDM Account shall be managed by the TDM Operator. A line item for the TDM Account shall be included in the Community Association and/or applicable COA budget upon the establishment of the Community Association and/or applicable COA. The association documents that establish and control the Community Association and/or applicable COA shall provide that the TDM Account shall not be eliminated as a line item in the Community Association and/or applicable COA budget, and that funds in the TDM Account shall not be utilized for purposes other than to fund the TDM Plan.

G. TDM Remedy Fund. Concurrent with the establishment and funding of the TDM Account, the TDM Operator shall establish a separate, interest-bearing account referred to herein as the "TDM Remedy Fund." All interest earned on moneys deposited in the TDM Remedy Fund shall be added to the principal of the TDM Remedy Fund and used for TDM Remedy Fund purposes. Prior to the issuance of the first RUP or Non-RUP for new building development that raises the total development on the Property above 250,000 square feet, the TDM Operator shall contribute to the TDM Remedy Fund moneys in an amount necessary for the TDM Remedy Fund to achieve a $100,000.00 balance. Moneys from the TDM Remedy Fund shall be drawn on by the Community Association and/or applicable COA only for purposes of immediate need of TDM funding. The revenues transferred from the TDM Remedy Fund to the TDM Account thereafter shall be repaid to the TDM Remedy Fund through the transfer of subsequent surpluses, if any, in the TDM Account, as provided in subparagraph 22Gi below. The TDM Operator shall continue to replenish the TDM Remedy Fund as necessary to maintain a balance of $100,000.00.

i. Excess Funds in TDM Account. Until such time as the Phase II TDM Goal is met, any funds remaining in the TDM Account at the end of any given year shall be transferred to the TDM Remedy Fund until such time as the TDM Remedy Fund has achieved a balance of $100,000.00, as adjusted based on inflation from the date of the initial deposit into the TDM Remedy Fund to the last day of such year. Once the TDM Remedy Fund achieves a balance of $100,000.00, then any funds remaining in the TDM Account at the end of any given year shall remain in the TDM Account to be utilized for the next calendar year's TDM Budget. In the event that the TDM Remedy Fund is drawn upon, then the TDM Remedy Fund shall be replenished during the next TDM Budget cycle (and repeated for multiple TDM Budget cycles, if necessary) until the TDM Remedy Fund achieves a balance of $100,000.00, as adjusted for CPI.

H. Intentionally Deleted.

I. TDM Monitoring and Reporting.

i. Annual Surveys. Every other September, the PM shall conduct a survey of residents and office tenants (the "Bi-Annual Survey") designed to evaluate the effectiveness of the TDM Plan in meeting the TDM Goals applicable at that time and to evaluate the need for changes to the TDM Plan. The PM shall coordinate the draft Bi-Annual Survey materials and the methodology for validating Survey results with FCDOT prior to each Bi-Annual Survey. If a Bi-Annual Survey reveals that changes to the TDM Plan are needed or advisable, then the PM shall coordinate such changes with FCDOT and, as necessary, adjust the TDM Budget (subject to the cap set forth in Proffer 22.E.) and implement the revisions. The PM shall submit as part of each Bi-Annual Report (defined below) an analysis of the Bi-Annual Survey, if conducted that year, to FCDOT. Such analysis shall include at a minimum:

a. A description of the TDM measures in effect for the survey period and a description of how such measures have been implemented;

b. The number of people surveyed and the number of people who responded;

c. The results of the surveys taken during the survey period;

d. The number of residents, employees and/or others participating in the TDM programs, displayed by category and mode of use;

e. An evaluation of the effectiveness of the TDM program elements in place, including their effectiveness at achieving the TDM Goals, and, if necessary, proposed modifications;

f. A description of the uses constructed and occupied on the Property at the time the Survey was conducted.

ii. Annual Report. The PM shall report bi-annually to FCDOT on the TDM Plan no later than ninety (90) days after completion of the Bi-Annual Survey and, as required, the annual Trip Count (the "Bi-Annual Report"). The Bi-Annual Report shall include (a) a description of the prior years TDM strategic efforts, including, as applicable, sample marketing materials; (b) a financial statement that includes the TDM Budgets and TDM Account revenues and expenditures for the preceding two years; (c) an analysis of the Bi-Annual Survey, as applicable, for the preceding years; (d) a compilation and analysis of any Trip Counts that were conducted during the preceding years; (e) discussion of any changes to the TDM Plan for the upcoming two years; and (f) the TDM Budget for the upcoming two years. The PM also shall post copies of the Annual Report, including the Bi-Annual Survey, on the TDM website required in Proffer 22.C above.

iii. Adjustments to Calendar and Due Dates. Upon mutual agreement between FCDOT and the PM, the due dates for the delivery of the Bi-Annual Report may be extended by up to sixty (60) days if changes have occurred, or appear to have occurred, in trip characteristics resulting from events such as the opening of an additional phase of development or changes to the TDM Plan that are not yet fully implemented as of the due date for the Annual Report.

iv. Meetings with FCDOT. The PM shall meet with FCDOT annually to discuss the results of the Trip Counts, the Bi-Annual Survey, the Bi-Annual Report and the TDM Plan.

J. Trip Counts.

i. Annual Trip Counts. If the Property is not achieving the Trip Reduction Goals, PM shall conduct a Trip Count between eight (8) and twelve (12) months after the Bi-Annual Survey indicating non achievement to measure the actual vehicle trips generated by the residential/office uses constructed on the Property as of the date the Trip Count is completed and to evaluate whether such vehicle trips are less than, equal to or greater than the applicable phased TDM Goal (which is determined by the number of residential units or square footage, respectively, for which RUPs or Non-RUPs have been issued) set forth in Proffer 22B above. Trip Counts provided to FCDOT shall include information on the percentage of RUPs and Non-RUPs issued for the proposed development as of the date of the Trip Count.

ii. Methods. For purposes of this Proffer, Trip Counts shall be measured on three (3) consecutive days over a maximum two-week period (but not

including a week containing a federal holiday or when public schools are not in session) between September 1 and October 31 of each calendar year, or such other time as the PM and FCDOT shall mutually determine. The Trip Counts shall include Peak Hour counts of vehicles entering and exiting driveways to buildings within the proposed development, as well as intersection turning movement counts at those street connections to/from the Property, but excluding cut-through trips, retail trips, trips associated with the County owned and operated garage, bus loop and kiss and ride facilities, as coordinated with and approved by FCDOT. The Trip Counts shall be conducted so that only trips generated by the residential and office uses on the Property shall be counted (i.e. cut-through trips, retail trips, and trips associated with the County owned and operated garage, bus loop and kiss and ride facilities, etc., shall be excluded). Values will be provided for each residential building and office building included in the proposed development, and a sum of vehicle trips generated by such buildings will be calculated.

iii. Frequency of Trip Counts. Once initiated, the PM shall conduct Trip Counts bi-annually until such time as the earlier of (A) the Property is achieving the Trip Reduction Goals for two (2) consecutive years or (B) two (2) consecutive bi-annual Trip Counts conducted starting at least one (1) full calendar year after the proposed development reaches Full Occupation show that vehicle trips generated by the residential and office uses in the proposed development are less than or equal to the Phase II TDM Goal. If the results of two (2) consecutive Trip Counts reveal that the Phase II TDM Goal has been met (the "Success Event"), then the Letter of Credit (as defined in Proffer 22.K herein) (or cash, as applicable) shall be returned to the entity that posted it (or its assigns). Notwithstanding the provisions of this paragraph, FCDOT may request Trip Counts be undertaken at any time to validate traffic data, but not more frequently than once per calendar year. If such requests are made by FCDOT, the PM shall conduct the requested Trip Counts.

iv. Evaluation. The results of each Trip Count shall be compared to the maximum number of trips allowed under Proffer 22.B. above for the then-applicable phase of the proposed development to determine whether actual traffic counts are equal to, less than or greater than the maximum allowed trips for the then-applicable TDM Goal.

a. Compliance. In the event the trips generated by the residential and office buildings constructed at the time the Trip Count is conducted are equal to or less than the maximum allowed trips set forth in Proffer 22.B as determined by the then-applicable phase of the proposed development, then (i) no penalty is owed, and (ii) the TDM Operator shall continue to administer the TDM Plan in the ordinary course, in accordance with the provisions of these Proffers until the Phase II TDM Goal has been met for two (2)

consecutive Trip Counts after which Proffer 22.I.v below shall apply. In the event that the trips generated by the office buildings are greater than the maximum allowed trips as set forth in Proffer 22.B as determined by the then applicable phase of the proposed development the TDM plan shall still be in compliance if the following conditions are met:

i. The office trip reduction percentage is greater than 25% and greater than the trip reduction percentage from the most recent annual Trip Count.

b. Out of Compliance. In the event the trips generated by the Residential and Office Buildings constructed at the time the Trip Count is conducted are greater than the maximum allowed trips as determined by the then-applicable phase of the proposed development so that the TDM plan is not in compliance pursuant to 22.J.iv.a above, then the PM shall convene a meeting with FCDOT within forty-five (45) days of the completion of the Trip Count to review the results of that Trip Count and the TDM Plan then in place and to develop modifications to the TDM Plan and the TDM Budget to address the surplus of trips. The PM shall submit any revisions to the TDM Plan and TDM Budget to FCDOT within forty-five (45) days following this meeting. If no written response is provided by FCDOT within seventy-five (75) days, the PM's revisions to the TDM Plan and updated TDM Budget shall be deemed approved. Following approval of the revised TDM Plan and updated TDM Budget, the PM shall (a) draw down on the TDM Remedy Fund, as needed; (b) increase the TDM Account with TDM Remedy Funds, if necessary, in order to cover any proportional additional costs to implement the updated TDM Budget; and (c) implement the provisions of the revised TDM Plan as developed in consultation with FCDOT.

v. Ongoing Implementation of TDM Plan. Once the Success Event has occurred, the Letter of Credit/Cash (as defined in this Proffer 22.k) (as then-valued) shall be returned to the entity who posted it (or their assignee). The PM shall conduct additional Trip Counts at five (5) year intervals to determine whether the Phase II TDM Goal continues to be met. In the event that a Bi-Annual Report submitted by the PM demonstrates through trend analysis that a change in commuting patterns has occurred that is significant enough to reasonably call in to question whether the Phase II TDM Goal continues to be met, as determined by FCDOT, then FCDOT may require the PM to conduct additional Trip Counts on a more frequent basis (but not more frequently than once per year) to determine whether, in fact, the Phase II TDM Goal is being met.

a. Continuation of TDM Plan. In the event subsequent Trip Counts conducted after the Success Event reveal that the actual trips generated remain equal to or less than the maximum number of trips permitted under Phase II TDM Goal, then the PM shall continue to implement the TDM Plan and to make Bi-Annual Reports to FCDOT, provided the TDM Budget and TDM Remedy Fund may be reduced to the amount reasonably estimated to be necessary to maintain compliance with the TDM Goals in consultation with FCDOT.

b. Further Revisions to TDM Plan. In the event subsequent Trip Counts conducted after the Success Event expires reveal that the actual number of trips generated by the proposed development are greater than the maximum number of trips permitted under the Phase II TDM Goal, then the PM shall convene a meeting with FCDOT within thirty (30) days of the completion of the Trip Count to review the results of the Trip Count and the TDM Plan then in place and to develop modifications to the TDM Plan and the TDM Budget to address the surplus of trips. The PM shall submit any revisions to the TDM Plan and TDM Budget to FCDOT within thirty (30) days following this meeting. If no written response is provided by FCDOT within sixty (60) days, the PM's revisions to the TDM Plan and updated TDM Budget shall be deemed approved. Following approval of the revised TDM Plan and updated TDM Budget, the PM shall (a) draw down on the TDM Remedy Fund, as needed; (b) increase the TDM Account with TDM Remedy Funds, if necessary, in order to cover any proportional additional costs to implement the updated TDM Budget; and (c) implement the provisions of the revised TDM Plan as developed in consultation with FCDOT. The PM shall repeat the process above (including additional adjustments to the TDM Plan, additional funding and additional monitoring) until the Phase II TDM Goal again has been met for two (2) consecutive years, whereupon the PM shall then be required to conduct Trip Counts only at five (5) year intervals, as described above.

K. TDM Penalty Fund. Concurrent with the funding of the TDM Remedy Account, the TDM Operator shall (a) establish the TDM Penalty Fund and (b) deliver to the County (i) $200,000.00 cash or (ii) an irrevocable letter of credit in the stated amount of $200,000.00 issued by a banking institution approved by the County to secure the TDM Operator's obligations to make payments into the TDM Penalty Fund as described below (collectively, the "Letter of Credit/Cash"). If a letter of credit is used to secure the TDM Penalty Fund, then it shall name the County as the beneficiary and shall permit partial draws or a full draw.

i. Establishment of TDM Penalty Fund; Letter of Credit. Prior to the Success Event, if the results of the bi-annual Trip Count conducted

starting at least one (1) full calendar year after the proposed development reaches Full Occupation reveal that the actual vehicle trips generated by the proposed development exceed the maximum number of trips permitted under the Phase II TDM Goal, and after an appropriate payment has been made from the Remedy Fund to enhance the TDM Plan and 12 calendar months have passed and a follow up trip reduction survey reveals that the trip reduction goals have not been met and a subsequent trip reduction survey reveals that the maximum allowable trips have been exceeded and the TDM plan is not in compliance then the TDM Operator shall pay into the TDM Penalty Fund the amounts specified below. FCDOT may thereafter withdraw funds from the TDM Penalty Fund. If the TDM Operator fails to pay what is due to the TDM Penalty Fund, then, upon thirty (30) days written demand, FCDOT may draw against the Letter of Credit/Cash in the amount then due and owing. FCDOT may apply funds withdrawn from the TDM Penalty Fund, or drawn under the Letter of Credit/Cash to transit subsidies at the Property. The maximum aggregate amount of all penalties to be paid under Proffer 22 is $200,000.00 and once such sum has been paid, the Letter of Credit/Cash shall be returned to the entity who posted it (or their assigns) and no further penalties shall be due under this Section 22. No penalties shall be imposed while the Phase I TDM Goal is applicable.

a. Failure up to 5%. A failure in the reduction of trips in either or both of the Peak Hours by five percent (5%) or less requires the TDM Operator to make a payment to the TDM Penalty Fund of $1,000.00 per vehicle trip for each trip that exceeds the Phase II TDM Goal for the applicable Peak Hour.

b. Failure greater than 5% but less than or equal to 10%. A failure in the reduction of trips in either or both of the Peak Hours by more than five percent (5%) but less than or equal to ten percent (10%) requires the TDM Operator to make a payment into the TDM Penalty Fund of $1,500.00 per vehicle trip for each trip that exceeds the Phase II TDM Goal for the applicable Peak Hour

c. Failure Greater than 10%. A failure in the reduction of trips in either or both of the Peak Hours by an amount greater than 5% requires the TDM Operator to make a payment into the TDM Penalty Fund of $2,000.00 per vehicle trip for each trip that exceeds the Phase II TDM Goal for the applicable Peak Hour.

L. Enforcement. If the PM fails to timely submit the Bi-Annual Report to FCDOT as required by this Proffer, the County may thereafter issue the PM a notice stating that the PM has violated the terms of Proffer 22.I and providing the PM ninety (90) days within which to cure such violation. If after such ninety (90) day period the PM has not submitted the delinquent Bi-Annual Report, then the TDM Operator shall be subject to a penalty of $100.00 per day payable to Fairfax

County from the TDM Penalty Fund to be used for transit subsidies at the Property until such time as the report is submitted to FCDOT.

IV. STORMWATER MANAGEMENT AND BEST MANAGEMENT PRACTICES

23. Storm Water Management Plan. Unless otherwise waived by the County or permitted to be developed off-site, stormwater management and BMPs will be provided on site in accordance with the Public Facilities Manual in affect as of the date of these Proffers. Any onsite stormwater management facilities shall be maintained by the Owners and/or the Community Association, provided, in the event any of the residential buildings are developed as, or later converted to, individual for sale condominium units, no residential condominium association and no individual residential unit owner, will have any requirement to contribute to the maintenance or replacement of such facilities.

V. PARKING (EXCLUDING METROSTATION FACILITIES)

24. Structured Parking. Parking for the buildings shown on the CDP/FDP shall be in parking structures generally as shown on sheets 8, 16, 16A and 16B of the CDP/FDP. The Owners reserve the right to modify the parking layout in Block 1 as contemplated by the Development Agreement without requiring a PCA and/or CDPA/FDPA, provided the parking for the uses, excluding the Metrostation Facilities, is in compliance with Article 11 of the Zoning Ordinance. Notwithstanding any modification of layout, the number of parking spaces (excluding the Metrostation Facilities) shall be as set forth in Proffer 25 below.

25. Parking Spaces. Development is to occur in multiple phases for Buildings 1 through 8 as shown on the CDP/FDP as contemplated by Proffer 8. Parking for Block 1 will be constructed in phases as buildings are developed. As development and parking construction is phased, the Owners reserve the right to provide parking in excess of the minimum required per Ordinance provided (i) upon the completion of all buildings shown on Block 1 on the CDP/FDP, parking does not exceed the minimum number required by Article 11 of the Ordinance as it exists today and (ii) upon completion of all buildings shown in Block 2 on the CDP/FDP, parking for all new buildings or additions to buildings does not exceed the minimum number required by Article 11 of the Ordinance as it exists today. The parking supply shall be phased as follows: The first building of office development shown on a site plan for Block 1 shall not exceed 3.5 spaces per 1,000 square feet of gross floor area for such building and the second building of office development shown on a site plan for Block 1 shall not exceed 3.0 spaces per 1,000 square feet of gross floor area for such building. The third building of office development constructed on Block 1 shall, subject to DPWES approval, have a parking supply that is below current code requirements. Buildings 4 (Residential) and 5 (Hotel/Residential) shall have parking at the minimum requirement per Article 11 of the Ordinance as it exists today. The intent upon completion of the development of Buildings 1 through 5 on Block 1

is that the cumulative parking supply does not exceed the minimum code requirement in effect on the date of approval of this application.

26. Parking Demand Study. Prior to site plan approval for the first office building in Block 1, the Owners shall complete a parking demand study for submittal to FCDOT. The scope of the study shall be approved by FCDOT and shall use the guidelines promulgated in 'Shared Parking' by the Urban Land Institute (ULI), which guidelines are published in the ULI, Shared Parking, 2nd Edition, 2006.

27. Future Parking Reduction. Subsequent to obtaining the Parking Demand Study, the Owners shall submit and pursue approval by the Board of Supervisors of a parking supply reduction prior to site plan approval for the third office building in Block 1. A target reduction of 20% from the number of parking spaces required in Article 11 of the Ordinance is desired, but the actual reduction pursued will be based on the Parking Demand Study. Any modification to the parking requirement or layout resulting from a reduction approved by the County shall not require a PCA and/or CDPA/FDPA. The Owners shall have no further obligation under this Proffer 27 if the Board of Supervisors does not approve a parking reduction.

28. Parking During Construction. At time of each site plan following the establishment of the first use, the Owners shall demonstrate how the parking requirement for the existing uses will be satisfied during construction, and the Owners shall be permitted to use valet, stacked and off-site parking arrangements during such periods of construction, as reasonably approved by the Fairfax County Department of Transportation. Notwithstanding the maximum parking limitations contained in Proffer 25 above, the Owners shall be permitted to provide parking to accommodate construction workers during build out of the project.

VI. DESIGN

29. Design Concepts.

A. Character of Development. The architectural guidelines for the Property with respect to building scale and massing, building siting, screening of parking structures, the design of the Plaza, and streetscape are set forth in the Design Guidelines attached as Exhibit B (the "Design Concepts"). These Design Concepts are intended to be illustrative of the general quality and character of the development. Modifications to these elements as shown in the Design Concepts shall not require an amendment to the Proffers or CDP/FDP, and are permitted provided the changes are in substantial conformance with the general character and quality of the Design Concepts and that such changes are uniform throughout a Block so that the buildings and improvements within a block have a complimentary design theme. The foregoing is not intended to prohibit each building having its own distinctive architectural character.

B. Review of Site Plans and Building Plans. At the time of each site plan and building plan submission, a copy of such plans shall also be submitted to the Hunter Mill District Supervisor and Planning Commissioner for review and comment, with copies of such plans also provided to the Reston Planning and Zoning Committee.

C. Environmental Design Practices (excluding Metrostation Facilities).

OFFICE: Target of LEED Silver Certification

(i) The Owners will include as part of each site plan and building plan submissions, a list of specific credits within Version 3.0 of the U.S. Green Building Council's Leadership in Energy and Environmental Design – New Construction (LEED-NC) rating system, or, at the Owner's option, other LEED rating system determined to be applicable to each new building by the U.S. Green Building Council (USGBC) that the Applicant anticipates attaining. At least one principal participant of the Owner's project team shall be a LEED Accredited Professional, who is also a professional engineer or architect licensed to practice in the Commonwealth of Virginia and will provide certification statements at both the time of site plan review and the time of building plan review confirming that the items on the list are expected to meet at least the minimum number of credits necessary to attain LEED Silver certification for each new office building.

(ii) Prior to site plan approval, the Applicant will 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 and documentation or paperwork.

(iii) Prior to building plan approval for each office building to be constructed, the Applicant will submit documentation, to the Environment and Development Review Branch of DPZ, regarding the U.S. Green Building Council's preliminary review of design-oriented credits in the LEED program. This documentation will demonstrate that the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, will be sufficient to attain LEED Silver certification. Prior to release of the bond for the respective building, the Applicant shall provide documentation to the Environment and Development Review Branch of DPZ

demonstrating the status of attainment of LEED Certification from the U.S. Green Building Council for the building to which the bond relates.

(iv) As an alternative to the actions outlined in, and in lieu of the requirements of, paragraphs (i) through (iii) above, or if the project architect's or U.S. Green Building Council's review of design-oriented credits indicates that a specific office building is not anticipated to attain a sufficient number of design-related credits, along with the anticipated construction-related credits, to support attainment of the required level of LEED Silver certification, prior to building plan approval, the Owners will execute a separate agreement and post a "green building escrow" in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of $2.00 per gross square foot for the respective building. This escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of certification by the U.S. Green Building Council under Version 3.0 of the LEED-NC rating system or, at the Owner's option, other LEED rating system determined, by the U.S. Green Building Council, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the U.S. Green Building Council that each building has attained LEED certification will be sufficient to satisfy this commitment. If the Applicant fails to provide documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED certification within two (2) years of issuance of the final RUP/non-RUP for the building, the Owners will cooperate with the County to agree on certain enhancements to be made to the building with the escrowed funds that will achieve the goal of environmentally sustainable design, including energy efficiency enhancements.

RESIDENTIAL and HOTEL: Target of LEED certification

(v) The Owners will include, as part of each site plan submission, a statement certifying that a LEED®-accredited professional who is also a professional engineer or architect licensed to practice in the Commonwealth of Virginia is a member of the design team, and that the LEED-accredited professional is working with the team to incorporate sustainable design elements and innovative technologies into the project with a goal of having the project attain LEED certification.

(vi) The Owners will include, as part of each site plan/subdivision plan submission and building plan submission, a list of specific credits within Version 3.0 of the U.S. Green Building Council's Leadership in Energy and Environmental Design—New Construction (LEED®-NC) rating system, or, at the Owners' option, other LEED rating system determined to be applicable to the building(s) by the U.S. Green Building Council, that the applicant anticipates attaining. A professional engineer or architect licensed to practice in the Commonwealth of Virginia will provide certification statements at both the time of site plan/subdivision plan review and the time of building plan review confirming that the items on the list will, to the best of its knowledge, meet at least the minimum number of credits necessary to attain LEED certification of the building in question.

(vii) Prior to issuance of RUPs for any residential building, the Owners will provide to the Environment and Development Review Branch of DPZ a letter from a LEED®-accredited professional certifying that a green building maintenance reference manual has been prepared for use by future building occupants (including tenants of properties to be rented or leased), that this manual has been written by a LEED-accredited professional, that copies of this manual will be provided electronically to all future building occupants and that this manual:

- provides a narrative description of each green building component, including a description of the environmental benefits of that component and including information regarding the importance of maintenance and operation in retaining the attributes of a green building;
- provides, where applicable, product manufacturer's manuals or other instructions regarding operations and maintenance needs for each green building component, including operational practices that can enhance energy and water conservation;
- provides, as applicable, either or both of the following: (1) a maintenance staff notification process for improperly functioning equipment; or (2) a list of local service providers that offer regularly scheduled service and maintenance contracts to assure proper performance of green building-related equipment and the structure, to include, where applicable, the HVAC system, water heating equipment, water conservation features, sealants, and caulks; and
- provides contact information that building occupants can use to obtain further guidance on each green building component.

Prior to approval of non-RUPs/RUPs, the Owners will provide an electronic copy of the manual in pdf format to the Environment and Development

Review Branch of the Department of Planning and Zoning.

(viii) As an alternative to the actions outlined in and in lieu of the requirements of paragraphs (v) through (vii) above, or if the project architect or U.S. Green Building Council's review of design-oriented credits indicates that a specific building is not anticipated to attain a sufficient number of design-related credits, along with the anticipated construction-related credits, to support attainment of the required level of LEED certification, prior to building plan approval, the Owners will execute a separate agreement and post a "green building escrow" in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of $2.00 per gross square foot for the respective building. This escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of certification by the U.S. Green Building Council under Version 3.0 of the LEED-NC rating system or, at the Owner's option, other LEED rating system determined, by the U.S. Green Building Council, to be applicable to each building. The provision to the Environment and Development Review Branch of DPZ of documentation from the U.S. Green Building Council that each building has attained LEED certification will be sufficient to satisfy this commitment. If the Applicant fails to provide documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED certification within two (2) years of issuance of the final RUP/non-RUP for the building, the Owners will cooperate with the County to agree on certain enhancements to be made to the building with the escrowed funds that will achieve the goal of environmentally sustainable design, including energy efficiency enhancements.

(ix) Prior to site plan review, the applicant reserves the right to offer a comparable, green building rating system with third party review which is equivalent to the USGBC and which is acceptable to and approved by the Department of Planning and Zoning as an alternative to the USGBC.

(x) Parking structures are not required to achieve LEED certification or equivalent.

30. Additional Design. All buildings and parking structures (excluding the Metrostation Facilities) shall be architecturally finished (all four (4) sides) with compatible materials, detailing and features, provided such facades (including

the facades of garages associated with a building) need not be identical. Garage facades shall be designed to screen the view of vehicles from the surrounding area and shall include materials consistent with those materials used on the associated building and/or incorporate innovative design techniques such as incorporation of public art, vegetative screens or other screening techniques, provided such facade treatments are consistent with the standards set forth in the Design Guidelines, and need not have facades identical to the associated building.

31. Signage.

All signage provided on the Property shall comply with Article 12 of the Zoning Ordinance. Any permanent freestanding signs shall be monument type with a maximum height of 12 feet (except as otherwise provided in any Comprehensive Sign Plan that may be approved) and shall be generally located as shown on the CDP/FDP. All directional and way finding signage shall be consistent, both in terms of materials and design, throughout the development. The Owners reserve the right to obtain approval of a Comprehensive Sign Plan at any time that would permit modifications to the provisions of Article 12 without obtaining a PCA or CDPA/FDPA. The Owners shall cooperate with the Washington Metropolitan Area Transit Authority ("WMATA") to identify locations for directional signage to the metro station platform.

32. Lighting.

All outdoor lighting fixtures shall be in accordance with the Performance Standards contained in Part 9 (Outdoor Lighting Standards) of Article 14 of the Zoning Ordinance. Fixtures used to illuminate streets, parking areas and walkways shall not exceed thirty (30) feet in height, measured from their base to the top of the light standard, shall be of low intensity design and shall utilize full cut-off fixtures which shall focus directly on the Property. All upper level parking deck lighting fixtures shall not exceed a height of seventeen (17) feet measured from their base to the top of the light standard and shall be uniform in design, whether temporary or permanent. Lighting within the private parking decks shall be installed between the ceiling beams to reduce glare unless such lighting is otherwise screened by the parking structure design.

Notwithstanding the restrictions provided in the previous paragraph, the Owners reserve the right to provide architectural lighting and up lighting associated with the buildings and plaza consistent with the Design Guidelines provided as Exhibit B attached hereto.

VII. LANDSCAPING

33. Limits of Clearing and Grading. The Owners shall conform to the limits of clearing and grading as shown on the CDP/FDP Plat, subject to allowances for the installation of fences, utilities (including storm water management and BMP

facilities), and/or trails, which shall be located in the least disruptive manner necessary as determined by the Urban Forest Management Division of DPWES ("UFMD"). A replanting plan shall be developed and implemented, subject to approval by UFMD, for any areas protected by the limits of clearing and grading that must be disturbed.

34. Landscaping and Open Space. Site plans submitted for the respective phases of development shall include a landscape plan for that phase of development as generally shown on Sheet 10 of the CDP/FDP. The Owners shall maintain such landscaping. The species and initial planting site of such landscaping is set forth on Sheet 10 of the CDP/FDP, subject to revision as may be approved by UFMD. Trees proposed on the Plaza and other areas located over structured parking will be in conformance with standard PFM (Plate 5-12) Deck Planter detail with minimum open surface width of 8' and applicable minimum planting area per PFM Table 12.9. For street trees and other trees proposed on-grade, the Owners shall use structural cells or other solutions acceptable to the UFMD, with planting sites meeting the following specifications:

- A minimum of 6 feet open surface width and 80 square feet open surface area.
- Rooting area a minimum of 8 feet wide.
- Soil volume for Category III or IV trees (as indicated in Table 12.19 of the Public Facilities Manual) shall be a minimum of 750 cubic feet per tree for single trees. For two trees planted in a contiguous planting area, a total soil volume of at least 1200 cubic feet shall be provided. For three trees or more planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree.
- Soil in planting sites shall be as specified in planting notes to be included in site plans reviewed and approved by Urban Forest Management.

35. Location of Utilities/Sight Distance Easements. Utility lines shall be generally located so as to not interfere with the landscaping concepts shown on the CDP/FDP. The Owners reserve the right to make minor modifications to such landscaping to reasonably accommodate utility lines and/or required sight distance easements, provided such modified landscaping shall retain a generally equivalent number of plantings and continues to reflect the concepts illustrated on the CDP/FDP. For all other areas of the Property, in the event that during the process of site plan review any landscaping shown on the CDP/FDP cannot be installed in order to locate utility lines and/or required sight distance easements, as determined by DPWES, then an area of additional landscaping generally consistent with that displaced shall be substituted at an alternate location on the Property, subject to approval by UFM.

36. Parking Deck Landscaping and Amenities. The Owners shall provide planting areas, landscaping and amenities on the top level of any parking garages (where no additional structures are to be built above) as shown on the CDP/FDP in

accordance with requirements of the Public Facilities Manual (PFM). Such landscaping at a minimum shall include adequately sized planters.

VIII. PRIVATE STREETS

37. Private Streets. All streets and travel ways on the Property other than Reston Station Boulevard and Comstock Metro Center Drive shall be private and shall be maintained by the Owner on whose property the private road is located or the Community Association as contemplated in Proffer 43 and, if applicable, such maintenance obligation shall be disclosed in the Community Association documents. As provided for in Proffer 14.B., Reston Station Boulevard and Comstock Metro Center Drive may be private, in whole or in part, and if private shall be maintained by the Owners in accordance with a Road Maintenance Agreement. All such private streets shall be subject to a public access easement in a form acceptable to the County Attorney.

IX. PUBLIC FACILITIES CONTRIBUTION

38. Schools Contribution

A. The Owners shall contribute $910.00 per multi-family unit to DPWES for transfer to the Fairfax County School Board as its public school contribution for this rezoning application, with such sum to escalate from the date of rezoning approval to the date of payment by the increase in the CPI.

B. The contribution shall be paid on a residential building by residential building basis as a prerequisite to the issuance of the first residential use permit for the residential building in question.

39. Amenities and Facilities for Residents. The Owners shall provide as part of any residential buildings facilities designed to meet the onsite recreational needs of the future residents of such buildings. Pursuant to Paragraph 2 of Section 6-110 and Paragraph 2 of Section 16-404 of the Zoning Ordinance regarding developed recreational facilities, the Owners shall expend a minimum of $1500.00 per market-rate residential unit on such recreation facilities. Prior to final bond release for any site plan including a residential building, the balance of any funds not expended on-site shall be contributed to the Fairfax County Park Authority for the provision of recreation facilities located in proximity to the Property. The residential buildings located in Block 1 and Block 2 shall include amenities of the general character and extent set forth on Sheet 9 of the CDP/FDP, including a swimming pool, an activity court and a jogging trail and shall also include a club room and a fitness room.

X. PUBLIC PLAZA AND PLAZA AMENITIES

40. Community Plaza and Plaza Amenities.

A. The Owners shall provide the "Plaza" and associated amenities generally as depicted on Sheet 11 of the CDP/FDP and as described in the Design Guidelines. The exact elements that comprise such amenities shall be determined at time of site plan review for the buildings adjacent to such amenities and such amenities shall be constructed in accordance with the Phasing Plan attached as Exhibit C. Such amenities may include such furniture, fixtures and finishes consistent with the creation of a hardscape public park or gathering space and consistent with the Design Guidelines including paving, furniture, screening walls, pedestrian ways, focal points, landscaping/planters, public art, and performance/demonstration space consistent with an urban park. Additional site amenities may be provided at time of site plan review provided they are of the quality and character of those set forth on Sheet 11 of the CDP/FDP. The Plaza shall also include a focal point feature(s) to be selected by the Owners such as a fountain, public art or similar amenity that will serve as a defining feature of the development. The Owners shall expend a minimum $125,000 for permanent public art in the Plaza. The Owners shall install public art in the locations and at the time shown on Exhibit C-1, with the full expenditure of $125,000 for public art to be installed prior to the first RUP or Non RUP for the third building to be constructed in Block 1. The Owners agree to consult with the Initiative for Public Art in Reston ("IPAR") or a similar community arts organization to identify the locations (in addition to those shown on Exhibit C-1) and type of such public art to be constructed in Block 1. Additionally, the Owners shall be permitted to have temporary public art displays without the necessity of a special permit, PCA, CDPA or FDPA. The Plaza shall be subject to a public access easement in favor of the County as set forth in Proffer 12.D. Such public access easement shall expressly permit the uses contemplated on the Plaza pursuant to these Proffers and the CDP/FDP, including such uses as special events, public art, outdoor seating (including outdoor seating associated with restaurants), kiosks, etc. Uses in buildings shall be permitted to have outdoor seating areas in the Plaza to promote pedestrian activity as long as public access to the Metro station is not adversely impacted. Additionally, outdoor seating shall be provided in the Plaza that is not associated with any particular building use. The Owners reserve the right to install temporary or permanent canopies in the Plaza, which areas covered by the canopies shall not be counted against GFA and such installation shall not require a PCA, CDPA or FDPA.

B. Plaza Phasing. The Plaza in Block 1 as shown on Sheet 11 of the CDP/FDP shall be constructed in phases as generally shown on Exhibit C-1 and in the Design Guidelines. The applicable phased portion shall be

substantially completed, i.e., open to the public and available for its intended purpose, prior to the issuance of the final Non RUP for the Metrostation Facilities for the improvements shown to be constructed with the Metrostation Facilities and prior to the issuance of the final RUP or Non RUP, as applicable, for the first building shown on the site plan that includes the applicable phase of improvements. The Owners reserve the right to modify the Plaza phasing plan provided the general character of the improvements associated with a particular phase/building are provided and that at all times there is a pedestrian connection from the Plaza (i) to the Metrostation Facilities as, and to the extent, required by the Development Agreement; (ii) to Reston Station Boulevard and (iii) to Reston Metro Center Drive. The general location of the pedestrian connections to the Plaza associated with a particular phase/building are as set forth on Exhibit C-1. The Plaza shall include the type of program elements set forth on Exhibit C-2 entitled "Phasing Plan Stage 1" at the time the Metrostation Facilities are opened to the public. Although the program elements are conceptual, at a minimum, the Phase 1 Plaza shall include (i) a temporary approximately 10,000 square foot pavilion and/or enclosed structure (of which a minimum of 5,000 square feet must be enclosed climate controlled space) that could house interim retail/office uses, public uses, sales and marketing uses, provided such temporary structure may be incorporated into the building to be constructed above it and (ii) landscaping or other design elements designed to screen the parking on the levels below plaza level. Any temporary structures set forth on Exhibit C-2 may be used for any of the uses permitted pursuant to Proffer 11. The program elements that are located within or immediately adjacent to a future building shall be deemed temporary and may be removed at the Owners' discretion at time of construction of the building in question.

XI. WORKFORCE HOUSING

41. Workforce Dwelling Units ("WDUs"). The applicant shall provide WDUs on the Property in an amount equal to twelve percent (12%) of all dwelling units to be constructed on the Property to provide housing opportunities to households whose income does not exceed one hundred twenty percent (120%) of the Area Median Income (AMI) for the Washington Standard Metropolitan Statistical Area, as specified annually by the Department of Housing and Urban Development (HUD). The WDUs shall be administered as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007.

XII. NOISE ATTENUATION MEASURES

42. To seek to meet the noise limitations described in paragraphs A- E below, the Owners shall provide appropriate noise attenuation measures as determined

necessary based on the acoustical analyses required below to demonstrate that the performance standards set forth below should be achieved.

At the time of submission of building plans for new building construction for Buildings 1 through 5 in Block 1 (and specifically excluding any temporary structures) the Owners shall submit a refined acoustical analysis addressing the buildings shown on the plans ("Noise Study") to the Department of Planning and Zoning ("DPZ") and the Department of Public Works and Environmental Services ("DPWES") for review and comment.

The Noise Study shall indicate the traffic and transit-related noise anticipated from the Property, the Dulles Airport Access Toll Road (DAATR), including transit related noise due to the Wiehle Avenue Metro Station and the associated bus facilities, Sunset Hills Road, Wiehle Avenue and the ingress and egress ramps to and from westbound DAATR located at Wiehle Avenue (but shall exclude noise associated with aviation). The Noise Study shall include projected noise levels in the residential units, hotel rooms and office space shown on the submitted building plans and will be based on final site topography and conditions shown on the site plan to which the building plans relate rather than existing topography/conditions. The following information shall be included in this noise study: the affected buildings and the affected residential units, hotel rooms and/or office spaces (occupied spaces) and the noise attenuation measures to ensure that the affected areas meet the standards outlined below. A copy of the applicable Noise Study shall be included with the submission of the building plans for the construction of each building on the site. The building plan shall identify the affected occupied spaces and the noise attenuation measures, including materials, to be provided to ensure that each such affected occupied space meets the standards outlined below.

A. Noise Levels within Residential Units, Hotel Rooms and the Office Buildings. The Owners shall provide noise attenuation measures in order to reduce interior noise in all residential units and hotel rooms to approximately 45 dBA Ldn or less. The Owners shall provide noise attenuation measures to reduce interior noise in the office buildings to approximately 50 dBA Ldn or less during the hours of 8:30 a.m. to 5:30 p.m. Monday through Friday.

B.. Identification of Affected Buildings and Units. The buildings in which noise attenuation measures are required for some or all of the residential units, hotel rooms or office space contained therein shall be identified on the site plans. The specific units or areas requiring such attenuation, and the proposed measures to attenuate the noise, shall be indicated on the building plans. This information shall also be disclosed in the Community Association and COA documents.

XIII. COMMUNITY ASSOCIATION

43. Prior to issuance of the first RUP or Non-RUP for a new permanent building for Block 1 (excluding the Metrostation Facilities) or Block 2, the Owners shall establish a "Community Association" in accordance with Virginia law. Such Community Association may consist of an umbrella owners association for the entire Property as well as individual sub associations or condominium owners' associations ("COAs") formed for specific buildings or groups of buildings. At a minimum, each COA, all owners of residential units (unless represented by and included in a COA) and the owners of each multi family, office and/or hotel building shall be members of the Community Association. The COA shall be responsible for the obligations specifically identified as its obligators in these proffers, including the maintenance, TDM, and notification obligations.

XIV. MISCELLANEOUS

44. Counterparts. These Proffers may be executed in one or more counterparts, each of which when so executed shall be deemed an original and all of which when taken together shall constitute but one and the same instrument.

45. Severability. Pursuant to Section 18-204 of the Zoning Ordinance, any portion of the Property may be the subject of a future PCA, CDPA, Final Development Plan Amendment ("FDPA"), Special Exception ("SE"), and/or Special Permit ("SP") application without joinder and/or consent of the owners of the other portions of the Property provided the modification proposed by such application do not materially adversely impact the portions of the Property not included in the application. Further, any portion of the Property may be added to any rezoning or similar application on any adjacent parcel, without the joinder and/or consent of the owners of the other portions of the Property provided (i) the severance of such parcel does not materially adversely impact the portions of the Property not included in such application, and (ii) the amount of gross floor area allocated to such parcel and transferred to such adjacent parcel does not exceed the maximum gross floor area allocated to such parcel in the Building Data Chart in Proffer 5.A.

46. Future Additions. Certain adjacent parcels to the Property may be the subject of zoning applications that propose to incorporate such parcels into and, thereby expand the proposed development subject to these Proffers through a future rezoning actions and amendments to these Proffers, including a CDPA/FDPA (a "Rezoning/Zoning Amendment"). To facilitate such Rezoning/Zoning Amendments, the Owners may elect to submit zoning applications only for the portion of the Property into which the adjacent parcel is to be incorporated and may do so without the joinder and/or consent of the owners of the Property not included in the application provided such application does not materially adversely impact the portions of the Property not included in the application.

47. Consumer Price Index: CPI shall mean the index now known as "United States Department of Labor Bureau of Labor Statistics, Consumer Price index. All

Items and Major Group Figures for Urban Wage Earners and Clerical Workers," ("CPI-U") for Washington, D.C.-MD-VA (1982-1984 = 100).

48. Development Pursuant to Approved Special Exception. Notwithstanding anything contained herein to the contrary, until execution of the GC Contract (as defined in the Development Agreement), the County Parcel Owner reserves the right to develop the County Parcel in substantial conformance with Special Exception SE 2008-HM-038 approved by the Board of Supervisors (the "County Garage Special Exception") and the Development Conditions associated therewith, provided that the County, as owner under the Development Agreement and as landlord under the Lease, properly and timely terminates, pursuant to a valid termination right contained therein, the (i) Development Agreement in accordance with Article 6 of the Development Agreement and (ii) Lease under Section 2.05(a) of the Lease. In the event of such a termination the development of the County Parcel in accordance with the County Garage Special Exception shall not require an amendment to these Proffers or the CDP/FDP and in such event this Rezoning, the Proffers and the CDP/FDP shall be null and void and the Property shall be zoned 1-4, with no proffers or development conditions. The Owners shall have no obligations under these Proffers or the CDP/FDP until the earlier of (i) execution of the GC Contract or (ii) the delivery by the County, in its capacity as the owner of the County Parcel, that it relinquishes its right to develop the County Parcel in accordance with the County Garage Special Exception. The terms of this Paragraph 47 do not and shall not be construed to amend, modify or change any of the terms of the Development Agreement or Lease.

49. Dulles Rail Phase 1 Transportation Improvement District Buyout for Certain Residential Uses. At least sixty (60) days prior to recording residential condominium documents for any portion of the Property located within the Phase 1 Dulles Rail Transportation Improvement District (the "Phase 1 District"), the Applicants shall provide a written notice to the Director of the Real Estate Division of the Fairfax County Department of Tax Administration advising that Applicants intend to record condominium documents for that portion of the Property. Prior to recording the condominium documents, the Applicants shall pay to Fairfax County a sum equal to the present value of Phase 1 District taxes that will be lost as a result of the parcel being removed from the tax district as required by Virginia Code Section 33.1 – 437.B.

OWNER
(TAX PARCEL 17-4-((01))-17A):

BOARD OF SUPERVISORS OF FAIRFAX COUNTY

By: _____

Its: _____

GROUND LESSEE
(TAX PARCEL 17-4-((01))-17A):

COMSTOCK RESTON STATION HOLDINGS, LC

By: _____

Its: _____

OWNER
(TAX PARCEL 17-4-((24))-3):

11465 SH I, LC

By: _____

Its: _____

EXHIBITS

Exhibit A	Transportation Improvements
Exhibit B	Design Guidelines
Exhibit C	Conceptual Phasing Plan
Exhibit C-1	Conceptual Plaza Pedestrian Connection Phasing Plan
Exhibit C-2	Phase I Plaza Program Elements
Exhibit D	1/2 Mile Radius of Property re Proffer 5.C.

Reston Station

Proffers

Exhibit A

March 2, 2010

	Transportation Improvement	**Phase I/ Phase II**
Record of Decision	1. *Park and Ride Entrance (Reston Station Boulevard) and Wiehle Avenue:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen Wiehle Avenue to accommodate a 2nd left turn bay in the northbound direction and modify the existing traffic signal in accordance with VDOT standards to accommodate additional lanes and appropriate retiming of the signal controller.	Phase I
Record of Decision	2. *Sunset Hills Road and Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen Sunset Hills Road to the north to accommodate a westbound left turn bay and modify the existing traffic signal in accordance with VDOT standards to accommodate additional lanes and appropriate retiming of the signal controller.	Phase I
Record of Decision	3. *Widen Private Roadway:* Extend the existing Park and Ride Entrance from Wiehle Avenue to Sunset Hills Rd (Identified on CDP/FDP as Reston Station Boulevard and Comstock Metro Center Drive).	Phase I
Record of Decision	4. *Sunrise Valley Drive and Wiehle Avenue:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the intersection to include a pedestrian refuge in the northeast corner of the intersection creating a two stage pedestrian crossing of Wiehle Avenue. These plans will provide pedestrian improvements to the intersection to accommodate new pedestrian travel patterns including ADA ramps and high visibility pedestrian crossing markings and modify the existing traffic signal per VDOT standards to accommodate lane alignment medications and pedestrian and vehicle controller timing changes.	Phase I
Record of Decision	5. *Sunset Hills Road and Wiehle Avenue:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to restripe eastbound approach to include a right turn bay, through right turn lane, through lane and a left turn lane and modify the existing traffic signal per VDOT standards to accommodate lane restriping and signal retiming.	Phase I

Additional Transportation Improvement	6. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to Widen Sunset Hills Road to accommodate 2nd left turn bay in the westbound direction.	Phase II
Additional Transportation Improvement	7. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the existing traffic signal per VDOT standards to accommodate lane restriping and retime signal timing controller.	Phase I
Additional Transportation Improvement	8. *Wiehle Avenue and Sunset Hills Road*: Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Decrease right turn radius on southbound, northbound and eastbound approaches; Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	Phase I
Additional Transportation Improvement	9. *Wiehle Avenue and Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to add a southbound right turn bay and restripe the southbound approach to include a left turn lane, 4 through lanes and a right turn lane.	Phase I
~~Additional Transportation Improvement~~Record of Decision	10. *Wiehle Avenue and Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify the existing traffic signal in accordance with VDOT standards to accommodate lane restriping and signal timing controller changes.	Phase I
~~Additional Transportation Improvement~~Record of Decision	11. *Wiehle Avenue and Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Extend median to include pedestrian refuge on southbound approach; Extend median as much as possible on northbound approach; Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	Phase I

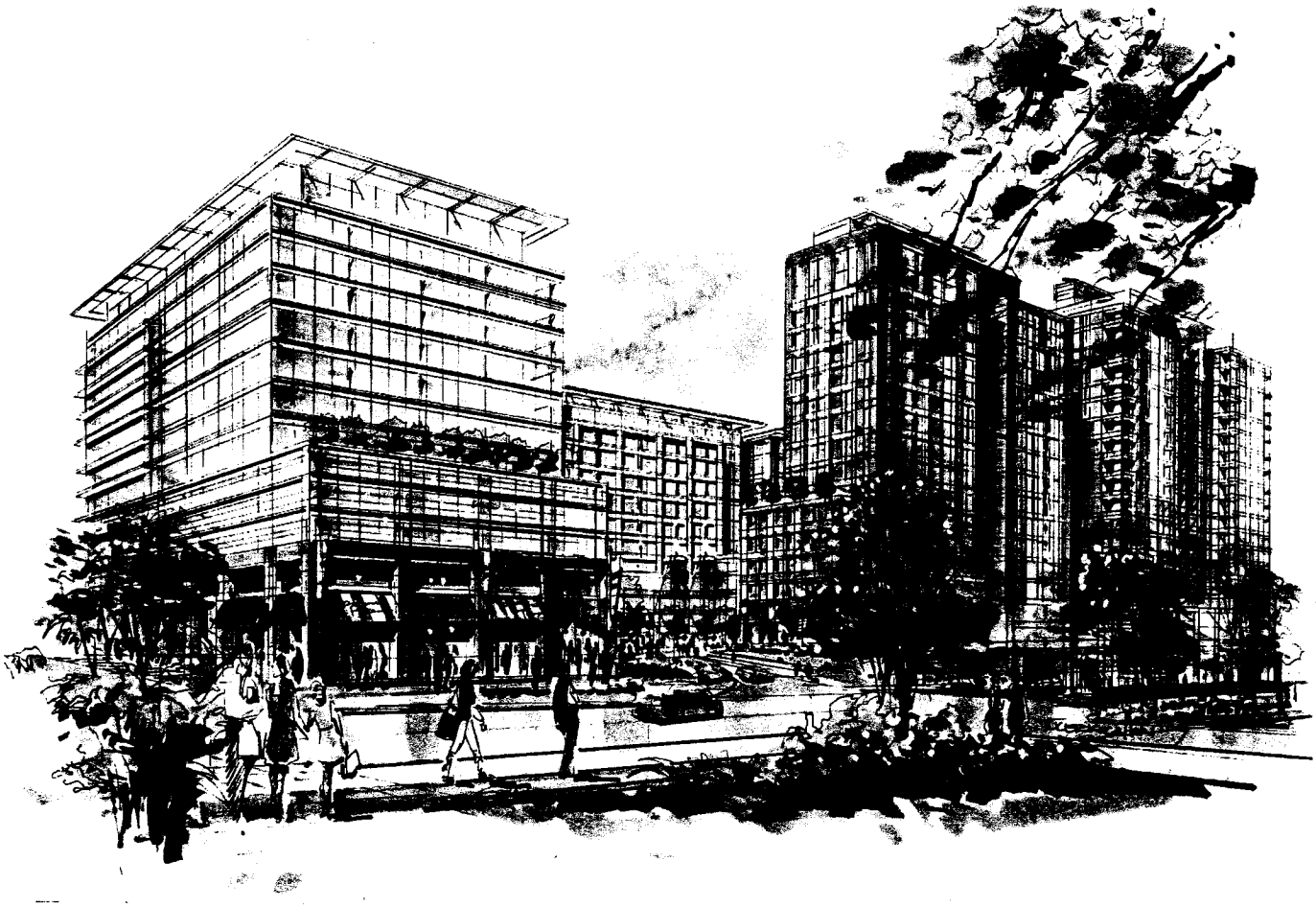
Additional Transportation Improvement	12. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to widen the southbound approach to include a left turn lane and through right turn lane.	Phase I
~~Additional Transportation Improvement~~Record of Decision	13. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to modify existing traffic signal per VDOT standards to accommodate additional lanes and retime signal timing controller.	Phase I
~~Additional Transportation Improvement~~Record of Decision	14. *Sunset Hills Road and Comstock Metro Center Drive/ Isaac Newton Square:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Pedestrian Enhancements as follows: Decrease right turn radius on southbound and westbound approaches subject to VDOT approval. Upgrade curb ramps, re-align crosswalks, provide pedestrian countdown signals and high visibility crosswalks on all four approaches where not already in place.	Phase I
~~Additional Transportation Improvement~~Record of Decision	15. *Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide Traffic Signalization at the internal site intersections serving the entrances to the commercial parking garage and the roadway on the western boundary of the property. In addition to the traffic signalization, provide pedestrian accommodations including curb ramps, countdown pedestrian heads and high visibility crosswalks consistent with planned streetscape improvements along the projects frontage.	Phase I
~~Additional Transportation Improvement~~Record of Decision	16. *Reston Station Boulevard:* Subject to VDOT review and approval the applicant will submit plans and specifications and complete the necessary work to provide stop signs and stop bars at the intersection of Reston Station Boulevard and Comstock Metro Center Drive and Include curb ramps and high visibility crosswalks to provide for an east west crossing on the southern leg of the intersection consistent with the planned streetscape improvements in this area.	Phase I

Phase I – The agreed upon scope of the these Improvements shall be substantially complete and open to the public prior to the issuance of the Non RUP for the Metrostation Facilities, unless otherwise provided for in the Development Agreement or agreed to by the County.

Phase II – Phase II improvements shall be constructed prior to the issuance of either a RUP or Non RUP for more than (i) 380,000 SF of non-residential uses, or (ii) 610 residential units or (iii) a combination of 205,000 SF of non-residential uses and 275 residential units.

RESTON STATION

March 2, 2010



DESIGN GUIDELINES

Exhibit B

RESTON STATION DESIGN GUIDELINES

FAIRFAX COUNTY, VIRGINIA

MARCH 2, 2010

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VISION FOR RESTON STATION AT WIEHLE AVENUE – A TRANSIT-ORIENTED DEVELOPMENT.

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RESTON STATION

VISION. *Reston Station is intended to develop as a Class A, transit-oriented development, providing a walkable, mixed use neighborhood along Metro's new Silver Line. High quality amenities and 18-hour per day activity will characterize this unique community.*

The primary organizing element of Reston Station is the central Plaza, which physically connects all buildings in the area adjacent to the Metro Station. The Plaza provides a unique and gracious point of access for all buildings as well as the Metro Station.

The Plaza will provide a focal point for the Reston Station development as well as the surrounding community. It is to serve as a venue for a multitude of activities for the residential, hotel, retail and office users. In conjunction with active recreational facilities provided throughout the project, the Plaza ensures that Reston Station is defined by its integral amenities and public spaces from the earliest phase.

All aspects of the built environment at Reston Station should demonstrate a commitment to high quality of design, materials, workmanship, durability, and maintainability.

Pedestrian level elements, street paving, landscaping, public art and architecture ought to provide a vibrant environment for residents and visitors. Buildings, while expressing their individual function and character, should demonstrate harmony with their surroundings and reflect the discipline of a tightly knit environment. Materials and colors should reflect a respect for the overall context within which they are located.

GOALS. *Each block supports this vision by implementing distinct goals –*

Block 1 *provides a vertically mixed-use community focused on the pedestrian experience that seamlessly integrates Metro facilities into the form and function of the Plaza and surrounding buildings.*

Block 2 *(already partially developed with office use), connects Reston Station to Sunset Hills Road, supporting an urban development pattern in the community and enhancing access to the Metro from the west, including from the W&OD Trail.*

VISION FOR RESTON STATION: TWENTY-FIRST CENTURY TRANSIT-ORIENTED DEVELOPMENT.

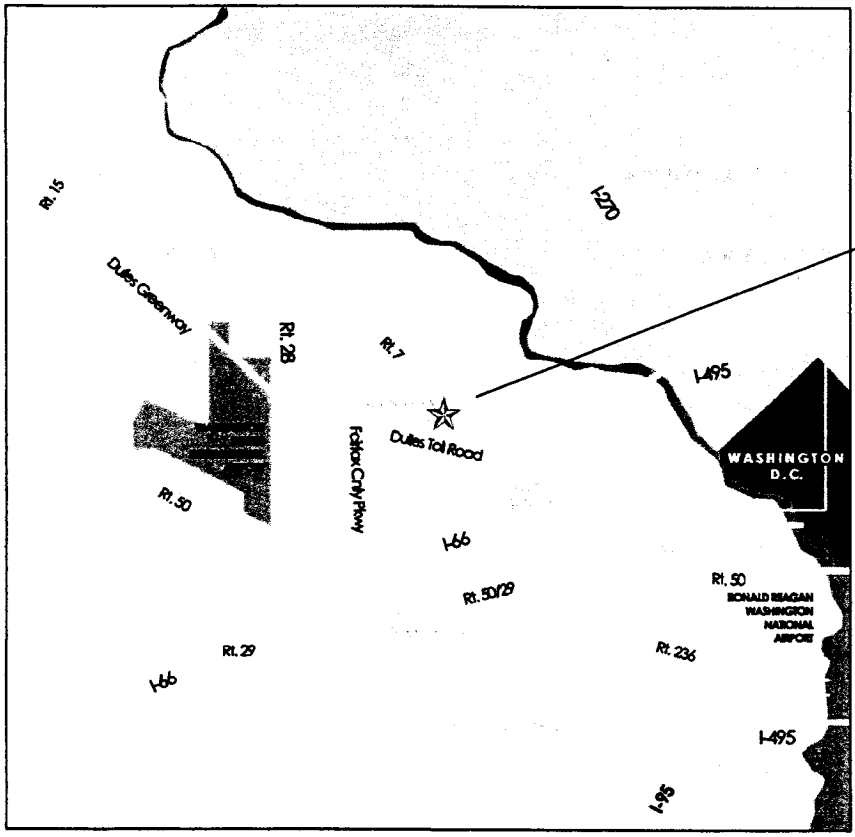
INTRODUCTION

Reston Station is planned to be a transit-oriented development providing a rich built environment directly accessing the new Silver Line Metro Station approved for construction at the intersection of Wiehle Avenue and the Dulles Toll Road/Dulles Airport Access Road. With easy access from many parts of Reston via area roadways, the W&OD trail, sidewalks and well served by bus service, Reston Station will develop as a vibrant community with strong functional and physical connections to the balance of Reston.

Reston Station is comprised of two parcels which will anchor the area around the Metro Station at Wiehle Avenue (designated by the Fairfax County Comprehensive Plan as "Subarea G-4"), creating a live/work/play environment at the new Metro Station and establishing a strong, urban development pattern to guide future investments. The larger parcel, currently the location of the Wiehle Avenue Park and Ride, is owned by Fairfax County with a long term lease to a Comstock Partner's affiliate. An affiliate of Comstock Partners, L.C. is the owner of the second parcel included in the project. The development of Reston Station is a public/private partnership which will develop both parcels into a vibrant Transit-Oriented Development which will both support and leverage the federal, state and local investment in creation of the Metro Silver Line. Reston Station will include:

- A 2300-space, county-owned garage to serve the Metro Station.
- A 45-space Kiss and Ride facility.
- A bus terminal with 10 bus bays.
- Numerous points of bicycle/pedestrian access (Including ADA accessibility) to the development and the Metro Station.
- Development of a vibrant mixed use community above the garage structure and on the related Comstock parcel.
- A sophisticated international plaza design constructed with premium quality materials to serve as the community's focal point.
- A programmable space to serve as a venue for public events as well as to serve as a formal and informal gathering space for the broader community.
- An ever-changing public art gallery.

RESTON VICINITY MAP



RESTON STATION

PROJECT MASTER PLAN

DEVELOPMENT DESCRIPTION

Reston Station contains 2 distinct Blocks --1 and 2 -- which are connected by the future Reston Station Boulevard and Comstock Metro Center Drive.

Block 1 is comprised of two distinct areas. Abutting the Metro Station is the central Civic Plaza framed by 5 buildings. The Civic Plaza will be the heart of the development. Block 1 is bisected by Reston Station Boulevard and a sixth building is proposed on the north side of the boulevard.

Block 2, adjacent to Sunset Hills Road, will help establish a critical connection from the W&OD trail, immediately to the north. Development will include expansion of the existing office building, along with potential introduction of an additional residential or office building with structured parking and easy access to the Metro Station.

Overall, 1,282,614 square feet of development (exclusive of any bonus density which may be constructed) is permitted on Blocks 1 and 2* Up to eight buildings may be developed, and approved square footage may be transferred between Blocks 1 and 2 so that Reston Station can develop in a manner that is responsive to evolving market demand. While embracing flexibility, the proffers and Concept Development Plan (CDP/FDP) also ensure a balanced community with a development framework that includes the following strategies:

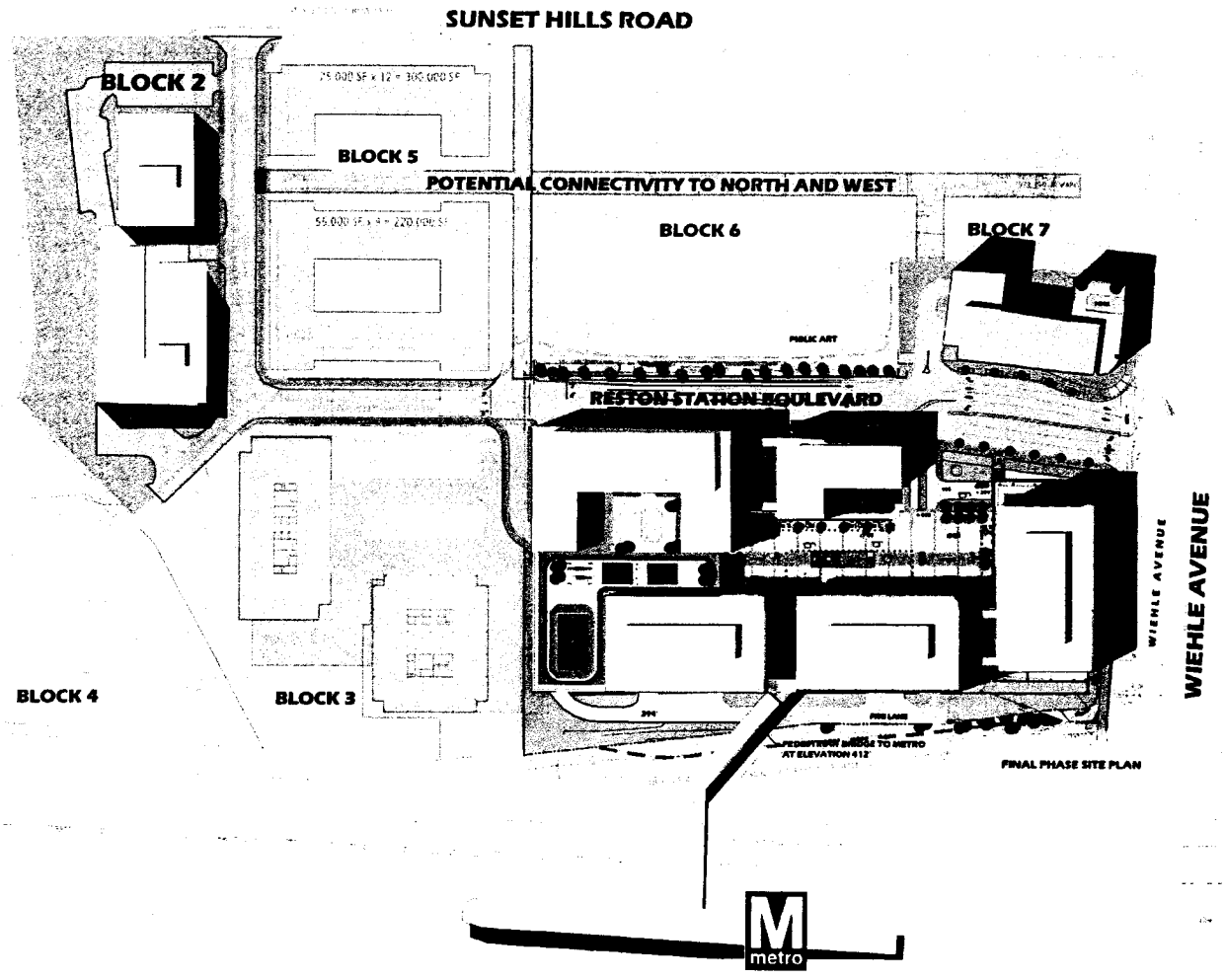
BUILDING USE. Each building has a designated primary use – office, hotel or residential. Two of the eight buildings are identified as having 2 alternative development scenarios.

MIXED-USE CHARACTER. A minimum and maximum amount of retail space is specified for most buildings to ensure a dynamic ground floor interaction with the Plaza and/or streetscape. In addition, to ensure a mix of uses project-wide, the proffers set forth the minimum proportion of the project that must be residential and the maximum that may develop as office.

MASSING AND SCALE. The general massing and scale for each permitted building is specified by provision of a minimum and maximum height and gross square footage.

* See Sheet 2 of the Concept Development Plan for detailed Building Data Chart

RESTON STATION MASTER PLAN



DEVELOPMENT SUMMARY

Development of Reston Station will accomplish the following goals:

- Establish a new "place" where residents, guests, workers, commuters, shoppers and diners can interact in a vibrant plaza venue and gain access directly to the Metro Station at Wiehle Avenue.

- Provide an interconnected network of pedestrian walkways and a public gathering space that serves as a gateway for the surrounding neighborhoods to access amenities – private and civic – and the public transit system.

- Provide a well-designed mixed-use community, centered on a gracious public plaza which prioritizes people and their different means of accessing Reston Station and the Metro system.

- Provide programmable space that can serve as a dynamic venue for a variety of events and public uses.

- Promote a walkable community connecting Sunset Hills Road and Wiehle Avenue to Reston Station.

- Create a scalable, multi-modal development grid for Land Unit G-4 into which future development may be integrated.

- Rely on modern classic architectural design and features resulting in a varied and interesting skyline as well as a street level that is transformed from its current light industrial character to an inviting, urban environment.

DESIGN STANDARDS

Within an overarching development framework, the Reston Station Design Guidelines address the desired character and quality of the project. The Concept Development Plan (CDP/FDP) and associated proffers provide a development framework for Reston Station defining the general use, massing and scale for all buildings, the Civic Plaza and the garage. The Design Guidelines further define the character desired for Blocks 1 and 2 as well as the area connecting these two portions of Reston Station.

BLOCK 1

OVERVIEW

Block 1 is bisected by Reston Station Boulevard and is comprised of two elements:

- The Metro garage, Plaza and up to five Civic Plaza-level buildings, is the portion of Reston Station immediately adjacent to the Metro Station.

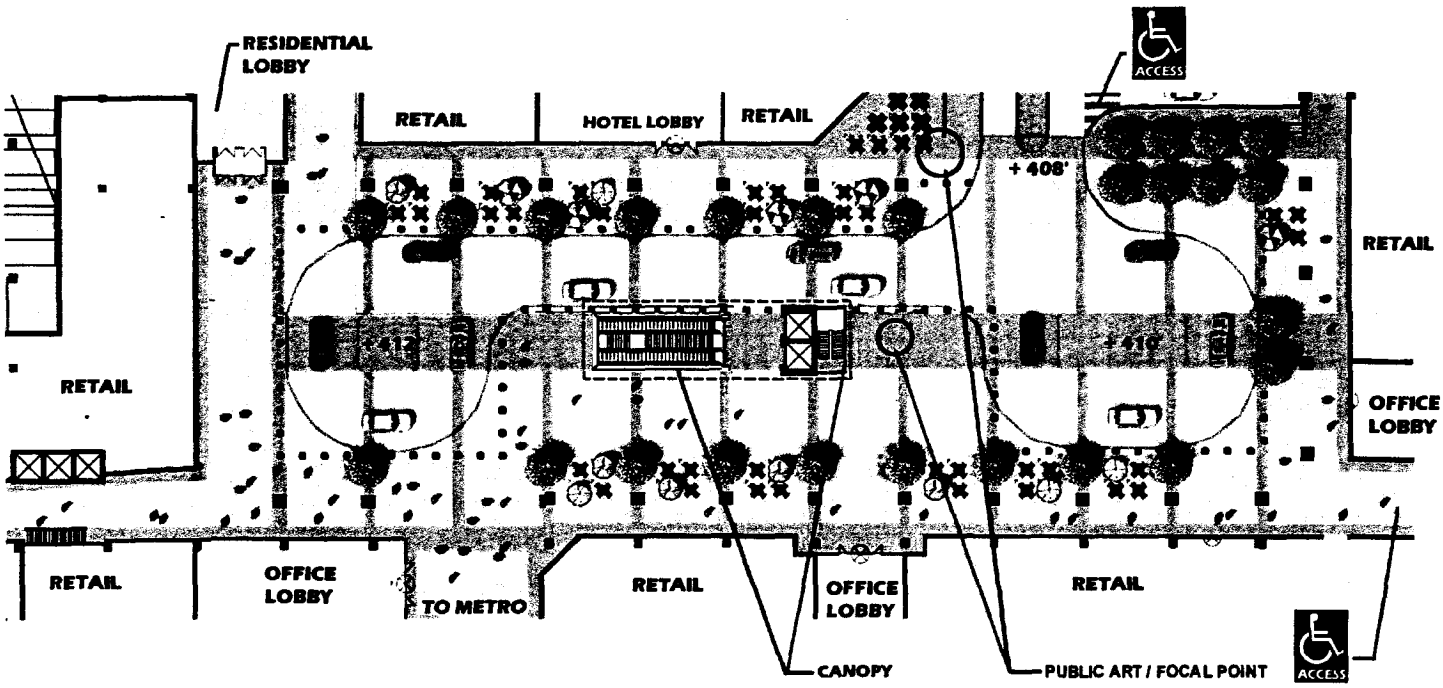
- Building 6, predominately residential is located on the north side of Reston Station Boulevard.

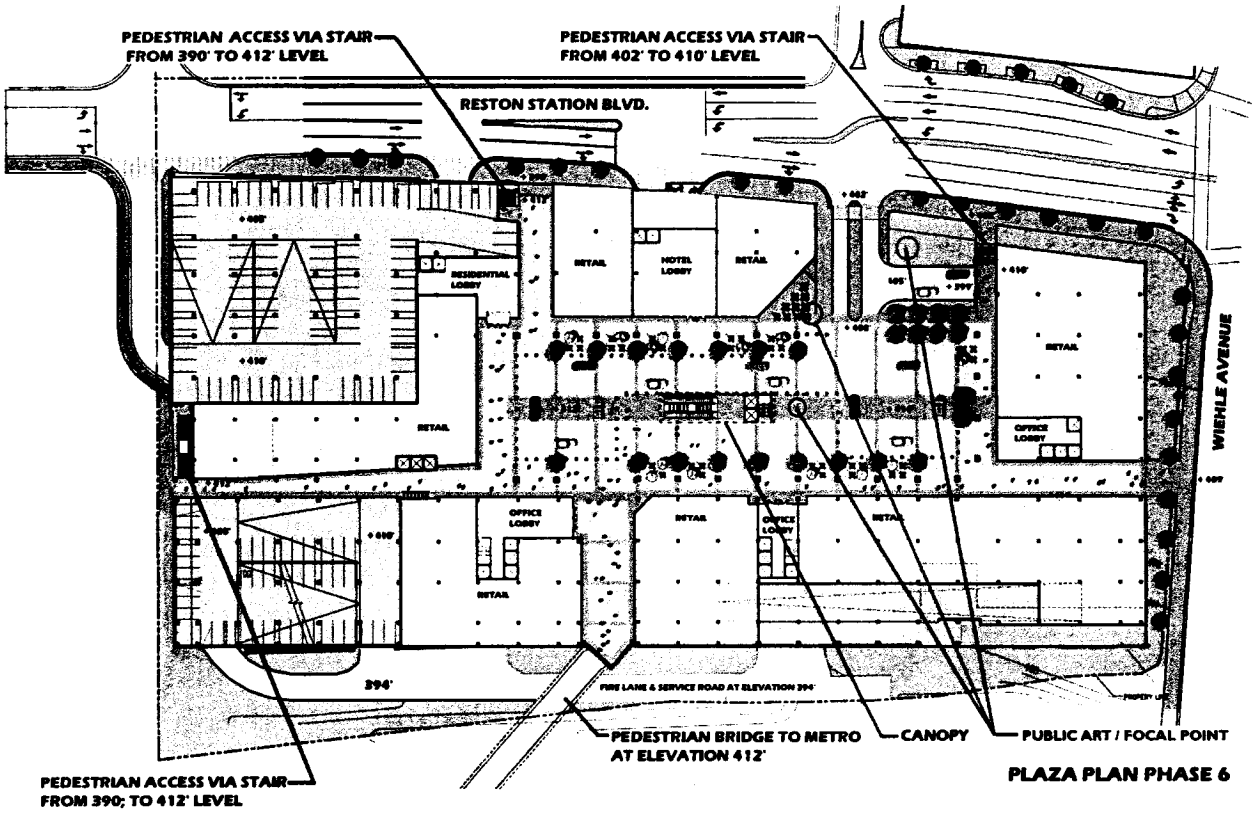
The Design Standards address the desired character and functionality of both elements of Block 1. Detailed treatment is provided for the Civic Plaza which connects five buildings and the Metro Station and substantially defines Block 1.

PLAZA DESIGN

Function.

A transit-oriented development is *by definition* shaped by the multi-modal circulation needs of pedestrians, bicyclists, vehicles (all modes by which people access the Metro) and the transit system itself. Reston Station prioritizes pedestrian use of and access to the project through establishment of a central Civic Plaza serving as the primary organizing element. The Civic Plaza design integrates pedestrian access to the Metro and five multi-function, class "A" buildings in contrast to typical office parks which separate building entries. Reston Station is served by structured parking, below and above the plaza, reserving the Civic Plaza primarily for pedestrians.





Plaza Detail

To ensure easy visitor access, vehicles may circulate on the plaza in limited, designated locations (see Pedestrian Circulation, pp.15-19). Vehicular circulation is to be defined by a combination of bollards and planters and may be supplemented by the use of pavers varying in texture and color. The Civic Plaza may be closed to non-emergency vehicles as needed for events and seasonal uses of the Civic Plaza.

Primary Design Features

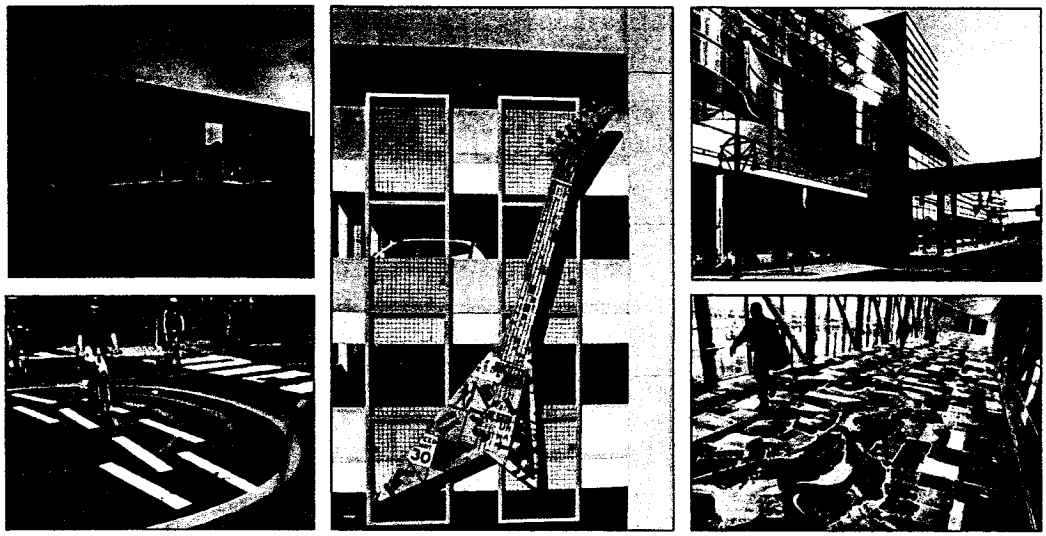
Approximately 385' by 125', the Plaza provides over an acre of well-designed urban hardscape, oriented to the front entrances of all buildings. The following primary design features characterize the Civic Plaza:

Arcades – Building frontages. The buildings – architecture, functionality and relation to the ground plane—should be designed to foster active use of the plaza and to be enticing and easily accessible to the surrounding community. Arcades (building overhangs) border much of the Civic Plaza and are 12-20' in width sheltering a vertical space of approximately 15 to 25'. The building arcades are a unique design feature of the Reston Station Civic Plaza. They provide a broad sheltered zone to the perimeter of the Plaza, improving usability in all seasons and supporting dynamic building entrances, outdoor eating spaces and creative retail frontages. The shelter also provides covered walkway from all Civic Plaza points of access to the Metro entrance.

Areas under the arcades should be well-lit and furnished as needed to support retail uses and enhance the pedestrian comfort and use of the Civic Plaza. Furniture and landscaping should be placed to ensure that pedestrian circulation is not obstructed. A variety of design strategies including placement of public art, installation of awnings or other entry detail and use of signage may be used to enhance the arcade experience, denote locations of retailers and communicate project and Metro related information to pedestrians.

Pedestrian shelter. The Civic Plaza provides a great deal of sheltered space for pedestrians. In addition to arcades, canopies will be provided over the portion of the Civic Plaza where the escalator, stairs and elevator provide a vertical connection to the bus loop level below. While this canopy may change to respond to the building design, the purpose is to protect pedestrians entering the Civic Plaza from the level below. The canopies augment the arcade provided along perimeter of the Civic Plaza resulting in a Civic Plaza that provides permanent, unobstructed shelter, both for walking and for seating, for the Metro garage entrance – escalator/elevator – and from all perimeter points of entry to the Civic Plaza to the pedestrian bridge to the Metro Station.

Public Art. Both temporary and permanent artwork, including sculpture, should be diverse and integrated into the design of buildings, public spaces, landscapes and community infrastructure. The selection and placement of works of art provides an opportunity to interact with the community and contribute to the sense that the new development is part of Reston. Artist-led projects that engage the community and consultation with local arts advocacy organization should be included in the overall public art program for Reston Station. Opportunities for placement of public art will change as the buildings are completed.



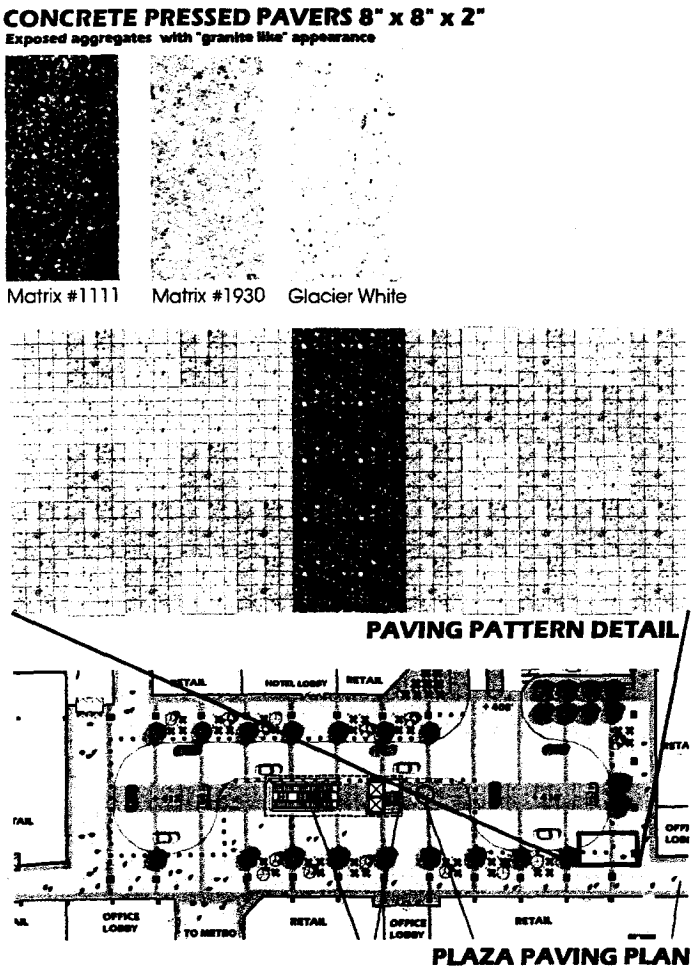
Focal Points/ Gathering Spaces. Two key locations within the pedestrian-only portions of the Civic Plaza provide areas suitable for performance, temporary displays, sculpture and other artwork and seasonal uses. One area is in the pedestrian-only zone located in the center of the Civic Plaza. An additional focal point will be provided at the south east corner of building 5 and could include a combination of seating, artwork and/or plantings. (see pp. 10, 11 and 17) for detailed views of Civic Plaza).

Landscaping. Smartly designed Civic Plaza landscaping, in a variety of decorative planters and planting walls, shall be incorporated in to the Plaza design to help accomplish the following design goals:

- Enhance the Civic Plaza experience with ornamental plant stock.
- Punctuate the spacious entrance area which the Civic Plaza provides for each building.
- Visually and physically demarcate large pedestrian-only areas, in conjunction with bollards or other similar physical features.
- Define and enhance spaces for seasonal/temporary use and community gathering, in conjunction with furniture as needed.

Civic Plaza Pedestrian Circulation

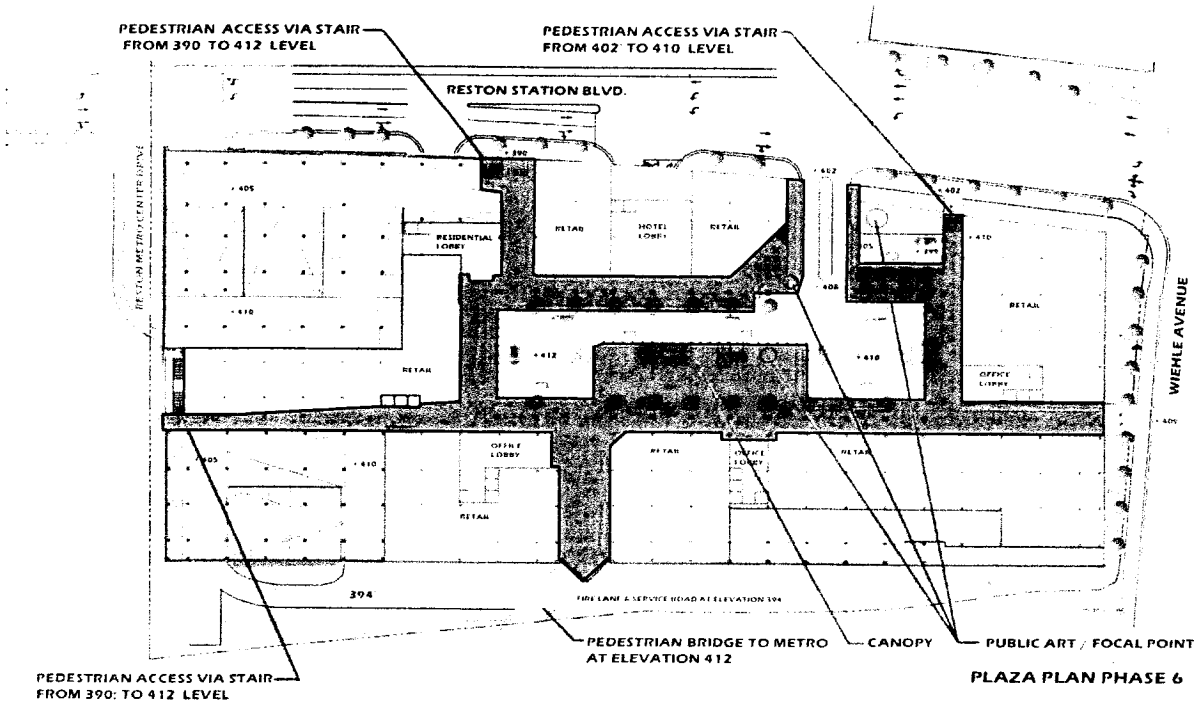
The Civic Plaza prioritizes pedestrian circulation, welcoming bicyclists and pedestrians from all directions to a protected space that provides access to office, residential and retail uses of each building as well as the Metro Station. The retail component of each building and the Metro entrance create a public venue and community focus that is truly oriented to pedestrian use and access.



Most of the Civic Plaza is only accessible by pedestrians. Pedestrians may enter the plaza from six different locations – four points of entry from the perimeter of Block 1, one point of entry from/to the Metro and a second, central vertical point of entry (provided by escalator/elevator) from the bus loop/kiss and ride level. Upon entering the Civic Plaza, pedestrians have the option of being under an arcade or other roof structure for much of their walk to the Metro or other destination on the Civic Plaza. At buildout, the ground plane of the Civic Plaza is treated with stone pavers and other high quality materials that provide a mixture of color and texture that can be used to define particular gathering venues and to guide circulation through the Civic Plaza. While interim treatment of portions of the Civic Plaza surface with stamped asphalt is acceptable where, to the extent feasible, construction damage is anticipated, the pedestrian-only area surrounding the escalator/elevator and connecting to the Metro will be surfaced with permanent, high quality pavers.

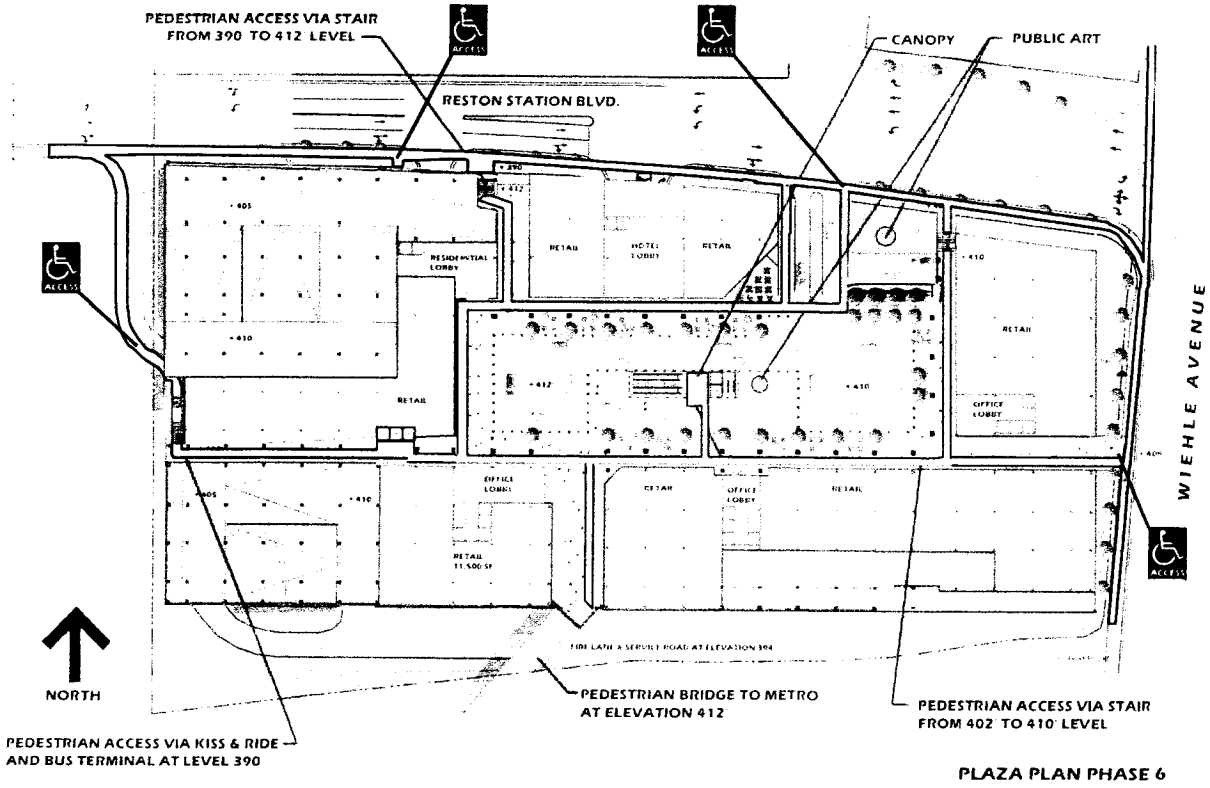
The use of varying paver colors and design is illustrated here to show the value of this design strategy for guiding circulation and use of the Civic Plaza while maintaining a level and open surface that enhances the value of the space for pedestrian use.

Pedestrian – only portions of the Plaza



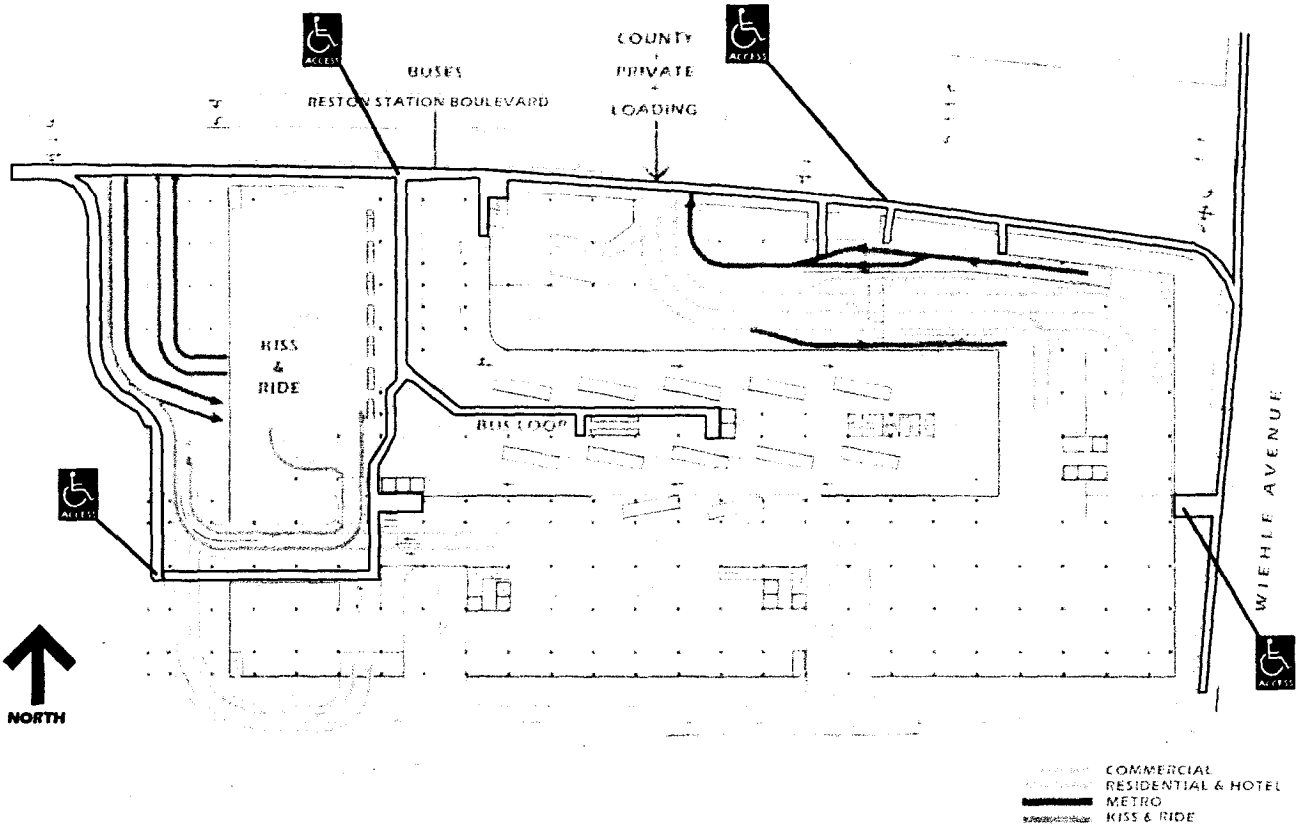
DEDICATED PEDESTRIAN AREAS

Pedestrian circulation to and within the Plaza



Passageways bringing pedestrians to the Civic Plaza from perimeter roadways should be of a significant scale to ensure a sense of openness. Passageways should be faced with retail glazing and / or building entrances where the opportunities exist and are appropriate. In other locations, covered pedestrian walkways should be lined with artwork, informational signage, directional signage (e.g Metro related) architectural treatments and other features to avoid any long expanses of blank walls. All entrances will be well lit and designed so that passageways open up when reaching the Plaza to soften the distinction between Civic Plaza and entrance passage. Once on the Civic Plaza, the arcades should be furnished to ensure a clear pedestrian pathway. Attention should be given to locations where arcades and points of entry to the Civic Plaza intersect to minimize conflicts between pedestrian traffic, furniture, landscaping, etc.

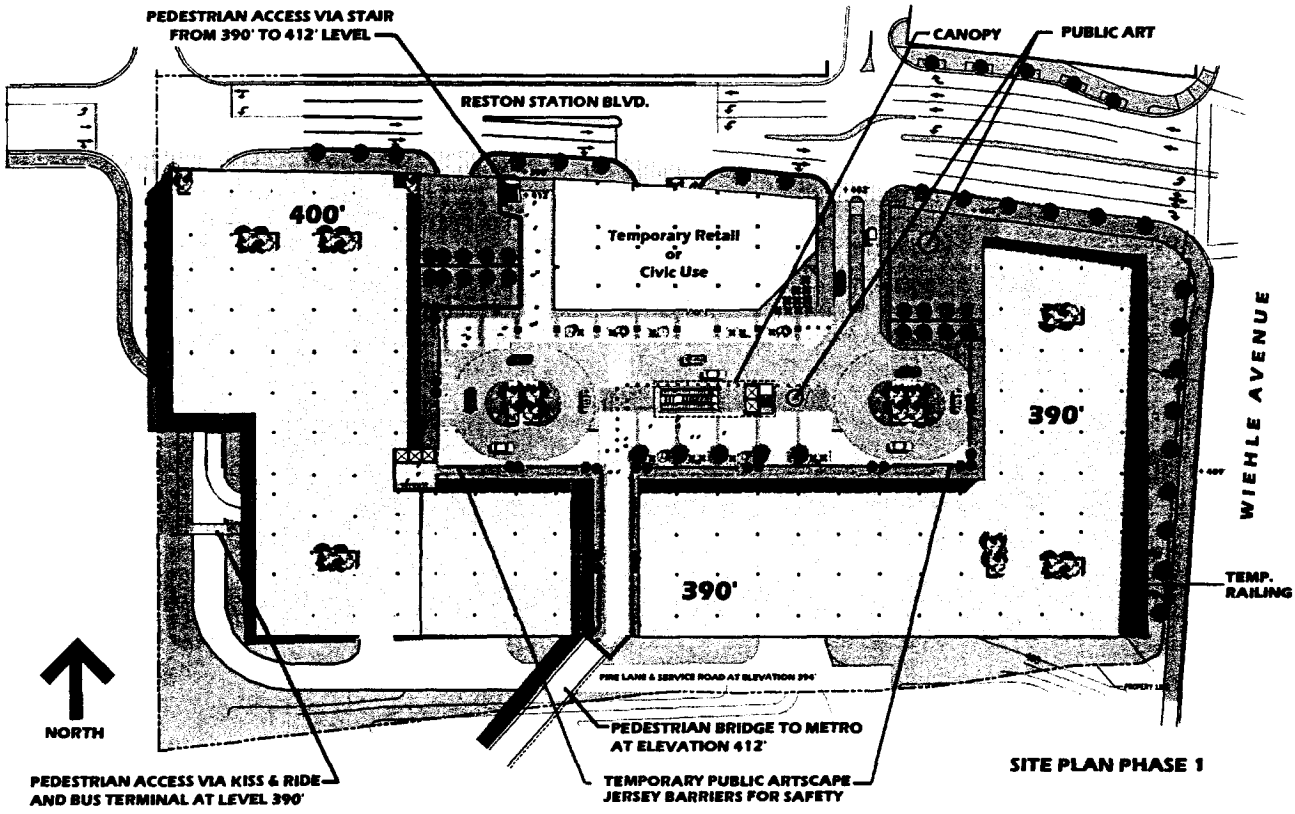
The Civic Plaza provides for multi-modal access. Vehicles may access the Civic Plaza for limited purposes and times, and the design of the ground plane ensures that vehicles must move slowly and carefully through a constrained area on the Civic Plaza. Bollards or planters may be used to define pedestrian-only areas and should be attractive and coordinated with the high caliber design with the plaza paving and other features. Civic Plaza lighting will punctuate the boundaries of the pedestrian-only areas, particularly for evening use of the Civic Plaza. Bicycles may enter the Civic Plaza at pedestrian access points, and bicycle parking will be available in several locations. Bicycle parking is also provided within the garage in a designated bicycle storage room so that bicycles may be secured indoors prior to entering the Civic Plaza. (See additional guidance regarding bicycle access and parking on p. 32)



G2 LEVEL PEDESTRIAN CIRCULATION - PHASE 4-5-6

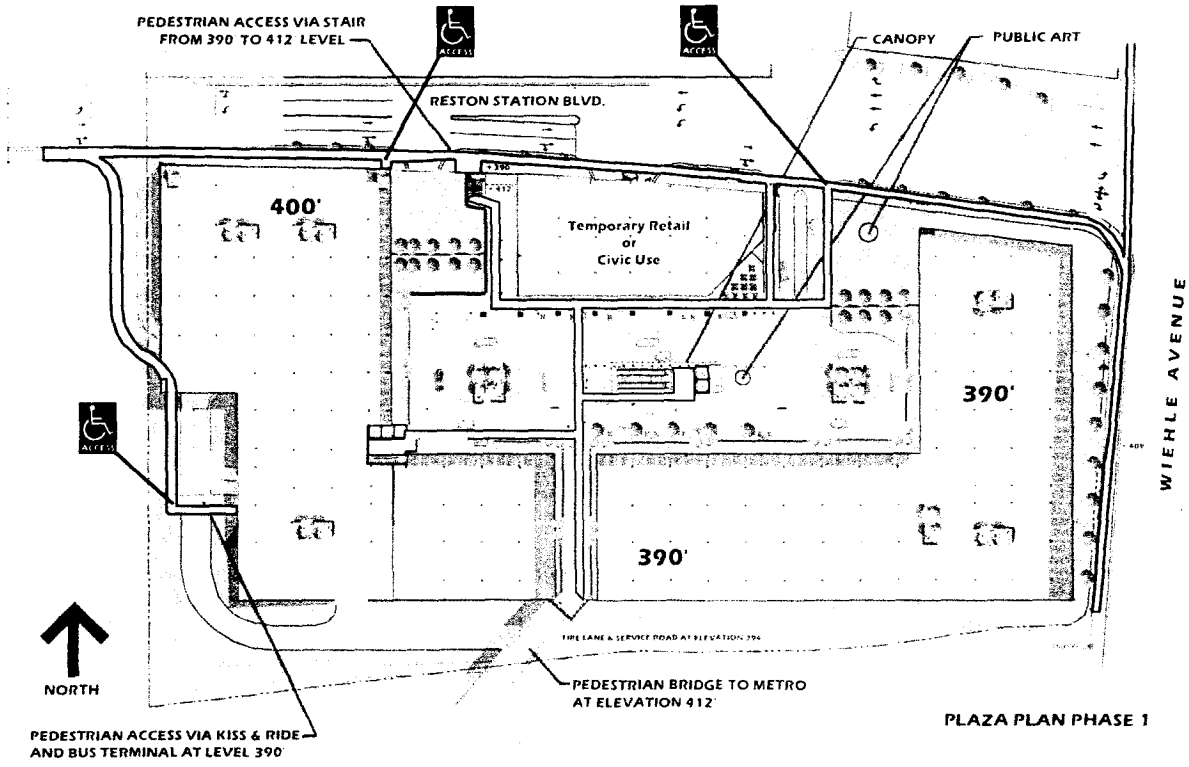
Phasing.

The Civic Plaza will advance in community and character with the addition of new buildings that shape it, and the first phase – Civic Plaza only – is quite distinct from all building phases. The primary function of the Civic Plaza in phase one is to provide access to the Metro. The primary challenge at phase one is to provide inviting public spaces when few, if any, of the Civic Plaza-level buildings are constructed. To ensure a vibrant Civic Plaza at phase 1, an interim retail / civic use will be constructed to provide transit users access to amenities from the project's inception. (See pp. 21-23 for additional guidance regarding the design of the interim retail/civic space)



While the Civic Plaza is substantially complete at phase one, key differences between phase one and building phase can be seen in the following elements: 1. Civic Plaza pedestrian circulation, 2. Civic Plaza "wall" and 3. Landscaping. The Civic Plaza will be treated as a finished space at each phase, and no exposed building elements (e.g. rebar) related to future construction will be visible on the Civic Plaza or parking areas that will be open for public use. Planters and other architectural elements will be used to conceal any structural detail related to future construction. Spaces used solely for construction staging will not receive specialized treatment but will be screened from public view to the extent possible.

1. Civic Plaza Pedestrian Circulation. Pedestrian circulation on the Civic Plaza at phase 1 will be fully functional in relation to Metro Station access.



PLAZA PLAN PHASE 1

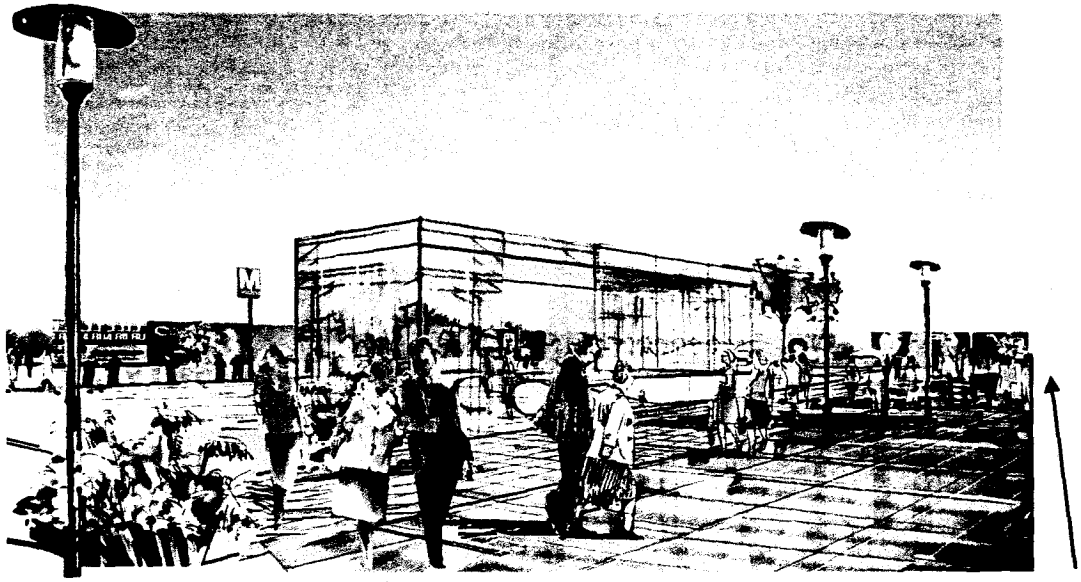
While the Civic Plaza per se is provided at phase one, additional pedestrian access points and buildings will enhance the functionality of the Civic Plaza space over time. Table 1 provides a comparison of the overall Civic Plaza pedestrian circulation at phase 1 and at buildout. When complete, there will be 5 broad entrance points to the Civic Plaza (see p. 7 - Civic Plaza site plan), which will add usable space and functionality:

- 2 entrances from Reston Station Boulevard
- 1 entrance from Wiehle Avenue
- 1 entrance from the western elevation of Block 1
- 45' wide entrance corridor to the Metro Station

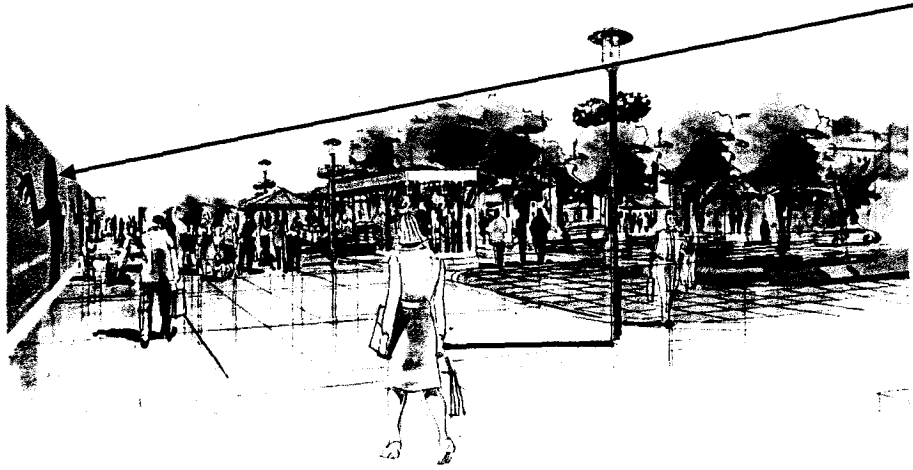
Table 1: Changes in Pedestrian Circulation

Civic Plaza-only Phase	Building Phase
3 points of access from block perimeter to Metro. Access from 400'-level parking level to Civic Plaza. Pedestrian-only spaces delineated.	4 points of access from block perimeter to Metro. As buildings are constructed, arcades are created to provide covered pedestrian through the Plaza to the Metro. Pedestrian-only spaces delineated.

2. Civic Plaza Screening Wall. Instead of being framed by buildings, the Civic Plaza at phase 1 will be framed by a combination of interim retail/civic uses, landscaping and screening providing local artists opportunities to display their art publicly. The screening wall surrounding the Civic Plaza serves a safety function as well as providing extensive opportunity for a variety of graphic displays.** The screening wall will incorporate landscaping to ensure an attractive frontage to the Civic Plaza as Reston Station evolves.



Screening Walls



Phase I Civic Plaza Views

** A Comprehensive Sign Plan for Reston Station will provide additional detail on interim and permanent signage and graphic displays.

3. Landscaping. The use of planters and decorative plant stock will be important to providing a Civic Plaza, which at early phases offers a finished, comfortable entrance to the Metro Station. Table 2 identifies changes between the Civic Plaza-only phase and building phases.

Table 2: Changes in Landscaping

Civic Plaza-only Phase	Building Phase
Decorative planters and planter walls will be used throughout the Civic Plaza to define spaces, as well as provide color and texture to the Plaza experience. A combination of decorative fencing (with public art) and planters shall provide a screening barrier for the portion of the Civic Plaza facing parking areas or the Metro Station. Access to the Metro walkway shall be fully lined with a similar screening barrier. During construction of the five buildings on the Civic Plaza, stamped asphalt will be used and replaced as required due to the effects of staging and construction. During construction of Building 6, adjacent screening will be provided along Wiehle Avenue and will be attractive and designed to protect pedestrians accessing the Civic Plaza area and ensure a pleasant entrance to the project.	Decorative planters and planter walls will be used throughout the Civic Plaza to define spaces, as well as provide color and texture to the Civic Plaza experience. Screening barrier will be replaced by buildings as Reston Station matures.

Variety of Functional Spaces.

At all phases, the Civic Plaza is to provide a pedestrian-oriented focal point for the project as well as gathering spaces related to each use and well designed access to the Metro Station. As noted above, because building overhangs shelter a significant portion of the Civic Plaza edge, and because the Civic Plaza serves many functions, a variety of unique spaces are provided.

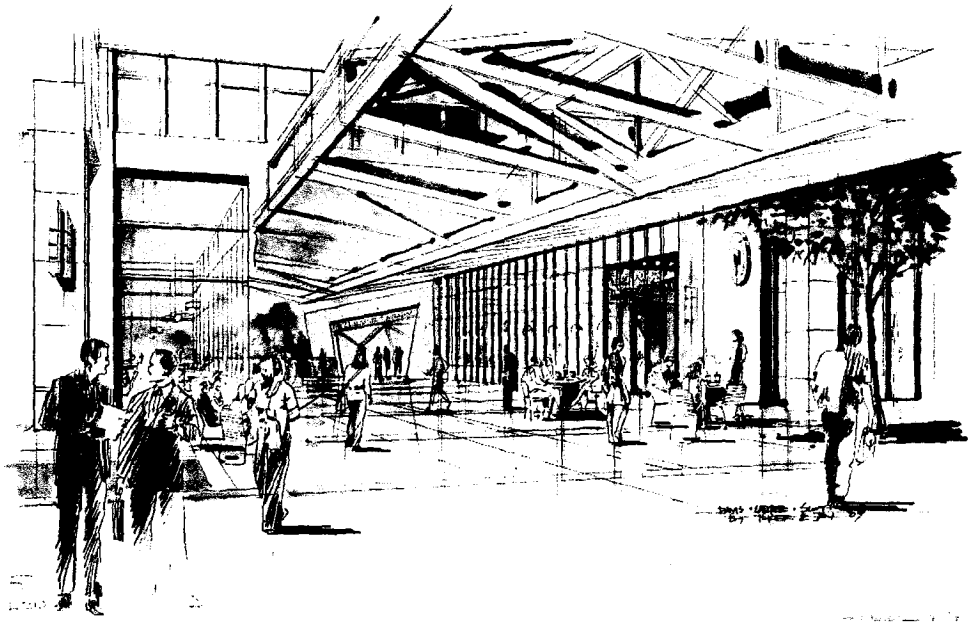
- Flexible performance / demonstration space. An area suitable for performance, temporary displays, sculpture, etc will be provided in the pedestrian-only zone located in the center of the Civic Plaza (see plaza blowup). Prior to full buildout, other portions of the Civic Plaza such as areas closer to the Interim Retail/Civic Space may be used to provide performance and demonstration space as well.

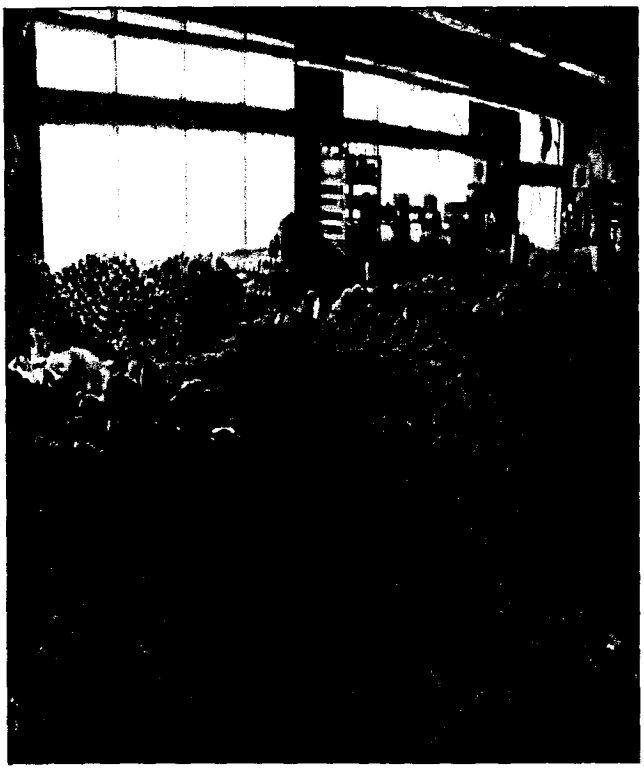
- An additional focal point will be provided at the southeast corner of Building 5, to include a combination of public seating, artwork and/or plantings. Areas identified to serve as focal points will also evolve as the project builds out. For example, in the Civic Plaza-only phase, focal points of the Civic Plaza may include the pedestrian-only section and the screening wall and will also be integrated into the design of the interim retail / civic use to complement that space and support the goal of providing an interesting and useful pedestrian destination for people entering and leaving Metro Station as well as area residents, workers and commuters.

- Seating areas shall be provided throughout the plaza, oriented toward restaurants with outdoor seating needs as well as office building entrances and other locations where seating would be convenient for broader public use. Seating may be provided both under the arcade as well as in the open to provide a variety of choices. It is anticipated that both permanent and temporary seating will be provided, although seating on the Civic Plaza shall be balanced with the provision of open areas, to protect smooth circulation on the Civic Plaza as well as the desired open character.

- Benches, planter walls and other types of seating, which are not oriented toward restaurant use will also be provided on the Civic Plaza. Such seating will be designed and sited to ensure that the Civic Plaza is welcoming, and supports the needs of Metro users as well as employees and shoppers.

PLAZA SEATING





- In phase 1, an interim retail/civic use will be provided on the Civic Plaza. This space, which will include a minimum 10,000 square foot pavilion, (of which a minimum of 5,000 square feet shall be conditioned, interior space), may be interspersed or flanked with landscaped open areas. Such areas should be easily accessible from other parts of the Civic Plaza and allow for seating to support potential restaurant uses in the interim retail space.

- The interim retail/civic use space is provided in phase 1 to activate the Civic Plaza and serve the needs of pedestrians at different stages of development of Reston Station. As such, the design, use and programming of the space may evolve to complement the balance of the project until it is replaced by permanent buildings.

Seasonal Use

- The Civic Plaza may be closed to non-emergency vehicular circulation at certain times (e.g. weekends) to support seasonal activities such as open-air farmers' markets, art fairs, concerts, theaters, contests, holiday festivities and the like.

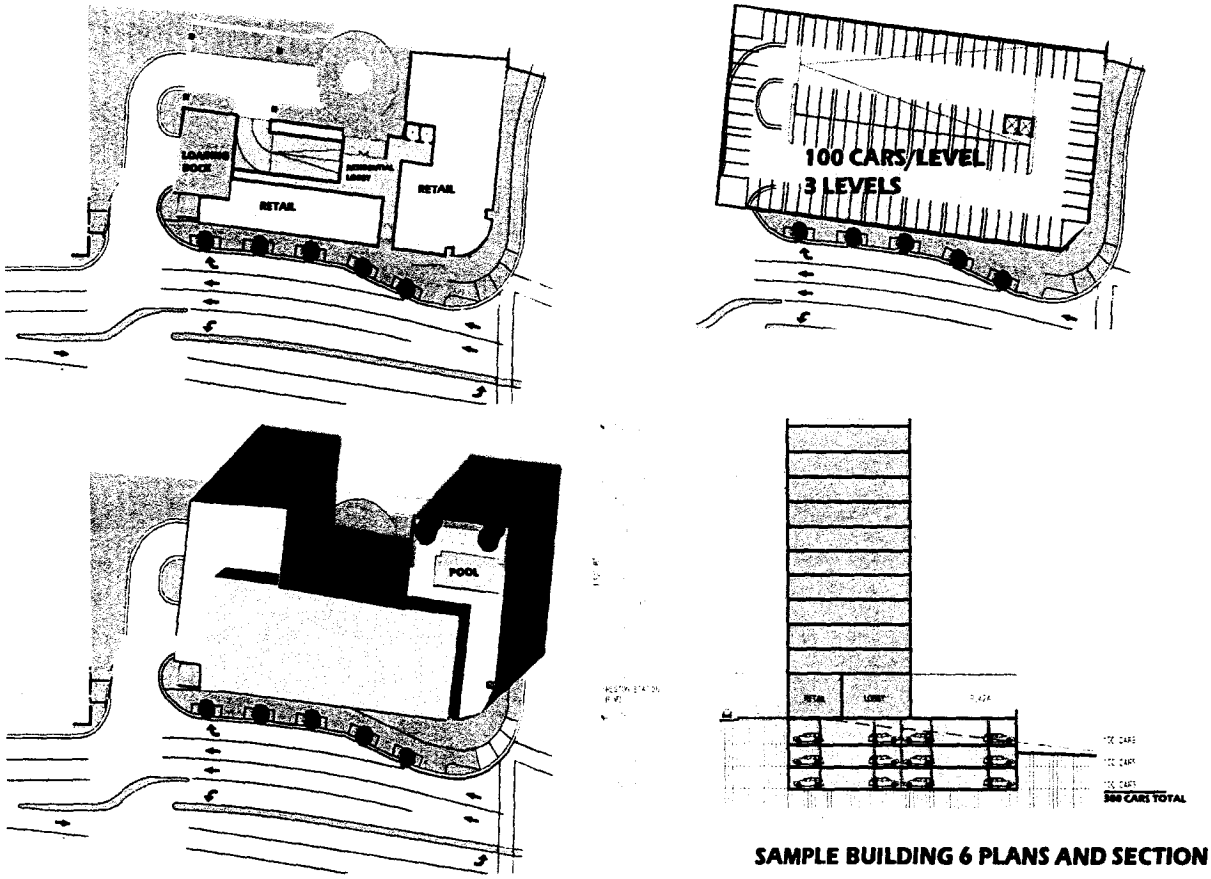
- Access ways for pedestrians and emergency vehicles shall be maintained at all times. Areas on the Civic Plaza programmed for seasonal uses – e.g. farmers markets – will be demarcated with attractive features, such as decorative planters, temporary signage, etc. to permit pedestrian access while clearly denoting the general location of such uses.

- Temporary signage will be provided in strategic locations to provide information such as times of operation, seasonal uses, Metro signage, way-finding and other site information (public and private). As noted above, a Comprehensive Sign Plan for Reston Station will address a variety of signage needs.

Building 6

Located to the north of Reston Station Boulevard, Building 6 will accommodate a primarily residential use with ground floor retail, consistent with the Building Data Chart on Sheet 2 of the CDP/FDP. Pedestrian access is provided from Wiehle Avenue and Reston Station Boulevard. Pedestrian access will be provided separately from the driveway entrance and will be demarcated by the use of materials, landscaping and signage.

The primary pedestrian connection to the Plaza and Metro access will be the crosswalk at Wiehle Avenue and Reston Station Boulevard. The street corner and sidewalks adjacent to Building 6 will be designed to guide pedestrians to the appropriate crossing using varied building materials, signage and landscaping. The pedestrian connectivity and the Building Development guidelines (see pp. 27-36) work together to ensure that Building 6 is well integrated into the design of Block 1, notwithstanding the timeframe of the build out of Reston Station.



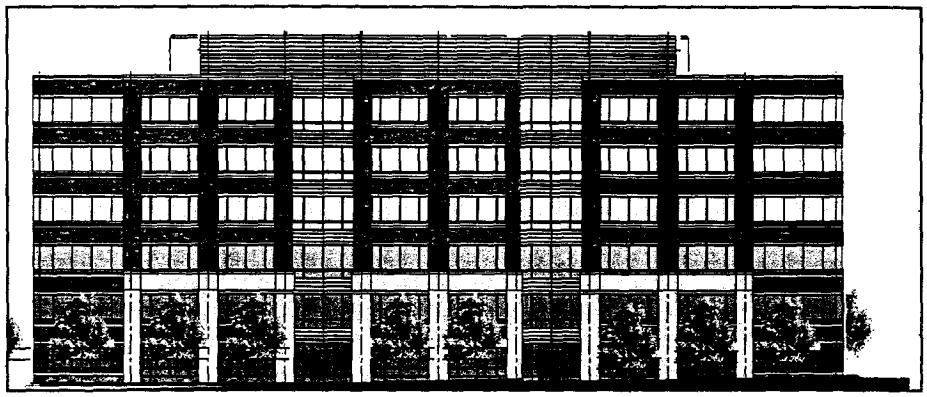
SAMPLE BUILDING 6 PLANS AND SECTION

During site development, before and during construction of Building 6, the sidewalk along Wiehle Avenue will be carefully screened to protect the pedestrian experience and ensuring a pleasant walk along Wiehle Avenue to the Metro from points north. Such screening will be comprised of solid materials to fully protect pedestrians and may be used as a venue for public art until such time as Building 6 is completed or the site is seeded and landscaped. (At that time, the screening will be removed and replaced when additional construction use of the parcel is undertaken.)

Block 2

OVERVIEW

Block 2 is adjacent to Sunset Hills Road and forms the western element of the Reston Station project providing a critical link that will ensure bicycle, pedestrian and vehicular access to the Metro Station from Sunset Hills Road and the W&OD trail, in addition to the access from Wiehle Avenue. Development may include expansion of the existing office building and introduction of a residential structure, both with structured parking and easy access to the Metro Station. (See Streetscape / Pedestrian Design at p. 30 for treatment of pedestrian facilities)



Existing Office Building with Potential Lateral Addition

Pedestrian connectivity from Block 2 to Block 1 is provided via 8'-wide sidewalk leading to multiple points of entry to the garage and/or Plaza. It is the pedestrian connectivity, along with Building Development guidelines which apply to Block 1 and Block 2 together (see p. 34-37), which link the two portions of Reston Station, both functionally and visually.

BUILDING DEVELOPMENT

Massing / Height. Expansion of the office building may be vertical or horizontal, and the massing of the addition will be consistent with the existing building. Building development in Block 2 should also be consistent with pp. 34-37 (building development section) which further addresses architectural detail regarding all buildings within Reston Station.

PARKING

The bulk of the parking is provided in a parking garage which will serve all development on Block 2, existing and proposed. The parking structure will be clad with architectural treatment that ensures parking is screened and is compatible with the associated building. The intent is to provide a high quality architectural treatment of the façade of the parking garage, though the exact architectural detail need not be extended from garage to occupied building.

PROJECT PEDESTRIAN CIRCULATION.

PEDESTRIAN ACCESS FROM SURROUNDING NEIGHBORHOODS TO THE PLAZA

Pedestrian access to the Plaza is provided from all directions. Two entrances are provided from Reston Station Boulevard, one from Wiehle Avenue and one from the western elevation. The bridge to/from the Metro Station provides pedestrian access facing the Dulles Toll Road and vertical access to the Plaza is provided via escalator/elevator as well as stairs. Each point of access is well-defined, and passageways through buildings are to be well-lit and enhanced with artwork, enhanced façade design, signage and/or entrances to retail locations.

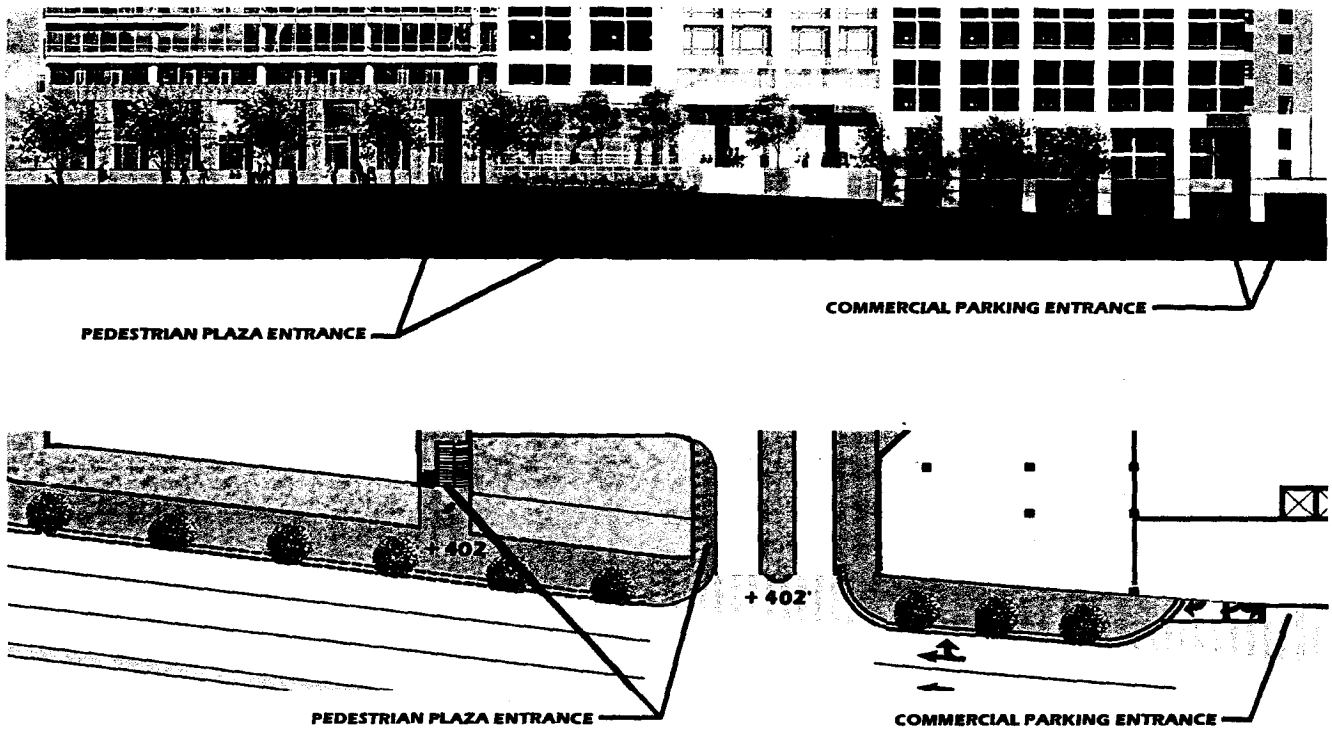
With the exception of the escalator/elevator access to the Plaza from the bus level, each entrance will evolve to some degree as Reston Station matures.

STREETSCAPE / PEDESTRIAN WALKWAY DESIGN.

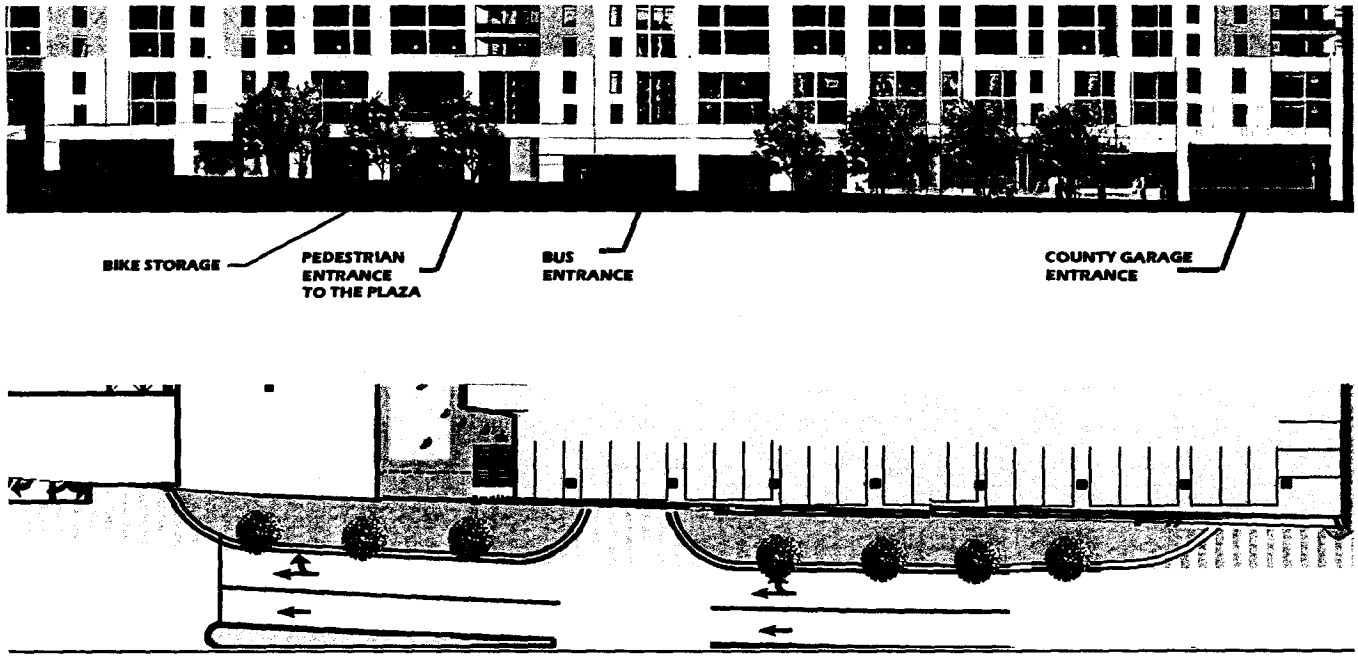
The design of streets, sidewalks and parking areas will both ensure efficient vehicular circulation within Sub-Area G-4 as well as create a pedestrian-friendly environment. Adjacent streets, where appropriate, will be characterized by well-landscaped sidewalks, aesthetically pleasing street furniture and a clear focus on pedestrian mobility and experience throughout. Pedestrian comfort shall be a primary consideration of the street design and any potential design conflict between vehicular and pedestrian movement should generally be decided in favor of the pedestrian.

Reston Station Boulevard. The walkway adjacent to Block 1 along Reston Station Boulevard is 14' wide, with regularly spaced street trees (a consistent 8' wide clear zone is provided the length of the frontage). Distinctive and coordinated crosswalks will be used at all driveway crossings and intersections.

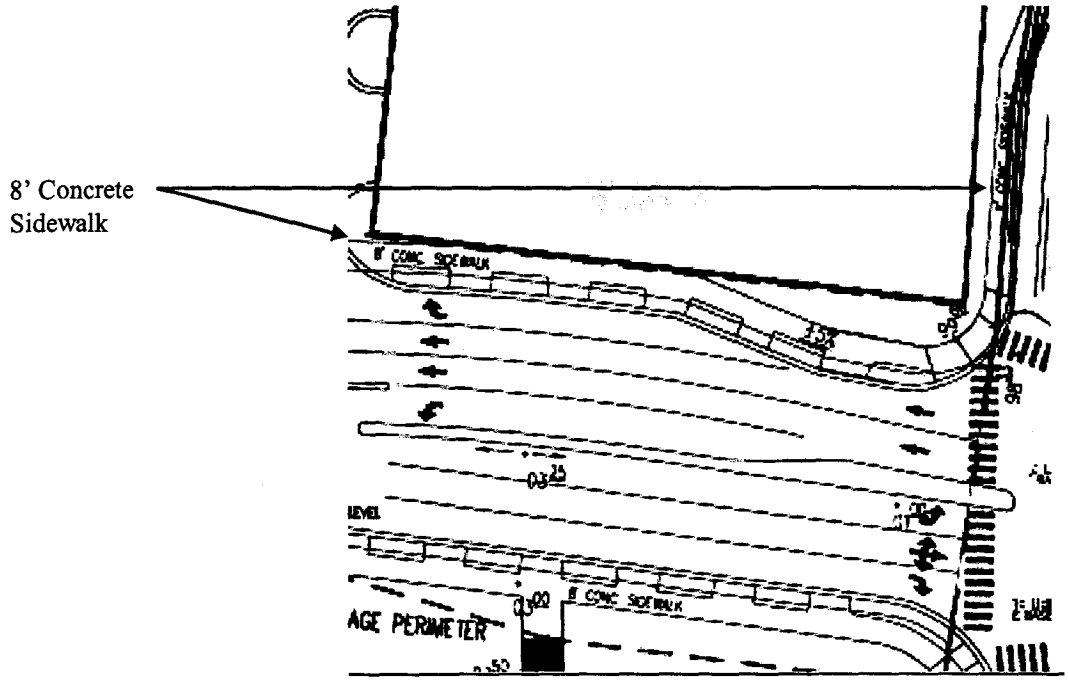
Access from Building 6 is provided along Reston Station Boulevard as well, with pedestrians being guided to the main crosswalk at the Wiehle/Reston Station Boulevard intersection.



Plan View and Elevation of the eastern section of Reston Station Boulevard

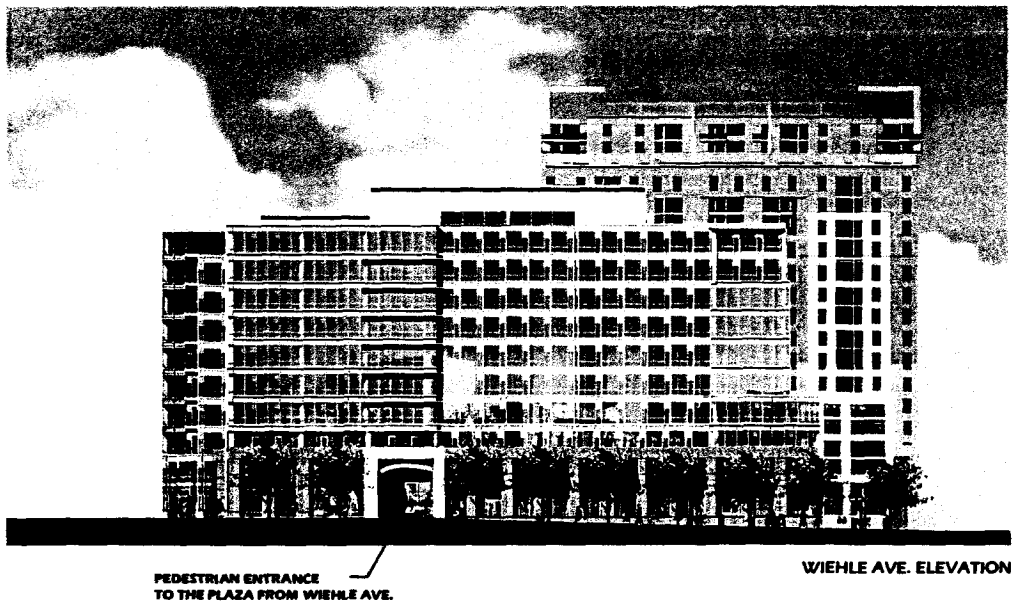


Plan View and Elevation of the western section of Reston Station Boulevard

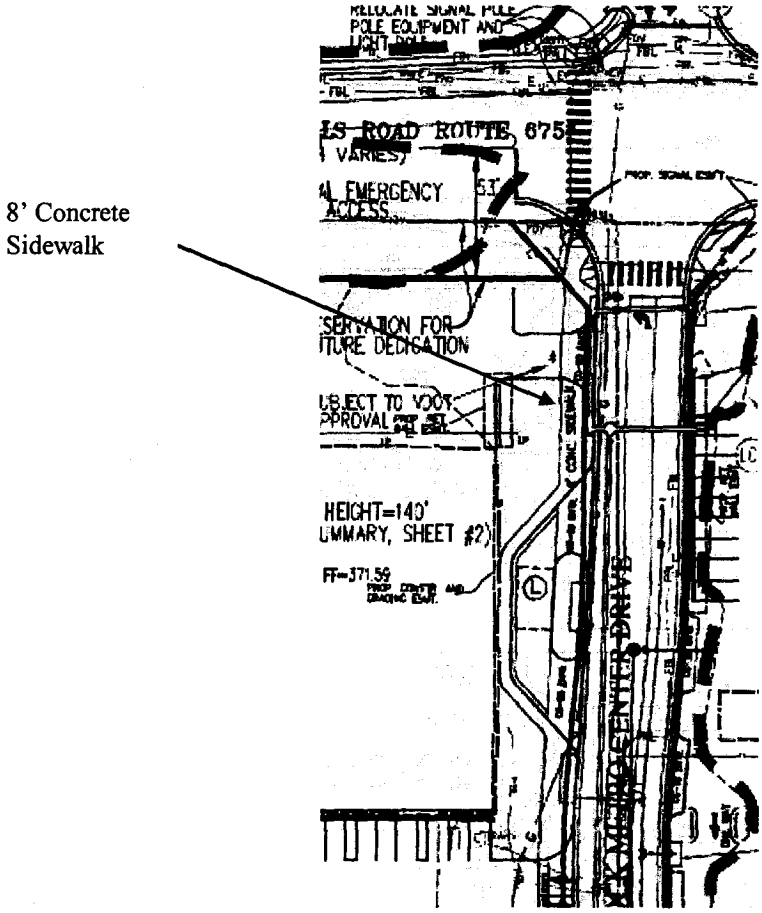


Pedestrian facilities serving intersection of Wiehle Avenue and Reston Station Boulevard

Wiehle Avenue A 8'-wide concrete sidewalk will be provided along Wiehle Avenue with 2 points of access into Block 1. A pedestrian entrance is provided mid-block through a walkway created through two buildings, and a separate pedestrian entrance will be constructed adjacent to the driveway entrance to the Plaza.

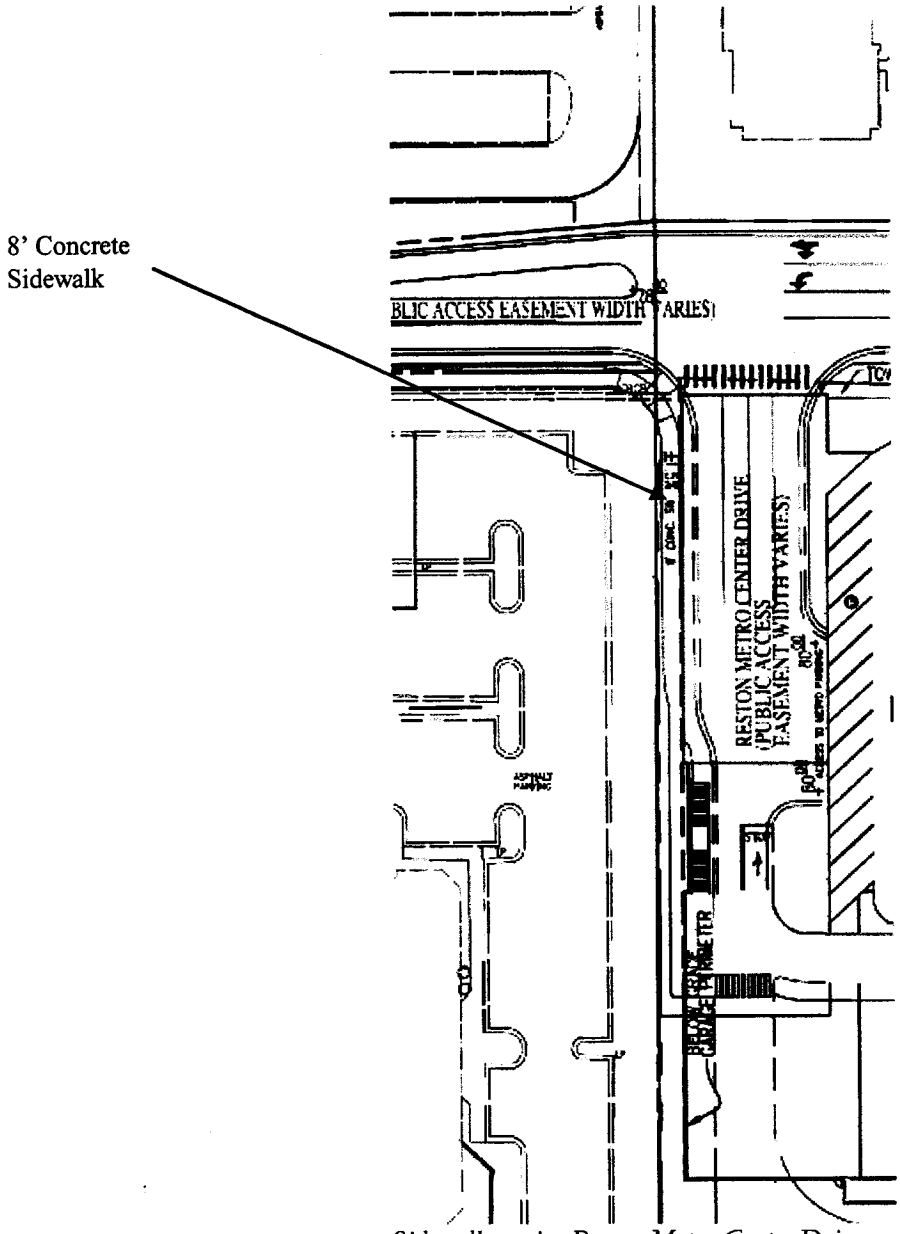


Comstock Reston Metro Center Drive. The streetscape adjacent to Block 2 will include a wide sidewalk treatment, similar to that along Reston Station Boulevard. The 8' wide sidewalk will be integrated into the entrance feature for the existing office building to facilitate pedestrian circulation from Sunset Hills Road as well as the W&OD trail to the Metro Station. A 6'-wide sidewalk will be provided to connect to the W&OD trail on the north side of Sunset Hills Road.



Sidewalk serving Comstock Metro Center Drive

Reston Metro Center Drive. From Reston Station Boulevard, pedestrians will be able to traverse a wide sidewalk to access the Bus Loop / Kiss and Ride level from the beginning of the project. A pedestrian walkway connects to an internal elevator as well as the stair/elevator/escalator in the center of the Bus Loop. When buildings are developed on the Plaza, an addition stair, with a grade separated crossing of the vehicle entrances to the garage, will be added on the western elevation to provide an addition pedestrian access to the Plaza.

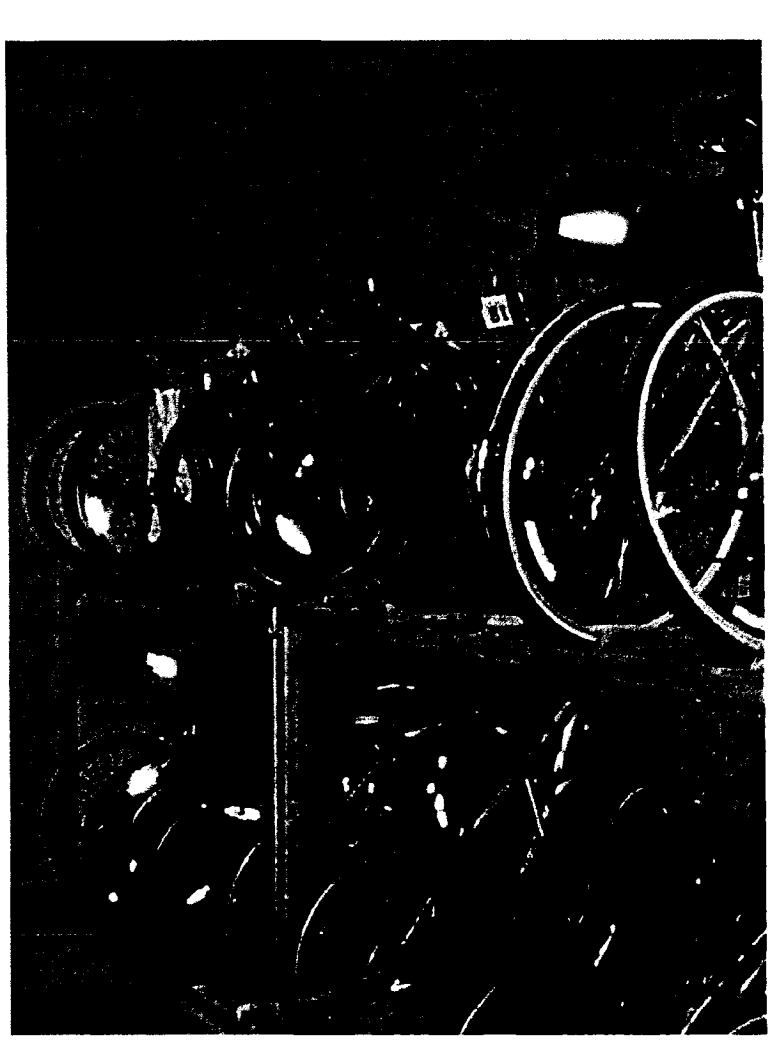


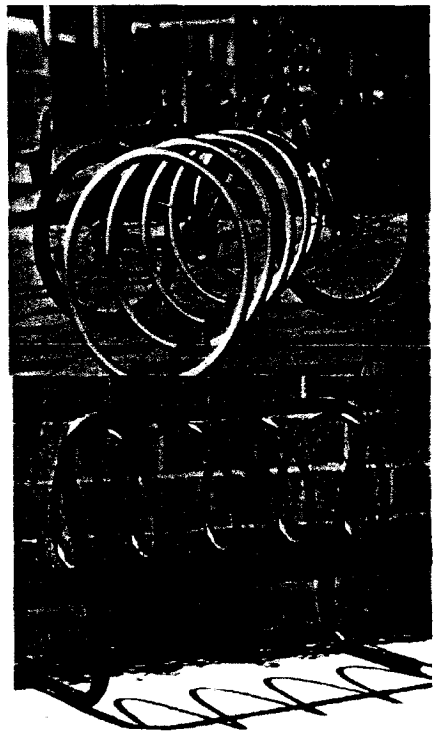
Sidewalk serving Reston Metro Center Drive

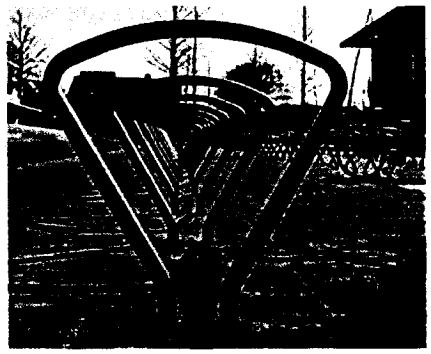
BICYCLE ACCESS / PARKING.

Because of Reston Station's role as a gateway to the Metro system, particular attention is due to the provision and placement of bicycle parking. To serve the public garage, bicycle parking to securely accommodate a minimum of 150 bicycles should be located on the same level as the bus loop / Kiss and Ride level of the project, adjacent to a stairway and pedestrian-only entrance to the Plaza (see CDP Sheet 7). Bicyclists will be able to easily access the Plaza via stairs or the escalator/elevators connecting the Plaza and bus loop levels. The goal is to provide extensive bicycle parking in close proximity to the Plaza from Reston Station Boulevard and Metro access.

As the project develops, bicycle racks shall be placed in the portions of the garage that serve the Reston Station office, hotel and residential buildings. To serve bicyclists arriving from the east (Wiehle Avenue), racks will be placed proximate to the pedestrian-only entrance from Wiehle Avenue, in a covered location. Similarly, bicycle parking will be provided to serve Block 2 and Building 6.







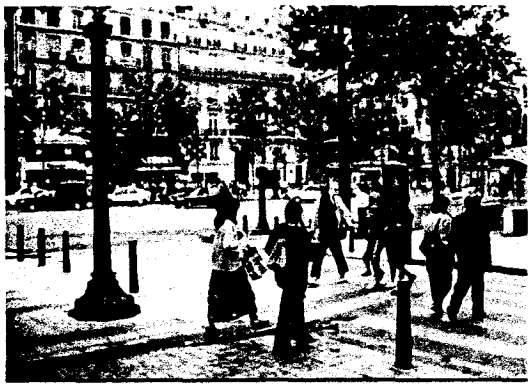
CROSSWALK TREATMENTS

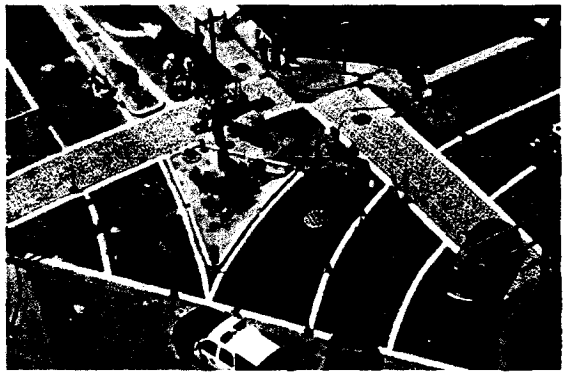
Pedestrian access to the Plaza is the primary form of access and circulation. In the locations where pedestrians must cross vehicular traffic in and around Reston Station, crosswalks with visually and, where appropriate, texturally distinct treatments are desirable. Several approaches are used:

- On the Plaza. Vehicular crossing of pedestrian areas will be denoted with variable paving treatments, or, if required by Fairfax County and/or VDOT, painted crosswalks, and further demarked with bollards, planters and other physical design elements.

- Reston Station Boulevard. The sidewalk will cross driveways and intersections in a number of locations. Crosswalks may be provided as minimum 8'-wide painted crossings or, if acceptable to Fairfax County and/or VDOT and where appropriate, crosswalks may be provided by extending the sidewalk paving pattern across entrances.

- Traffic signals that address pedestrian movements as well as vehicular are anticipated and will be properly timed to support pedestrian crossings.



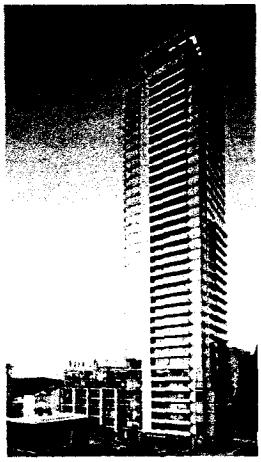


BUILDING DEVELOPMENT – GUIDELINES FOR BLOCKS 1 AND 2.

Development standards set forth herein will ensure that all buildings (up to 8 may be constructed) on Blocks 1 and 2 meet consistent design criteria. In particular, it is important that all buildings be designed to be oriented to pedestrian needs with clearly defined entrances, human scaled massing, building articulation to allow pedestrians to relate to building scale, and features designed to assure pedestrian comfort. This pedestrian experience will be woven into the overarching goal of achieving a high quality mixed use project, the Civic Plaza's objectives and each building's program.

Building Typologies

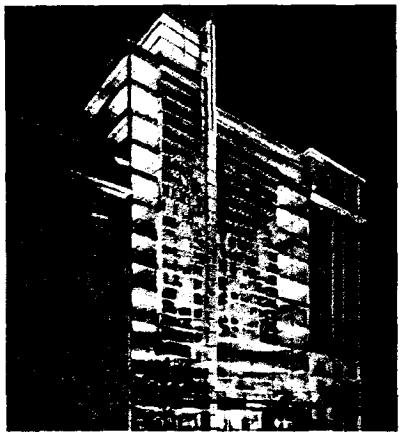
Residential. Residential buildings should possess a clear residential identity, created through the use of vertical window openings, balconies (optional), façade detailing and other architectural features.

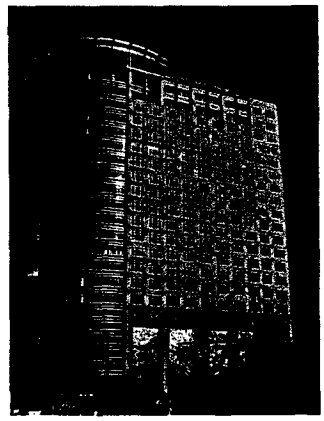


The building entrance(s) on the Civic Plaza will define a comfortable pedestrian zone at the western end of the plaza, yet provide a clear division between public and private spaces. Similarly, the entrance to Building 6 will provide a protected pedestrian zone. Parking will be provided within the mass of the building and should be an integral part of the overall design.

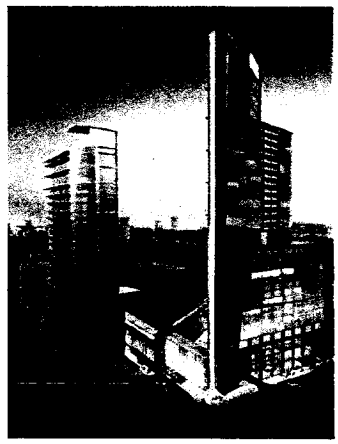
Retail uses may be located on the Civic Plaza level within the residential building and have the potential to further enhance an active pedestrian zone at the western end of the plaza. Extensive transparency and entrance features where retail is located will soften the division of interior and exterior spaces, and where appropriate, with seating, plantings, hardscapes and informative/directional signage. (See p. 22 for additional guidelines regarding seating on the Civic Plaza.)

Office. Office buildings will be the dominant building type along the Dulles Toll Road serving as the Civic Plaza's "screen". Their design shall articulate class "A" office design. Inclusion of special features such as articulated building tops should be part of the design. Retail will generally be located at the plaza level of office buildings, so plaza level facades shall exhibit a strong retail identity while still clearly denoting the location of the office building entrances and lobbies. The office parking areas will be skinned with similar façade materials and we will explore opportunities on the parking façade to present public art.





Retail. Retail uses should be located in the lower floors of all buildings – office, residential or hotel. It is crucial to the success of Reston Station and the individual retailers that there is a strong retail identity on all retail frontages. Generally, the building facades facing the completed Civic Plaza level should be glazed, consistent with the building program set forth in the Concept Development Plan. Retail frontage within Reston Station will predominantly be under building overhangs which are a minimum of 12-15' in depth, creating a unique opportunity to provide highly-designed entrances, with seating and planting areas, which are protected from weather. Variation in storefront design is desirable.



Hotel. A hotel building should possess its own unique architectural identity which will be informed to some degree by the hotelier occupying the space. Notwithstanding, a hotel design should be harmonious with the overall design of the Civic Plaza and incorporate the pedestrian circulation established on the Civic Plaza. Functions that can help animate the plaza such as restaurants should be located immediately adjacent to the Civic Plaza rather than being placed internally. Hotel parking is accessed through the garage, and signage will be provided to guide patrons to the appropriate parking location. Vehicle drop-off by patrons and valet services may be provided on the Plaza to provide excellent access but also to ensure that all hotel parking is accommodated off the Plaza in the structured parking area.

Massing / Height. A range of heights and square footages for all buildings is provided on the CDP. For each building uses, a minimum and maximum height and a minimum and maximum gross square footage are provided. In addition to the requirements of the CDP, the following design criteria apply to all buildings.

- Variation of building mass and height is a critical part of a visually interesting and attractive development

- Buildings should be designed with consideration to human scale and should potentially include horizontal elements, particularly at the pedestrian level, to break any expanse of vertical massing. For example, clear expression of a base, middle and top can provide visual order to a design.

- Building design should relate buildings of varying massing and height. Architectural elements and distinguishing features should be designed in proportion with the overall building.

- Building height should be varied throughout the development, consistent with heights specified on Sheet 2 of the CDP/FDP, and tiering of buildings may be incorporated to provide visual interest.

Orientation.

Block 1. Buildings create the Civic Plaza space and should be designed to not only demarcate the extent of the Civic Plaza at the ground plane but also to create walls and openings that are of visual interest. All major building entrances should open directly onto the Civic Plaza, with the exception of Building 6, located on the north side of Reston Station Boulevard, which is accessed separately. Garage entrances may also be provided but will be in addition to primary entrances from the Plaza.

The facades of Building 6 facing Wiehle Avenue and Reston Station Boulevard should be designed to ensure that adjacent sidewalks are visually interesting pedestrian walkways – with landscaping and human-scale architectural features – and clearly guide people to pedestrian entrance(s) to Building 6 or to the crosswalk providing access to the Civic Plaza. Vehicular access will be provided to Building 6, and, in addition to sidewalks along the driveway, a separate pedestrian point of access will be provided from the Wiehle Avenue and/or Reston Station Boulevard sidewalks to enhance the visual and functional linkage of Building 6 to the Civic Plaza-level buildings in Block 1.

Block 2. Entrances will be oriented to Reston Station Boulevard. The Sunset Hills Road façade and streetscape will be carefully addressed with the office addition or landscaping to facilitate the transition of Sunset Hills Road to a more urban section in this vicinity.

Building Materials and Articulation.

As one of the first transit-oriented developments in Fairfax County, the architecture at Reston Station should distinguish itself from other projects in Fairfax County as a unique, urban-scale, mixed used development. Architectural forms and features should be bold enough and clear enough to make each building easily comprehensible and allow pedestrians to determine a sense of scale. As such, the greatest level of detail is required at the Civic Plaza and ground levels within close view of pedestrians.

Building materials should be attractive in appearance and durable with a sense of permanence. Design features such as belt courses, frieze panels, cornices, etc. should be employed to accomplish the following goals:

- Provide a sense of continuity from one adjoining building to another, although horizontal projections and other linear elements need not align precisely.

- Avoid long expanses of wall unrelieved by fenestration or architectural articulation.

The design vocabulary used for the individual buildings should reflect the principal use of the structure whether it is office, residential or hotel (see architectural strategies noted in "Building Typologies," p. 34-35) For example, residential buildings will incorporate balconies and similar

functional architectural elements. Retail spaces facing the Civic Plaza will be glazed to provide light, color and activity to frame the pedestrian experience.

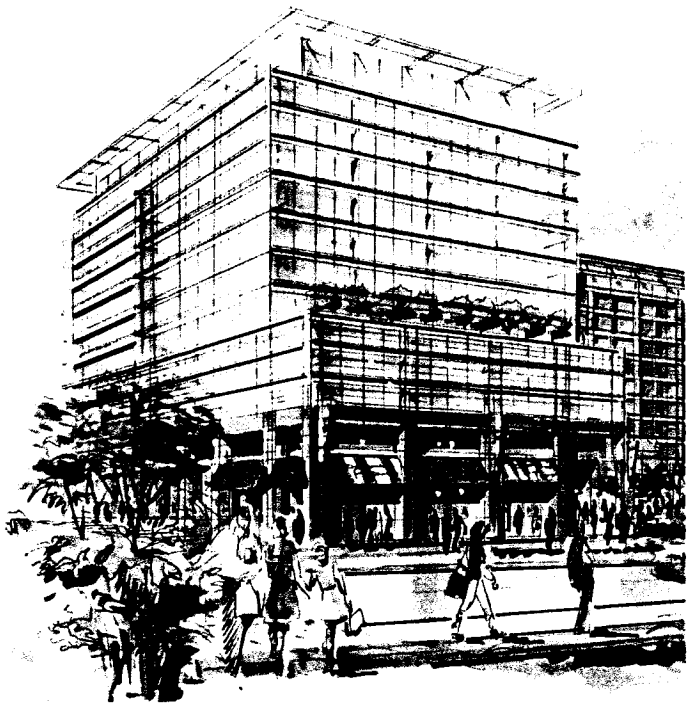
Articulation of building tops is encouraged in order to create a more interesting skyline to the overall development and to individual buildings. This may be accomplished in a number of ways including manipulation of the parapet wall, introduction of tower elements at entrances and/or strategic corners and use of setbacks in the upper building floors. Mechanical equipment, whether located on the top of buildings or ground mounted should be screened from view in an attractive yet unobtrusive manner.

Parking Garage Screening

The bulk of the parking is provided in parking garages under the Civic Plaza and within the mass of each building. The façade of all parking structures will be clad with architectural treatment that ensures parking is screened and is compatible with the associated office, residential or hotel use. Notwithstanding, façade treatment of parking garage may vary from building facade treatment and from building to building but contribute to the sense of unity throughout.

Garage screening, particularly facing Reston Station Boulevard, will take advantage where possible of opportunities to use public art installations such as decorative grill work and metal sculpture to add interest and break up any long expanses of wall.

Lighting, awnings and canopies.



Because a large portion of retail entrances and major office/residential lobby entrances will be under building overhangs, a unique and pedestrian-friendly environment is anticipated. Lighting, awnings and canopies should be carefully designed to complement this massing.

- Areas beneath building overhangs shall be well-lit with a lighting design that highlights pedestrian spaces and building/retail entrances.

- Awnings and canopies may be used to enhance the composition of buildings. Such treatments may be used to identify building and retail entrances as well as to distinguish between the open portion of the Plaza and the area under the building overhang.

- Lighting design will emphasize pedestrian movement and highlight special design features and major walkways. Where appropriate, lighting implementation will be considered as a mechanism for expanding the artistic feel of the project.

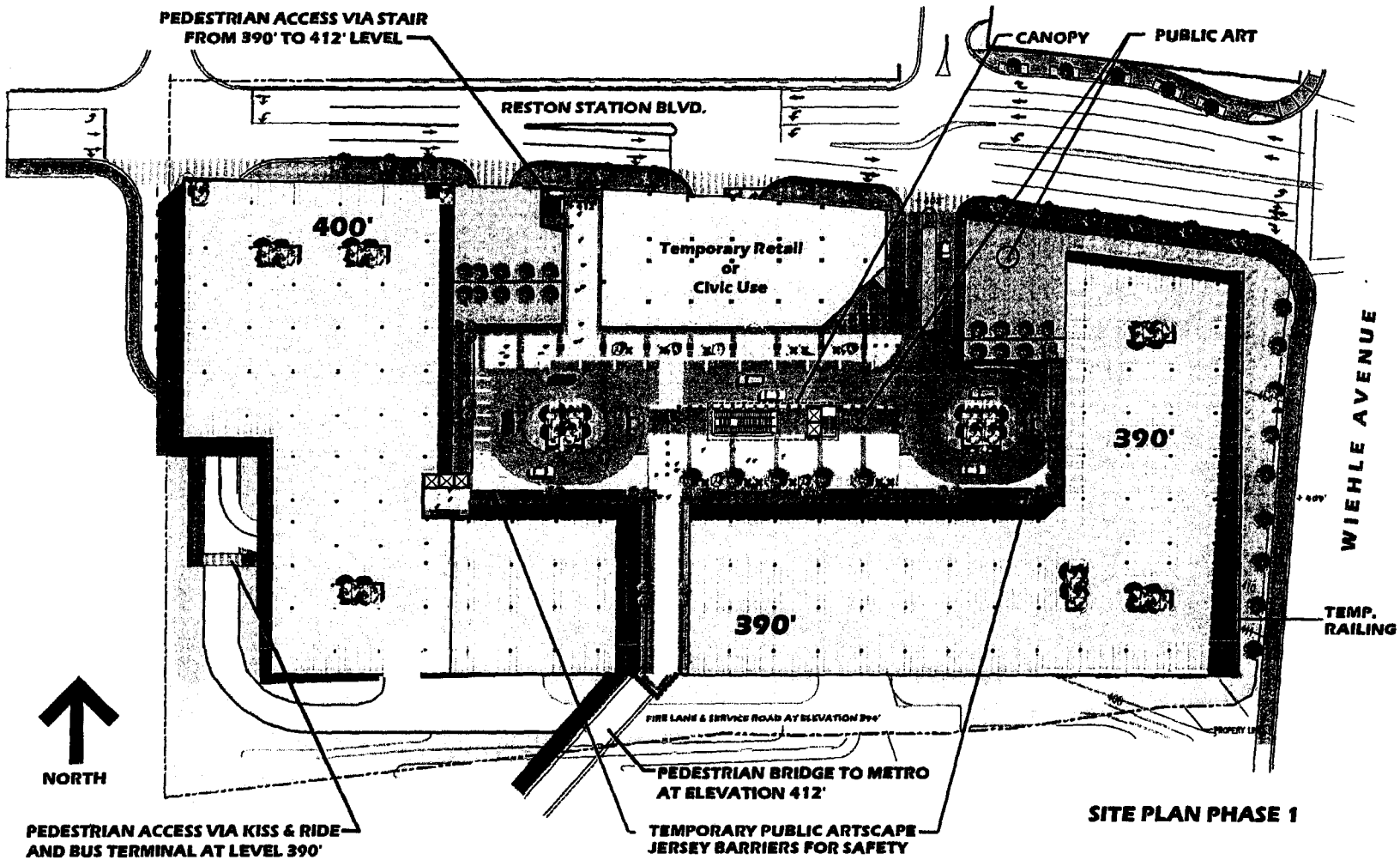
BICYCLE AND PEDESTRIAN CONNECTION BETWEEN BLOCKS 1 AND 2

The connection between Blocks 1 and 2 is a key element of providing bicycle and pedestrian access from the W&OD trail, Reston Town Center and other surrounding neighborhoods to the Metro Station. A 14'-wide streetscape, consisting of 8'-wide sidewalk and 6'-wide landscape band will be provided along Reston Station Boulevard adjacent to Block 1, transitioning to a 8' sidewalk toward Block 2. Adjacent to Block 2, the sidewalk continues at 8' in width. Bicycle traffic anticipated from the W&OD trail is likely to utilize lanes adjacent to the sidewalk to access the entrance to bicycle parking at Block 1.

POTENTIAL PROJECT PHASING — EXHIBIT C

EXHIBIT C

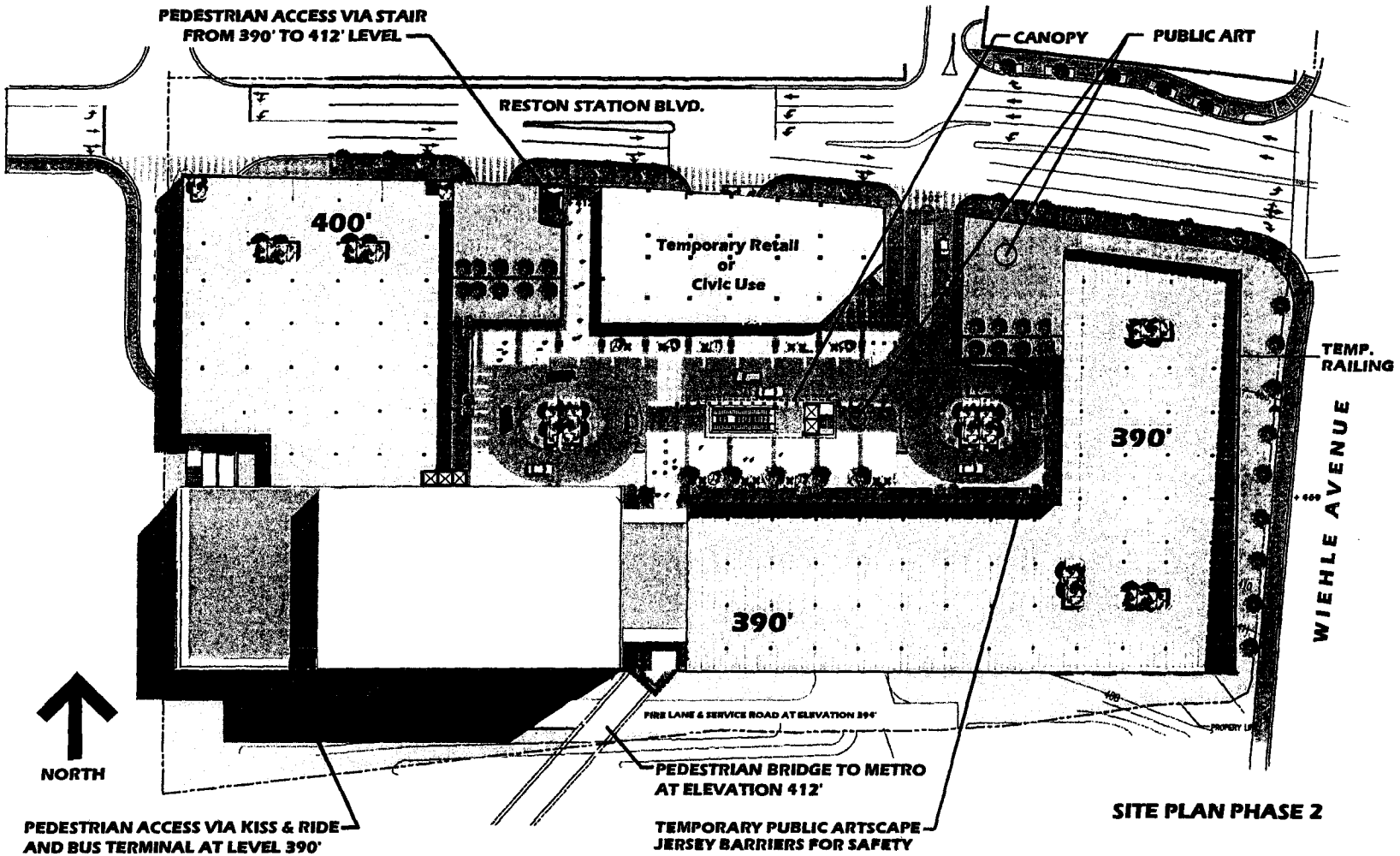
EXHIBIT C



PHASE 1

COMSTOCK PARTNERS

EXHIBIT C



PHASE 2

COMSTOCK PARTNERS

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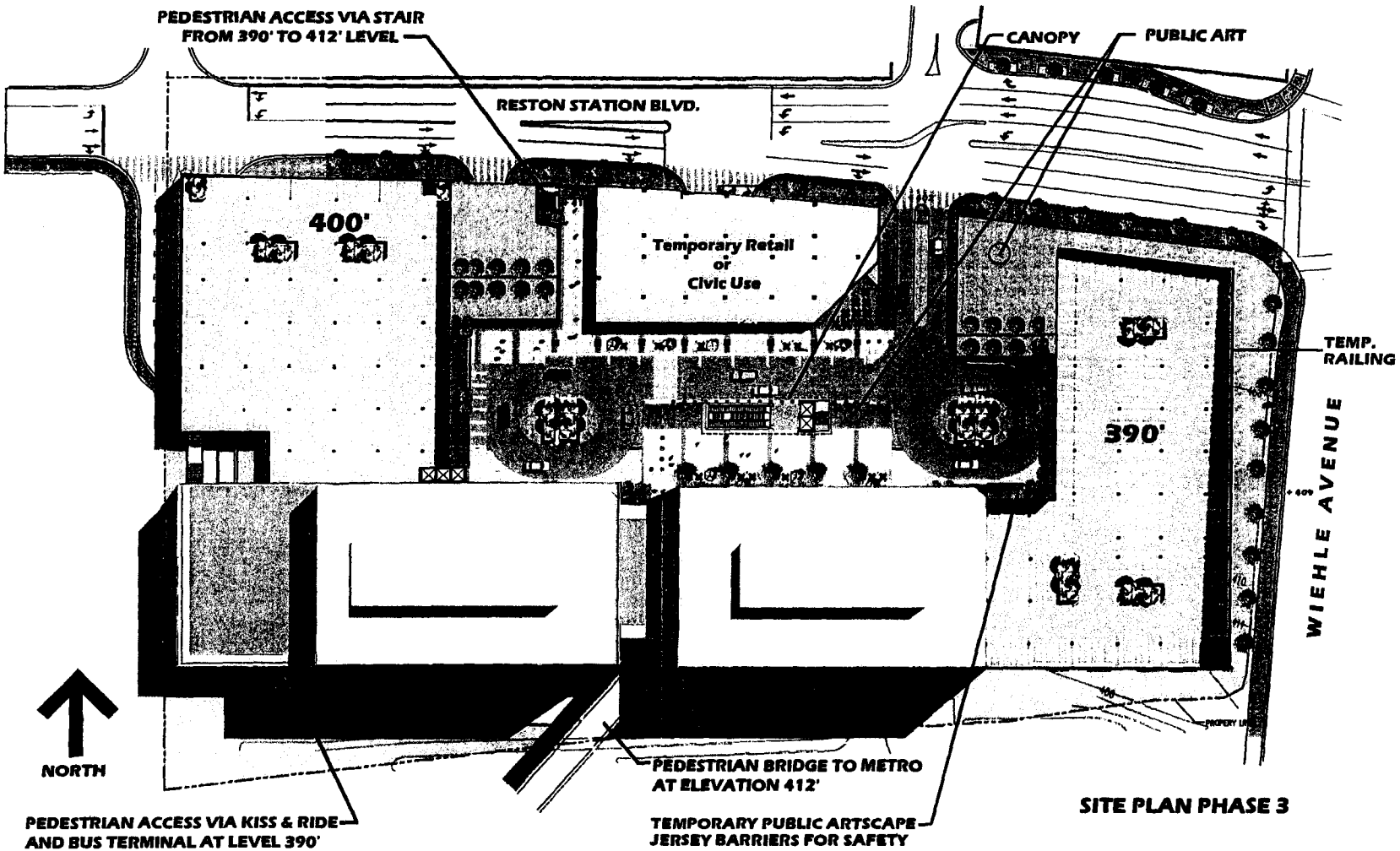

PHASE 3

COMSTOCK PARTNERS

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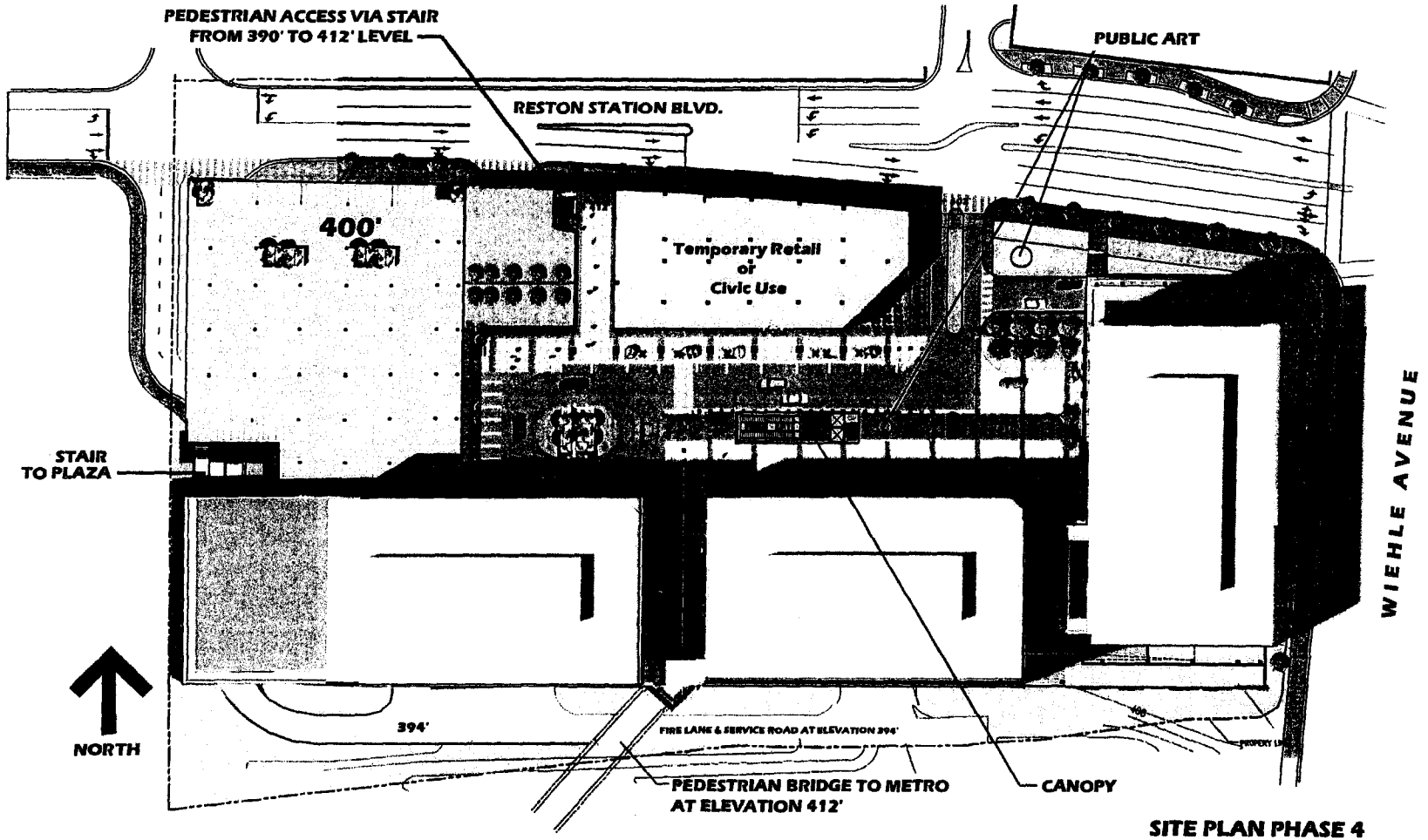
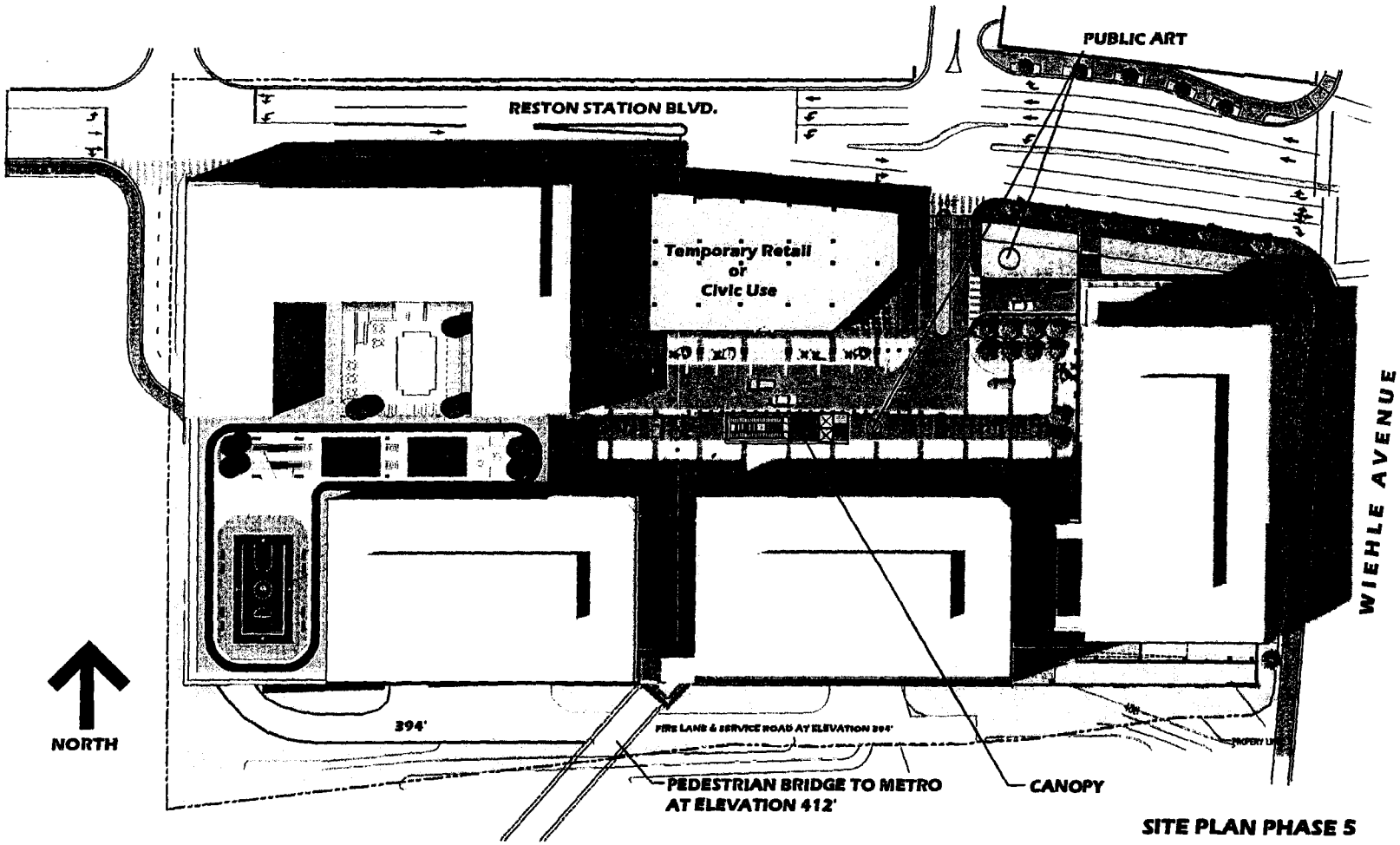


PHASE 4

COMSTOCK PARTNERS

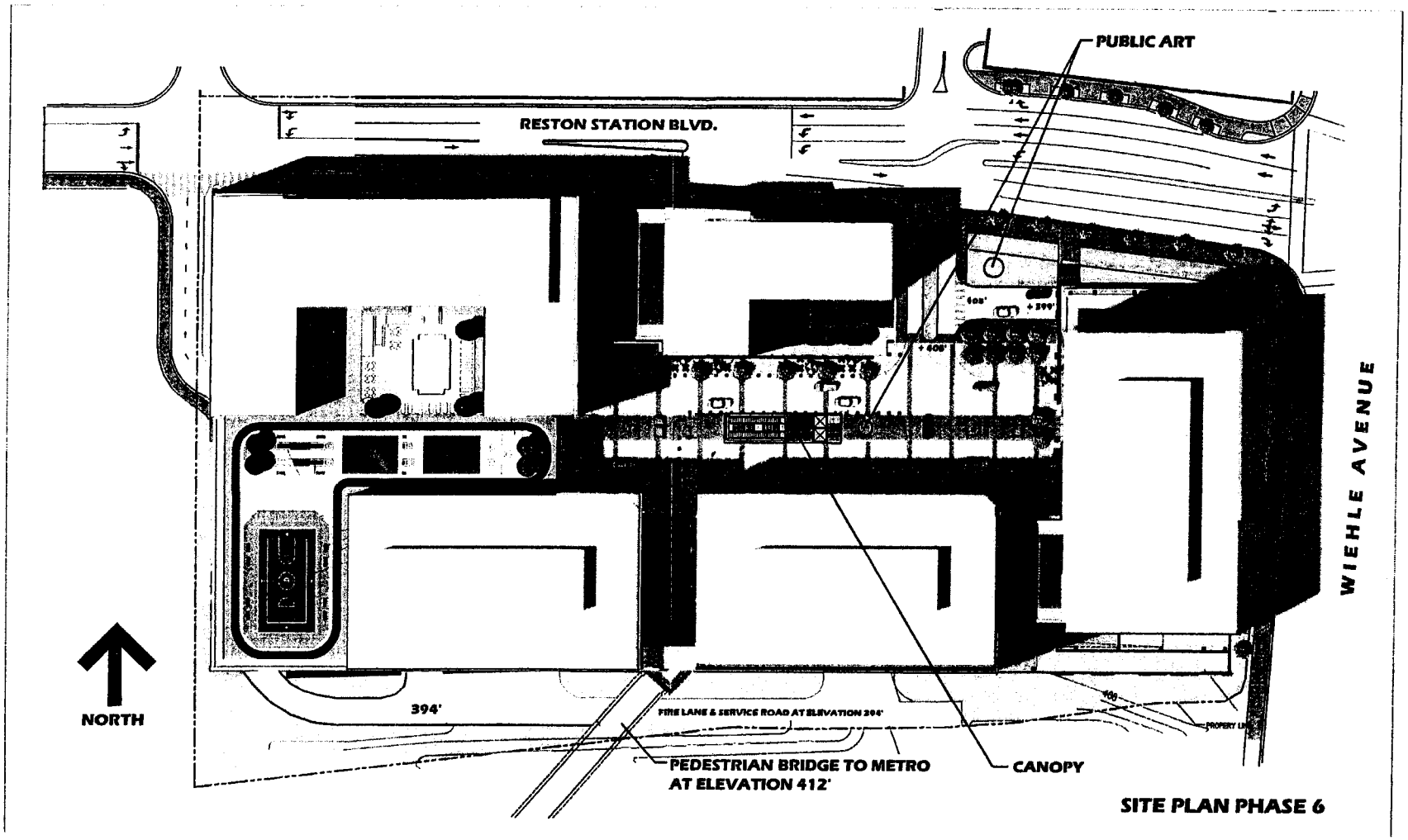
EXHIBIT C



PHASE 5

COMSTOCK PARTNERS

EXHIBIT C



PHASE 6

COMSTOCK PARTNERS

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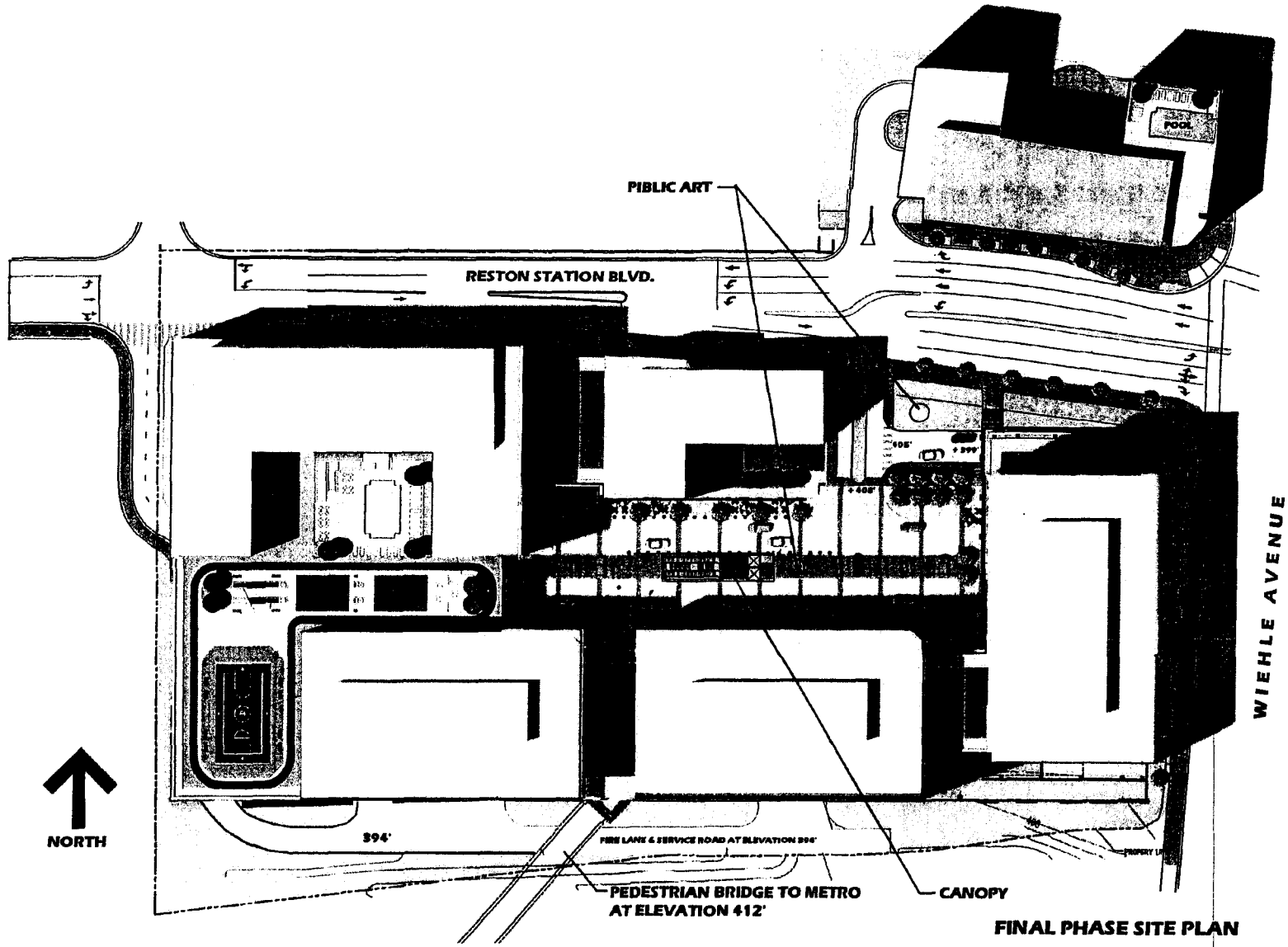


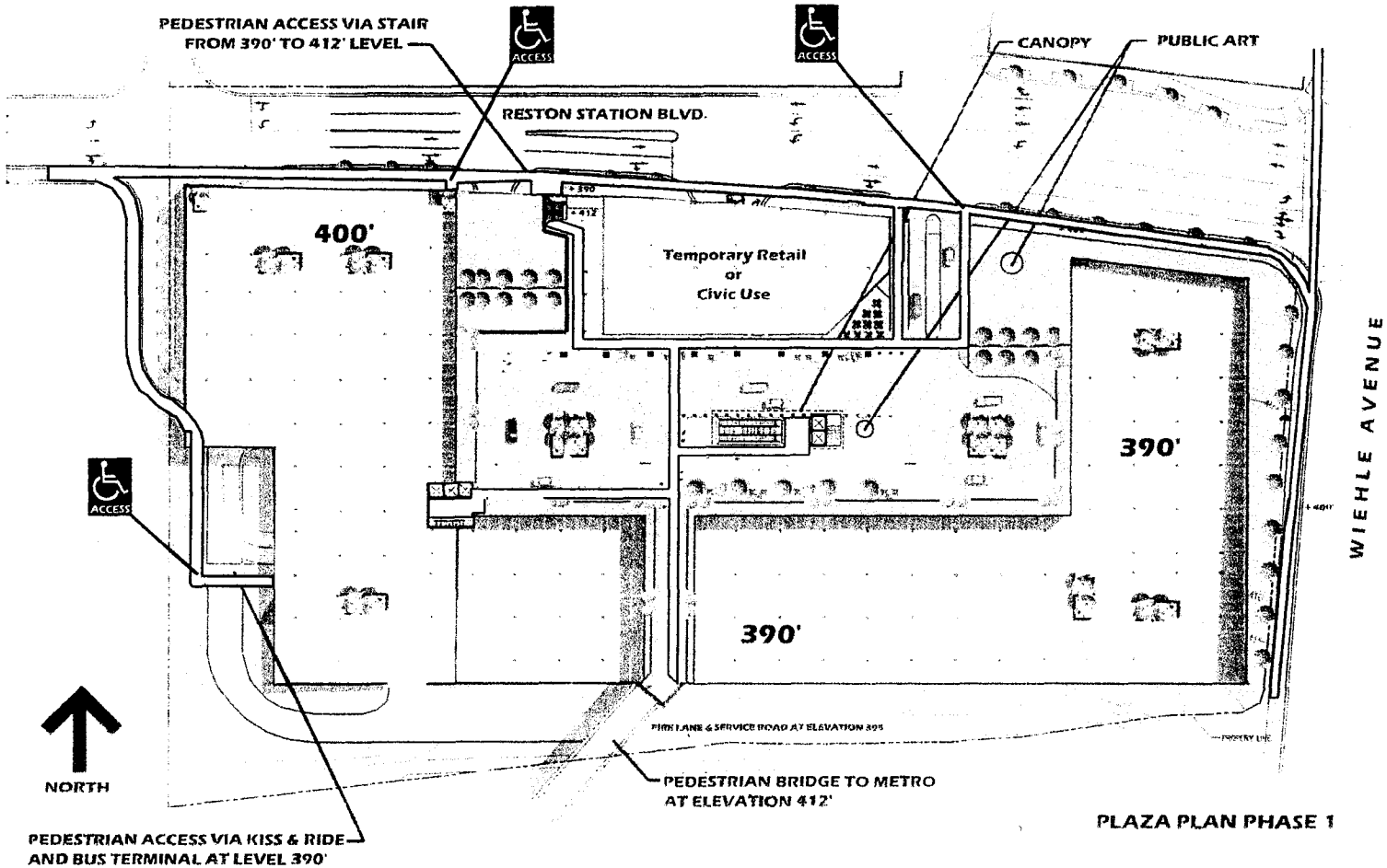
FINAL SITE PLAN

COMSTOCK PARTNERS

CONCEPTUAL PLAZA PEDESTRIAN CONNECTION PHASING PLAN EXHIBIT C-1

EXHIBIT C-1

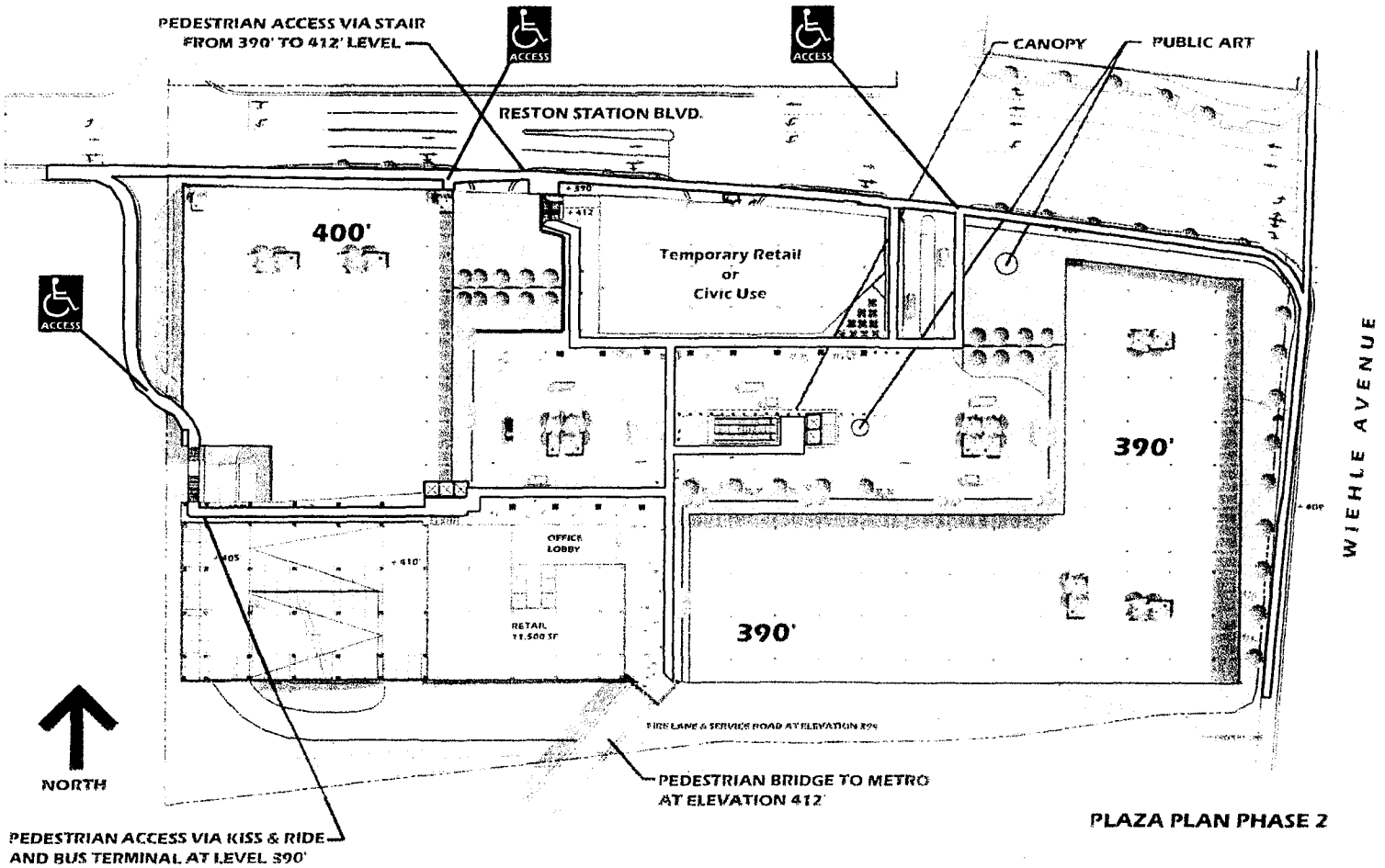
EXHIBIT C-1



PEDESTRIAN CIRCULATION PHASE 1

COMSTOCK PARTNERS

EXHIBIT C-1

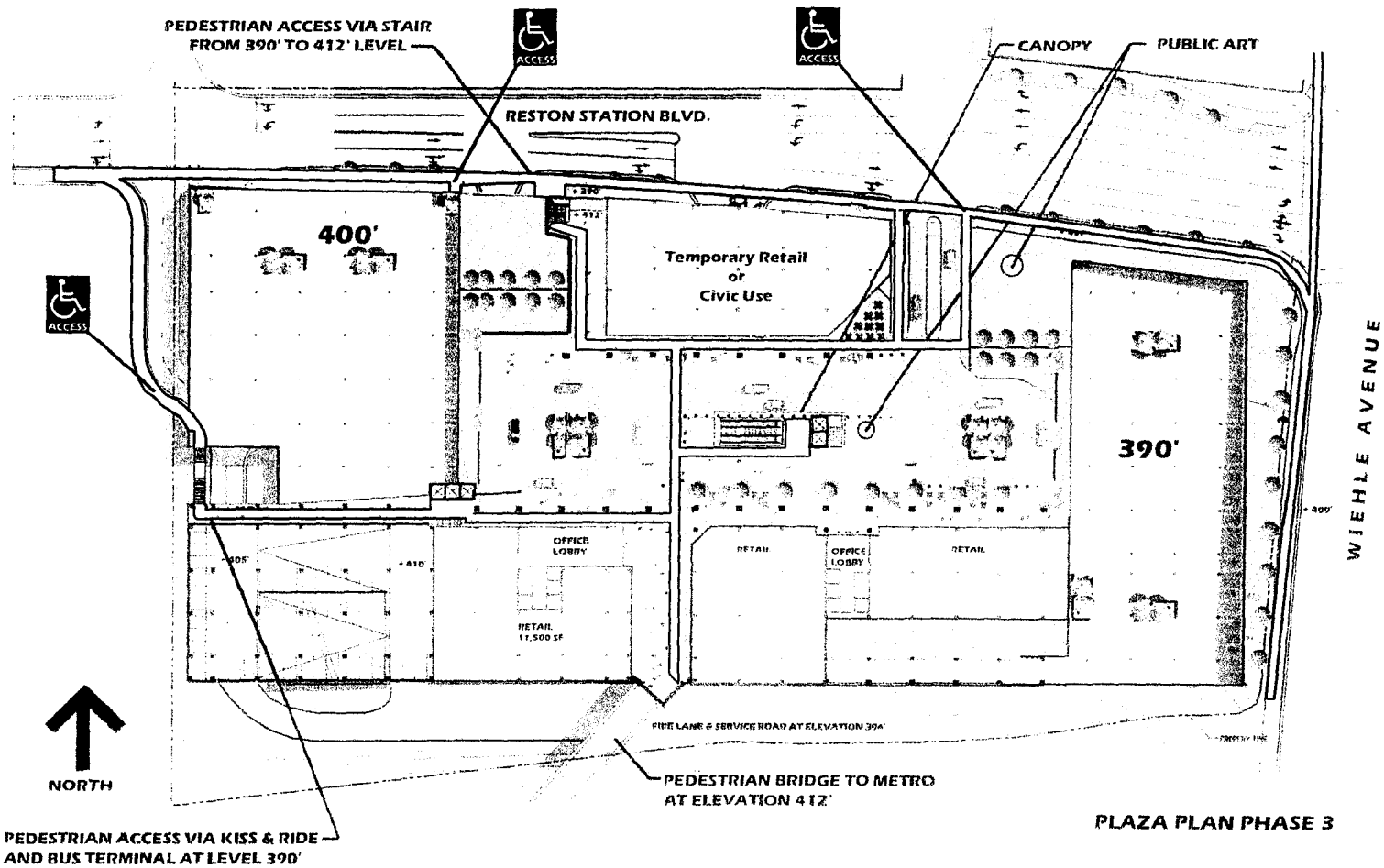


PLAZA PLAN PHASE 2

PEDESTRIAN CIRCULATION PHASE 2

COMSTOCK PARTNERS

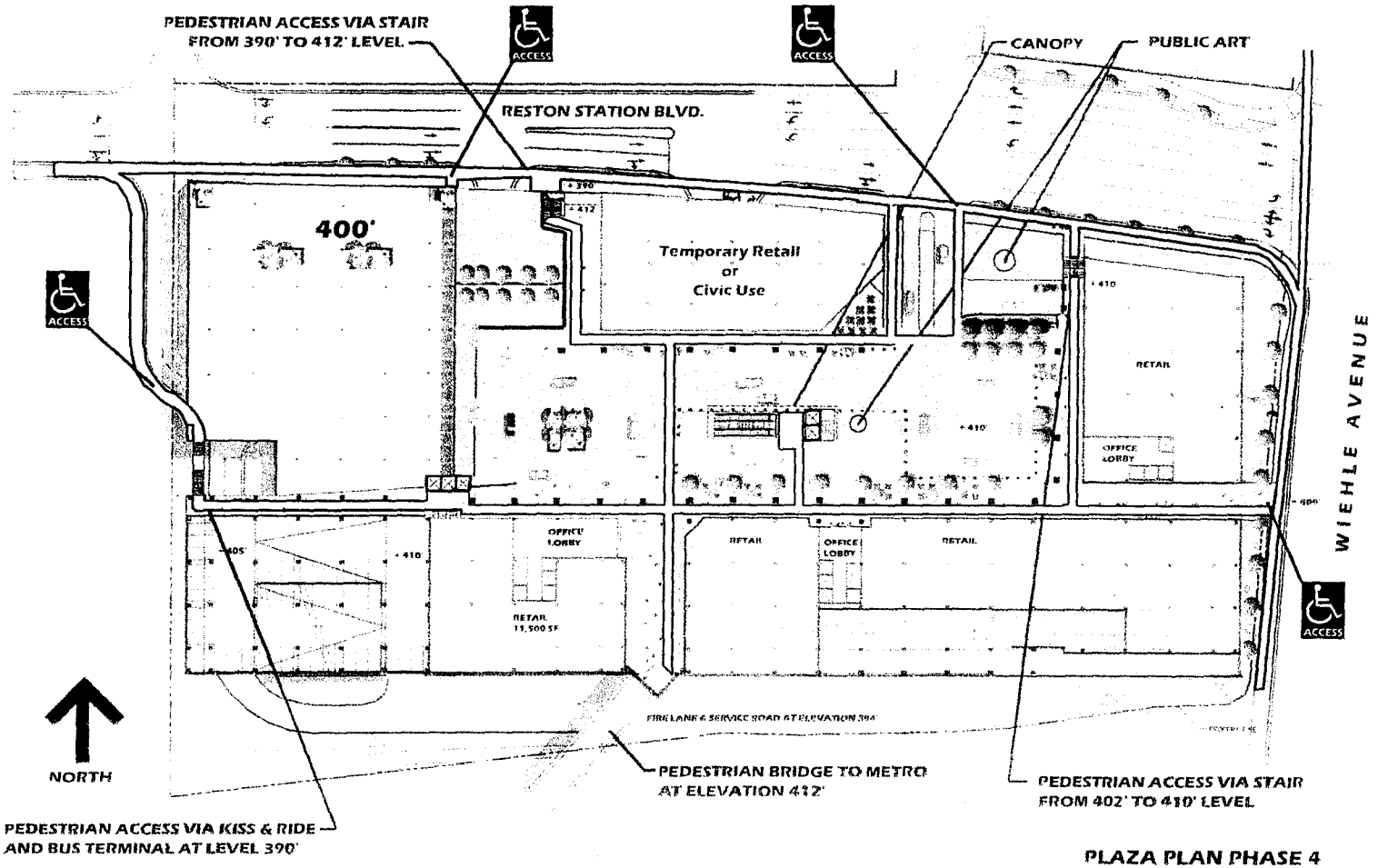
EXHIBIT C-1



PEDESTRIAN CIRCULATION STAGE 3

COMSTOCK PARTNERS

EXHIBIT C-1



PLAZA PLAN PHASE 4

PEDESTRIAN CIRCULATION PHASE 4

COMSTOCK PARTNERS

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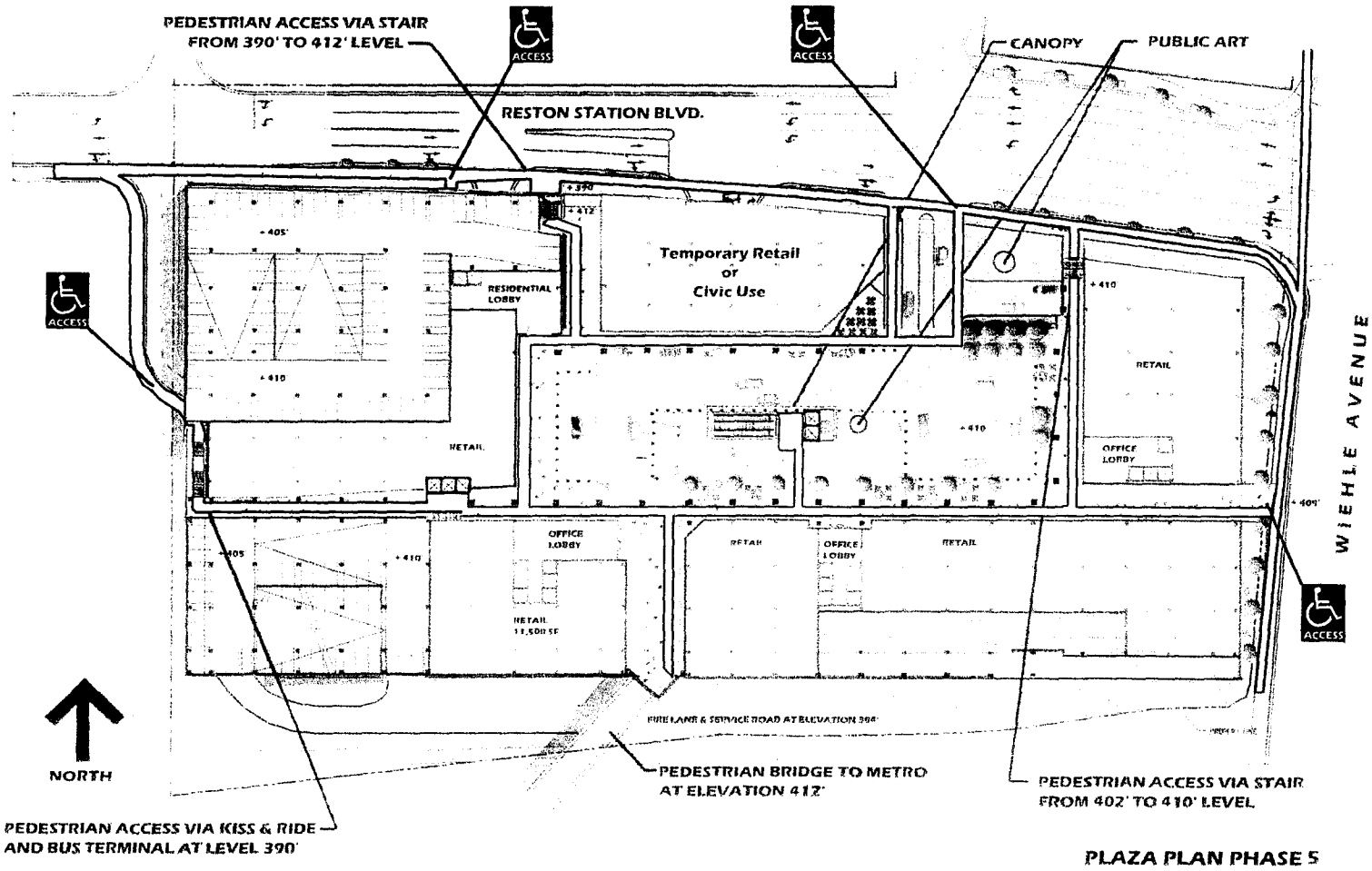

PLAZA PLAN PHASE 5

PEDESTRIAN CIRCULATION PHASE 5

COMSTOCK PARTNERS

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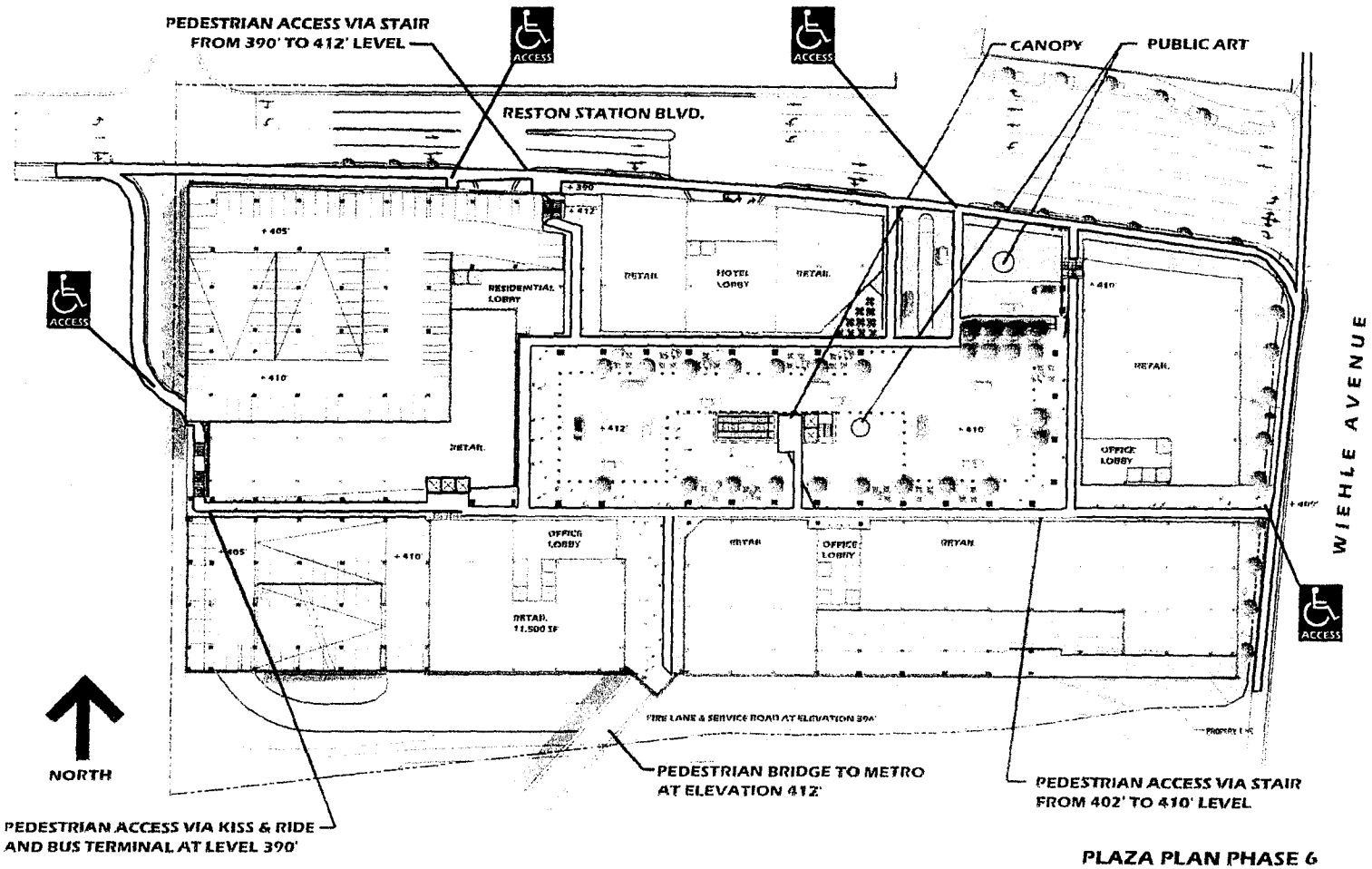

PLAZA PLAN PHASE 6

PEDESTRIAN CIRCULATION PHASE 6

COMSTOCK PARTNERS

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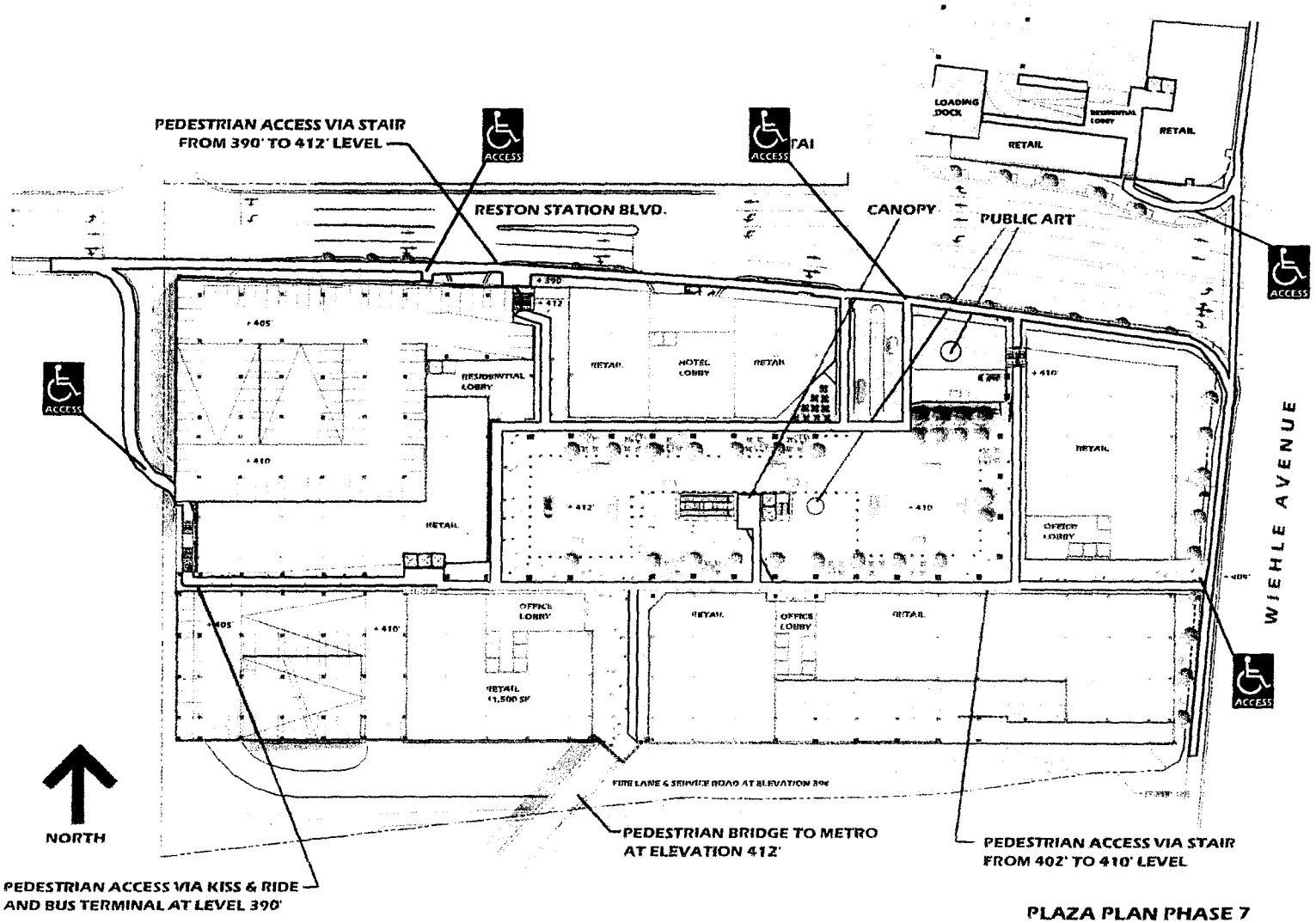
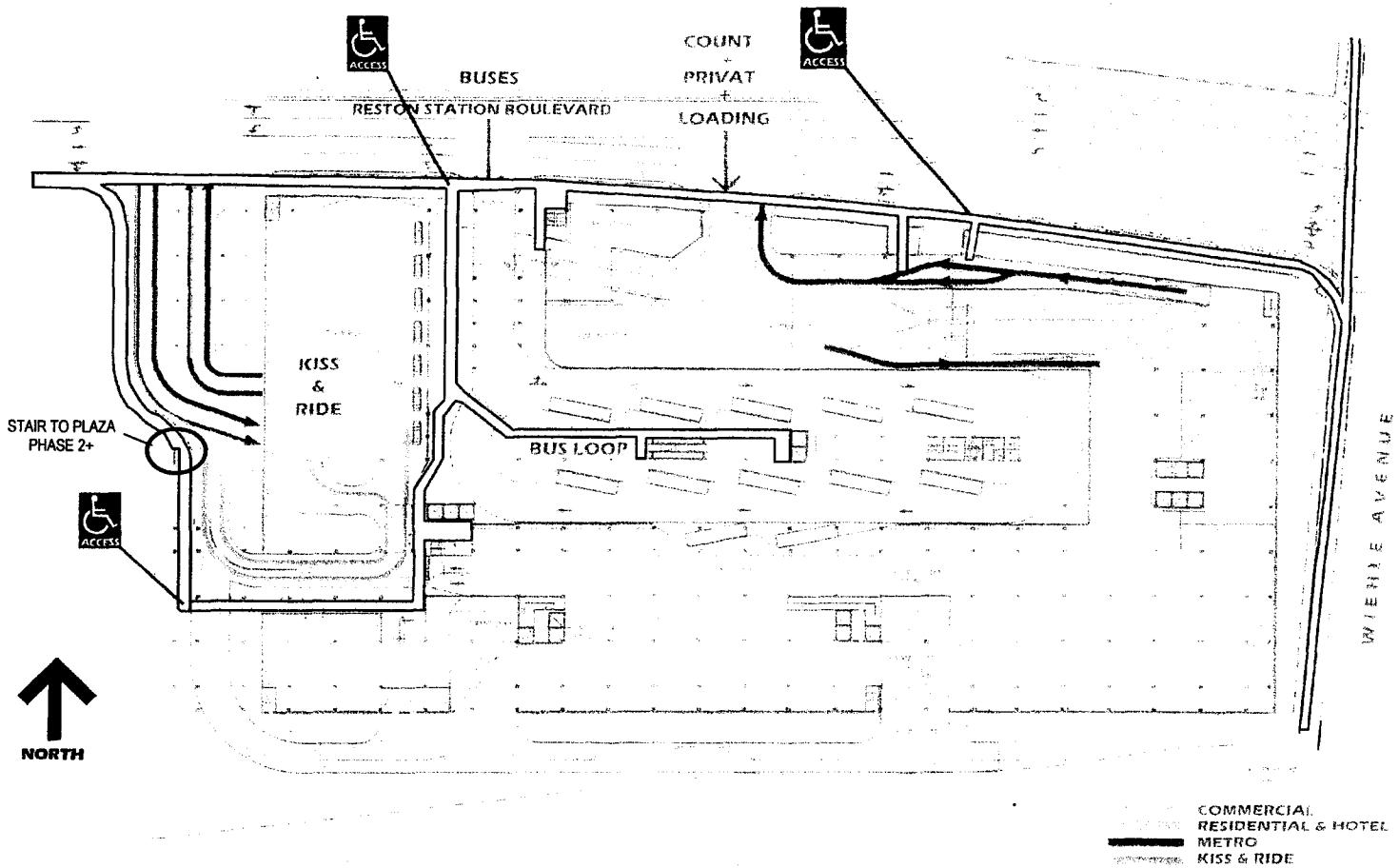


PEDESTRIAN CIRCULATION FINAL PHASE

COMSTOCK PARTNERS

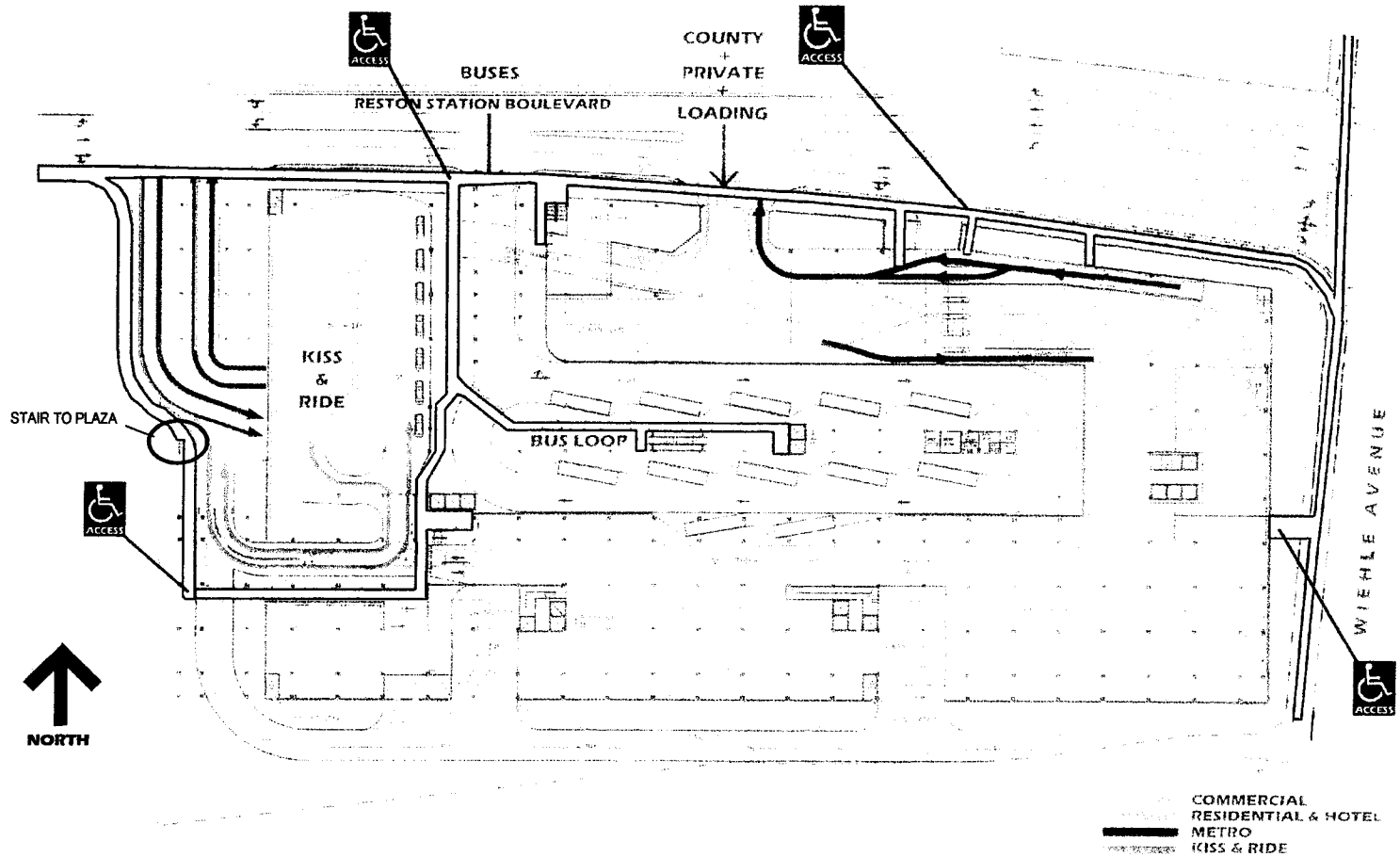
EXHIBIT C-1



BUS LOOP / KISS AND RIDE LEVEL PEDESTRIAN CIRCULATION—PHASE 1-3

COMSTOCK PARTNERS

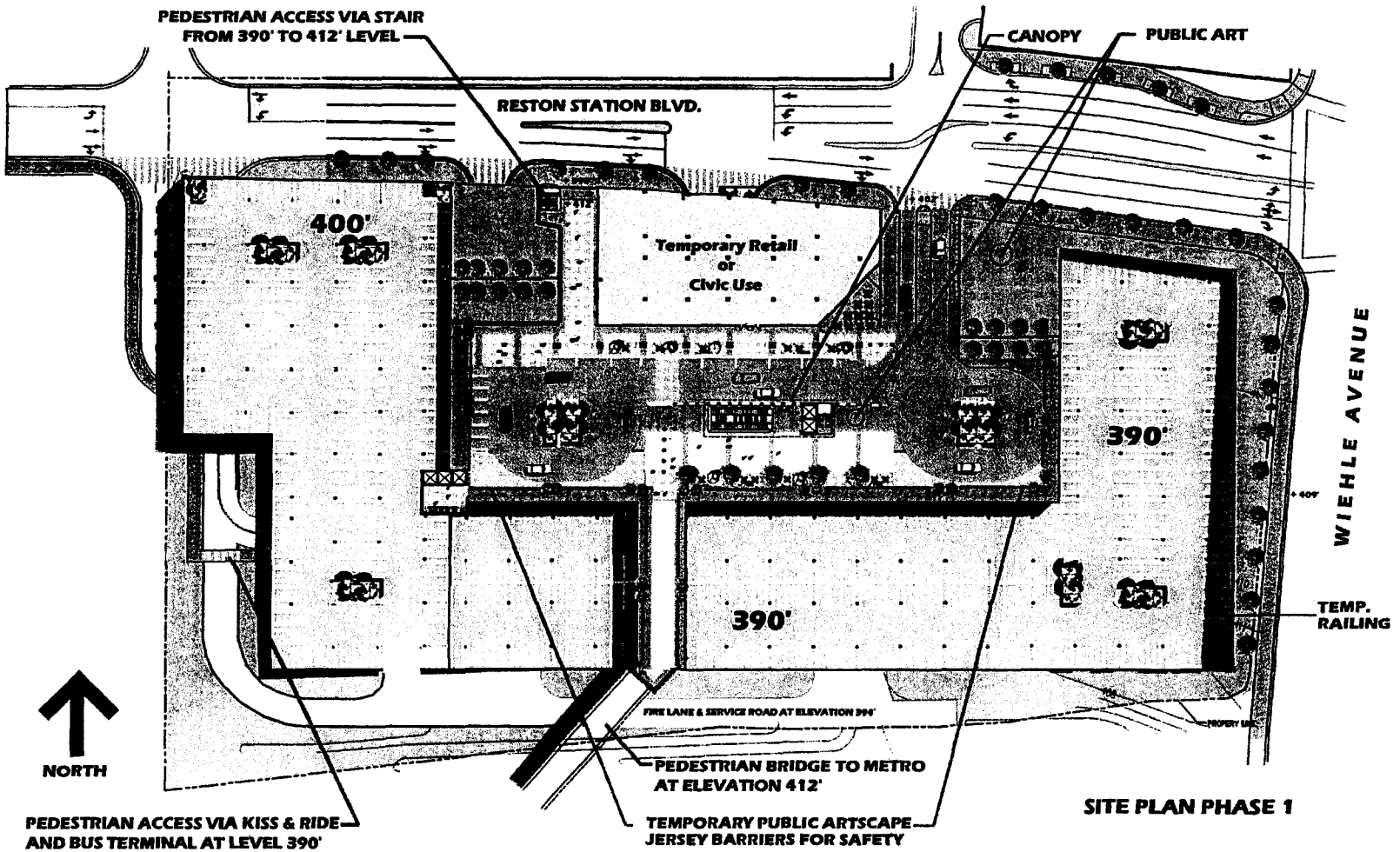
EXHIBIT C-1



BUS LOOP / KISS AND RIDE LEVEL PEDESTRIAN CIRCULATION—PHASE 4-6

COMSTOCK PARTNERS

PHASE 1 PLAZA
PROGRAM ELEMENTS
EXHIBIT C-2



SITE PLAN PHASE 1

PHASE 1

COMSTOCK PARTNERS

Reston Station

Proffers

Exhibit D

March 2, 2010

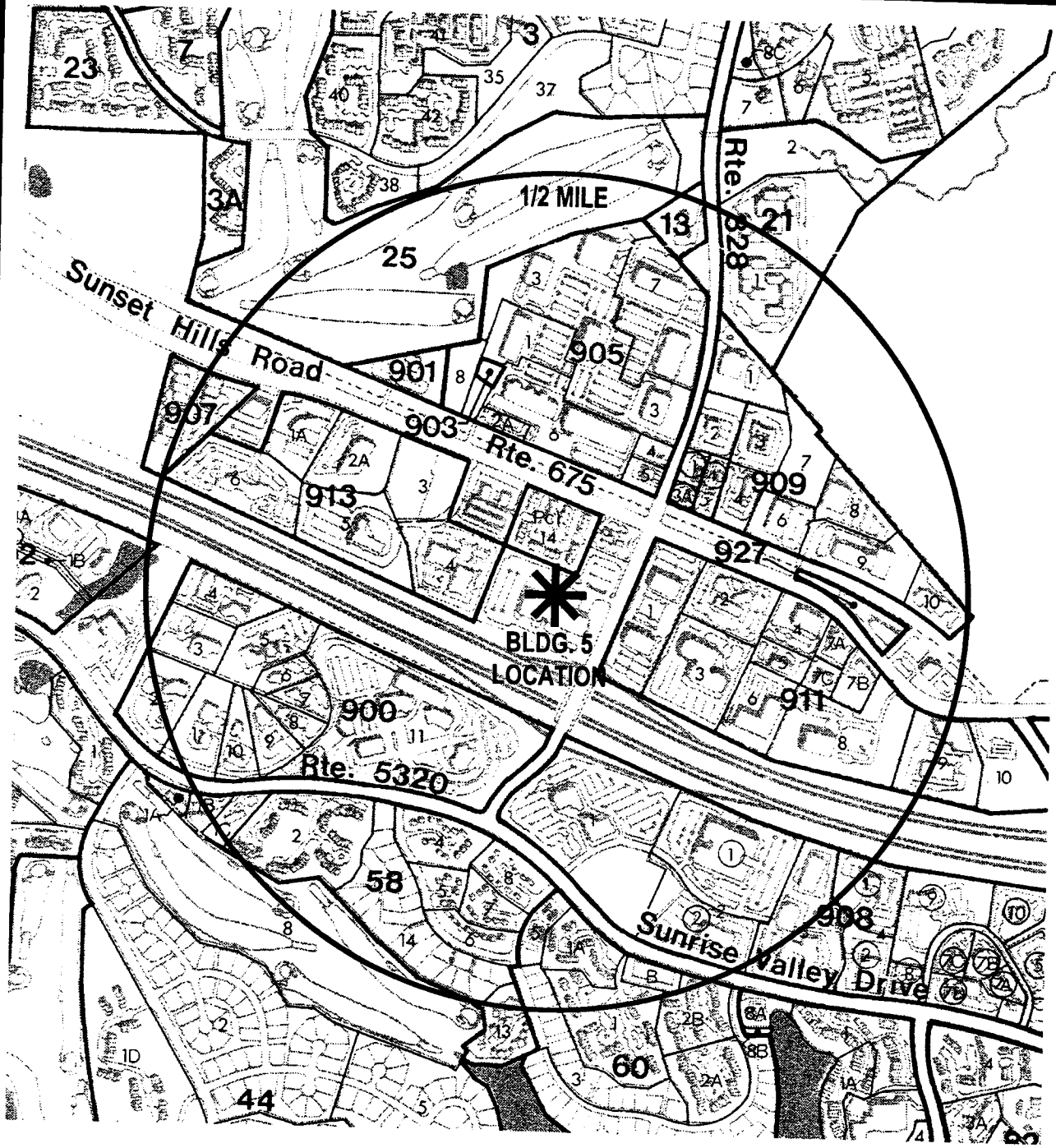


EXHIBIT D

DATE: 01-06-2010

SCALE: 1"=1000'

RZ/FDP 2009-HM-019

RESTON STATION AT WIEHLE METRO

HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

urban™

Urban, Ltd.
7712 Little River Turnpike
Annandale, Virginia 22003
Tel. 703.642.8080
www.urban-ltd.com

Planners · Engineers · Landscape Architects · Land Surveyors

FINAL DEVELOPMENT PLAN CONDITIONS

FDP 2009-HM-019

March 11, 2010

If it is the intent of the Planning Commission to approve a transit-oriented mixed use development integrating Metro related facilities located at Tax Map 45-17 ((24)) 3 and 17-4 ((1A)) 17A., staff recommends that the Planning Commission condition the approval by requiring conformance with the following development conditions.

1. Development of the property shall be in substantial conformance with the Final Development Plan entitled "Reston Station" prepared by Urban Ltd consisting of thirty-three sheets dated June 15, 2009 as revised through February 16, 2010.

2. If, in accordance with the proffers, density is transferred from Block 2 to Block 1, the existing parking garage façade along Comstock Metro Station Drive shall be treated with a combination of architectural and/or landscape techniques to ensure that the exposed at-grade parking will be shielded from view by pedestrians, consistent with the techniques and Standards contained in the Design Guidelines (Exhibit B of the proffers.)

3. Notwithstanding that shown on Sheet 14 of the CDP/ FDP, all sidewalks shall be included in the public access easements as defined in the proffers.

4. Underground stormwater detention shall be provided in conformance with the DPWES Waiver #2615-WPFM-002-1 Conditions dated February 12, 2010 and attached as Exhibit A.

The proposed conditions are staff recommendations and do not reflect the position of the Planning Commission unless and until adopted by that Commission.

EXIHIBIT A

Waiver #2615-WPFM-002-1 Conditions

Reston Station
Rezoning/Final Development Plan Application #RZ 2009-HM-019
February 12, 2010

1. The underground facilities shall be constructed in accordance with the development plan and these conditions as determined by the Director of the Department of Public Works and Environmental Services (DPWES).

2. To provide greater accessibility for maintenance purposes, the underground facilities shall have a minimum height of 72 inches.

3. The underground facilities shall be constructed of reinforced concrete products only and incorporate safety features, such as including locking manholes and doors, as determined by DPWES at the time of construction plan submission.

4. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.

5. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to final plan approval.

   The private maintenance agreement shall address:
   - County inspection and all other issues as may be necessary to insure that the facilities is maintained by the community association in good working condition acceptable to the County so as to control stormwater generated from the redevelopment of the site and to minimize the possibility of clogging events.
   - A condition that the community association and its successors or assigns shall not petition the County to assume maintenance of or to replace the underground facilities.
   - Establishment of procedures to facilitate inspection by the County, i.e. advance notice procedure, whom to contact, who has the access keys, etc.
   - A condition that the community association provide and continuously maintain liability insurance. The liability insurance amount shall be at least $1,000,000 against claims associated with underground facilities.
   - A condition that all operation, inspection, maintenance, and replacement costs shall be the responsibility of the community association and no individual residential unit, or any residential condominium owners association which may be formed in the future, shall be responsible for these costs as described in Proffer IV.23.
   - A statement that Fairfax County shall be held harmless from any liability associated with the facilities.

6. Operation, inspection, and maintenance procedures associated with the underground facilities shall be incorporated into the site construction plan and private maintenance agreement which insure safe operation, inspection, and maintenance of the facilities.

REZONING AFFIDAVIT

DATE: February 23, 2010
(enter date affidavit is notarized)

I, Ann Eberhart Goode, 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 10530 5b

in Application No.(s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number(s), e.g. RZ 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 must 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)
11465 SH I, LC Agents: Christopher Clemente Lawrence Bergner J. Phillip London	11465 Sunset Hills Road, #230 Reston, VA 20190	Title Owner (T.M. 017-4-24-0003)
CRS Construction Services, LC Agents: Christopher Clemente Lawrence Bergner J. Phillip London Steven W. Schmitz	11465 Sunset Hills Road, #230 Reston, VA 20190	Agent for Applicant
Comstock Reston Station Holdings, LC Agents: Christopher Clemente Lawrence Bergner J. Phillip London	11465 Sunset Hills Road, #230 Reston, VA 20190	Applicant/Ground Lessee/Owner by virtue of 99 year lease (T.M. 017-4-01-0017A)

(check if applicable) [✓] There are more relationships to be listed and Par. 1(a) is continued on a "Rezoning 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).

Rezoning Attachment to Par. 1(a)

105305+

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(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)
Board of Supervisors of Fairfax County, Virginia Agents: Anthony H. Griffin, County Executive Richard F. Stevens, Dulles Rail Manager/FCDOT Leonard P. Wales, County Debt Manager Hossein Raoof-Malayeri, Project Coordinator, DPWES	12000 Government Center Parkway Suite 530 Fairfax, VA 22035	Fee Simple Owner/Lessor (T.M. 017-4-01-0017A)
Davis, Carter, Scott Ltd Agents: Douglas N. Carter Ihab Sakla	1676 International Drive Suite 500 McLean, VA 22102	Architect/Agent
Urban Engineering & Associates, Inc. (t/a Urban, Ltd.) Agents: Matthew K. Koirtyohann Eric S. Siegel Shawn H. Batterton	4200-D Technology Court Chantilly, VA 20151	Civil Engineer/Agent
Gorove/Slade Associates, Inc. Agents: Christopher M. Tacinelli Chad A. Baird Felice B. Brychta	3914 Centreville Road Suite 330 Chantilly, VA 20151	Traffic Engineer/Agent

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

Rezoning Attachment to Par. 1(a)

105305v

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(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)
Reed Smith LLP Agents: Benjamin F. Tompkins, Attorney/Agent Grayson P. Hanes, Attorney/Agent Robert A. Lawrence, Attorney/Agent Michael A. Banzhaf, Attorney/Agent Linda S. Broyhill, Attorney/Agent Sally V. Hankins, Attorney/Agent Ann Eberhart Goode, AICP, Planner/Agent	3110 Fairview Park Drive Suite 1400 Falls Church, VA 22042	Attorney/Agent for Applicant/Lessee

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

REZONING AFFIDAVIT

105305

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(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, **and if the corporation is an owner of the subject land, all of the OFFICERS and DIRECTORS of such corporation:**

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

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
11465 SH I, LC
c/o Comstock Partners
11465 Sunset Hills Road, #230
Reston, VA 20190

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)
Christopher Clemente and Teresa A. Schar, Members — Christopher Clemente, Manager
Schar Holdings, Inc., Member
Comstock Employee Ventures, LC, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name & title, e.g. **President, Vice President,Secre tary, Treasurer,** etc.)

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued on a "Rezoning 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.

Rezoning Attachment to Par. 1(b)

105305

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Schar Holdings, Inc.
c/o Caler, Donten Levin - Family Office
505 S. Flagler Drive, Suite 900
West Palm Beach, FL 33401

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Dwight Schar
Martha Schar
Stuart Schar
Spencer Schar

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Dwight Schar, Director, President and Treasurer
Martha Schar, Secretary

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Comstock Employee Ventures, LC, c/o Comstock Partners
11465 Sunset Hills Road, #230
Reston, VA 20190

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)
Comstock Partners, LC, Class A Member and Manager

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

1053054

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Comstock Partners, LC
11465 Sunset Hills Road, #230
Reston, VA 20190

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Clemente Investment Management, LLC, Member
Schar Holdings, LLC, Member
Christopher Clemente, Manager

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Clemente Investment Management, LLC, c/o Comstock Partners
11465 Sunset Hills Road, #230
Reston, VA 20190

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)
Christopher Clemente, Member and Manager
Teresa A. Schar, Member

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

105305

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Schar Holdings, LLC
c/o Caler, Donten Levine - Family Office
505 S. Flagler Drive, Suite 900
West Palm Beach, FL 33401

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Dwight Schar, Member and Manager
Martha Schar, Member
Stuart Schar, Member
Spencer Schar, Member

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
CRS Construction Services, LC, c/o Comstock Partners
11465 Sunset Hills Road, # 230
Reston, VA 20190

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)
Comstock Partners, LC, Member
Comstock Employee Ventures, LC, Member
Comstock Management Services, LC, Manager

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

105305v

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Comstock Management Services, LC
c/o Comstock Partners
11465 Sunset Hills Road, # 230
Reston, VA 20190

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Christopher Clemente, Member and Manager

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Board of Supervisors of Fairfax County, Virginia
12000 Government Center Parkway, Suite 530
Fairfax, VA 22035

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)
A body corporate and politic with no shareholders.

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

DATE: February 23, 2010
(enter date affidavit is notarized)

105305v

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Comstock Reston Station Holdings, LC
c/o Comstock Partners
11465 Sunset Hills Road, #230
Reston, VA 20190

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 SHAREHOLDER: (enter first name, middle initial, and last name)
Comstock Partners, LC, Member
Comstock Employee Ventures, LC, Member
Comstock Management Services, LC, Manager

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Davis, Carter, Scott Ltd
1676 International Drive, Suite 500
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)

Patricia A. Appleton	Christine C. Garrity
Claude Robert Atkinson	Christopher L. Garwood
Marcia K. Calhoun	Alan K. Houde

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)

Douglas N. Carter, President/Treasurer	Patricia A. Appleton, Vice President	Christopher L. Garwood, Vice President
Lena I. Scott, Executive Vice President/Secretary	Claude Robert Atkinson, Vice President	
	Christine C. Garrity, Vice President	

(check if applicable) [✓] There is more corporation information and Par. 1(b) is continued further on a "Rezoning Attachment to Par. 1(b)" form.

Rezoning Attachment to Par. 1(b)

105305b

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Urban Engineering & Associates, Inc. (t/a Urban, Ltd.)
7712 Little River Turnpike, Suite 503
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 SHAREHOLDER: (enter first name, middle initial, and last name)
J. Edgar Sears, Jr.
Barry B. Smith
Brian A. Sears

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
J. Edgar Sears, Jr., President and Treasurer
Barry B. Smith, Vice President and Secretary

==========

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)
Gorove/Slade Associates, Inc.
1140 Connecticut Avenue, N.W., Suite 700
Washington, D.C. 20036

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)
Christopher M. Tacinelli Erwin N. Andres
Chad A. Baird
Daniel B. Vanpelt

==========

NAMES OF OFFICERS & DIRECTORS: (enter first name, middle initial, last name, and title, e.g. **President, Vice-President, Secretary, Treasurer**, etc.)
Christopher M. Tacinelli, President
Chad A. Baird, Vice President and Treasurer
Daniel B. Vanpelt, Vice President and Secretary
Erwin N. Andres, Vice President

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

REZONING AFFIDAVIT

DATE: February 23, 2010
(enter date affidavit is notarized)

105305

for Application No. (s): RZ/FDP/ 2009-HM-019
(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, number, street, city, state and zip code)

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042

(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**)

Abbott, Kevin C.	Begley, Sara A.	Booker, Daniel I.	Cameron, Douglas E.
Abdalla, Tarek F.	Bernier, Maria N.	Borrowdale, Peter E.	Caplan, Gary S.
Allen, Thomas L.	Bernstein, Leonard A.	Boutcher, David J.	Carder, Elizabeth B.
Andrews, Alex T.	Bevan, III, William	Boven, Douglas G.	Cardozo, Raymond A.
Arkebauer, J. Todd	Bhattacharyya, Gautam	Bovich, John P.	Casdagli, Emma Francis
Arnold, Roy W.	Bickham, J. David	Bowers, Kevin Richard	Castro, Armando
Atallah, Ana	Binis, Barbara R.	Bradley, Patrick E.	Charot, Benoit
Baker, Scott D.	Birt, Steven James	Brand, Mark A.	Cheung, Bo Chun Janet
Banzhaf, Michael A.	Blasier, Peter C.	Bresch, Jeffrey J.	Clark, II, Peter S.
Barber, William James Gresham	Blitch, Stephen G.	Brown, Andrew Kenneth	Cobetto, Jack B.
Barnes, James J.	Bobo, Stephen T.	Brown, Charles A.	Colen, Frederick H.
Bartfield, Arnold L.	Boehner, Russell J.	Brown, Michael K.	Colman, Abraham J.
Bastier, Ellen L.	Bolden, A. Scott	Buckley, Mike C.	Connoley, Mark F.
Beale, Giles W.	Bonessa, Dennis R.	Burroughs, Jr., Benton	Connors, Eugene K.

(check if applicable) [✓] There is more partnership information and Par. 1(c) is continued on a "Rezoning 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.

Rezoning Attachment to Par. 1(c)

1053054

DATE: February 23, 2010
(enter date affidavit is notarized)

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number (s))

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

Reed Smith LLP
3110 Fairview Park Drive
Suite 1400
Falls Church, VA 22042

(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**)

Convery, III, J. Ferd
Cooper, Steven
Cotler, Alan K.
Davies, Colleen T.
Davis, James M.
Demase, Lawrence A.
DeNinno, David L.
Dermody, Debra H.
DiFiore, Gerard S.
Dilling, Robert M.
DiNome, John A.
Dittoe, John E.
Dolin, Stewart
Doran, William E.
Drew, Jeffery
Dubelier, Eric A.
Dumville, S. Miles
Duronio, Carolyn D.
East, Lindsay T.
Edwards, Stephen S.
Eggert, Russell R.
Ellison, John N.
Epstein, Bette B.
Eskilson, James R.
Evagora, Kyri
Evans, David C.
Fagelson, Ian B.
Fagelson, Karen C.
Flatley, Lawrence E.
Fox, Thomas C.
Francis, Jr., Ronald L.
Frank, Ronald W.
Freeman, Lynne P.
Frenier, Diane M.
Fritton, Karl A.
Gabbert, Dale
Gallatin, Jr. James P.
Gallo, Frank J.
Garcia, Sergio
Gasparetti, Lorenzo E.
Gentile, Jr. Pasquale D.
Gilbert, Jeffrey T.
Gillard, Neil D.
Glatzer, Jeffrey L.
Green, Terry R.
Greenblatt, Lewis B.
Green-Kelly, Diane
Greeson, Thomas W.
Grellet, Luc
Grignon, Margaret A.
Grimes, David M.
Gross, Dodi Walker
Guadagnino, Frank T.
Gwynne, Kurt F.
Hackett, Mary J.
Halbreich, David M.
Hardy, Peter
Hargreaves, Phillip M.
Hartley, Simon P.
Hartman, Ronald G.
Hawley, Terence N.
Healy, Christopher W.
Heffler, Curt L.
Hemming, Seth M.
Hewetson, Charles M.
Hill, Robert J.
Hill, Thomas E.
Hirsch, Austin L.
Hitt, Leo N.
Ho, Delpha
Honigberg, Carol C.
Hooper, John P.
Howse, Christopher Guy
Hultquist, James T.
Husar, Linda S.
Iino, John M.
Illouz, Stephane
Innamorato, Don A.
Jared, Cynthia
Jaskot, Paul J.
Jeffcott, Robin B.
Jenkinson, Andrew P.
Johnston, Paul F.
Jong, Denise
Jordan, Gregory B.
Kabnick, Lisa D.
Karides, Constantine
Kaung, Alexander Wai Ming
King, Robert A.
Kirkpatrick, Stephen A.
Kleier, James P.
Klein, Murray J.
Kohn, Steven M.
Kozlov, Herbert F.
Kramer, Ann V.
Krebs-Markrich, Julia
Kugler, Stefan L.
Kwong, Fung Ling Nanette
Kwuon, Janet H.
Lacy, Jr., D. Patrick
Lai, Ivy
Lasher, Lori L.
LeDonne, Eugene
Leech, Frederick C.

(check if applicable) [✓] There is more partnership information and Par. 1(c) is continued further on a "Rezoning Attachment to Par. 1(c)" form.

Rezoning Attachment to Par. 1(c)

105305v

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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**)

Leiderman, Harvey, L.
Lewis, Richard P.
Li, Lianjun
Loepere, Carol C.
Lo Vallo, Michael A.
Lowenstein, Michael E.
Luchini, Joseph S.
Lyons, III, Stephen M.
Magera, George F.
Mahone, Glenn R.
Maiden, Todd O.
Mantell, Nanette W.
Martin, James C.
Martini, John D.
McAllister, David J.
McCarroll, James C.
McDavid, George E.
McGarrigle, Thomas J.
McGough, Jr., W. Thomas
McNichol, Jr., William J.
Mehfoud, Kathleen S.
Melodia, Mark S.
Metro, Joseph W.
Meyers, Michael A.
Miller, Edward S.
Miller, Steven A.
Moberg, Marilyn A.
Mok, Kar Chung
Morris, Robert K.
Morrison, Alexander David
Munsch, Martha Hartle
Napolitano, Perry A.
Naugle, Louis A.
Nelson, Jack R.
Nicholas, Robert A.
Nicoll, Richard C.
Norman, David Michael
O'Brien, Kathyleen A.
O'Neil, Mark T.
Opperman, Craig P.
Paisley, Belinda L.
Parker, Roger J.
Patterson, Lorin E.
Pearman, Scott A.
Peck, Jr., Daniel F.
Pedretti, Mark G.
Pepper, Michael Ross David
Perfido, Ruth S.
Peterson, Kurt C.
Philipps, Richard P.
Phillip, Hywel J.
Phillips, Robert D.
Pike, Jon R.
Poe, Alexandra
Pollack, Michael B.
Powell, David C.
Quinn, Jonathan S.
Quinn, Tracy Zurzolo
Radley, Lawrence J.
Rahl, J. Andrew
Raju, Ajay K.
Rawles, Douglas C.
Raymond, Peter D.
Reed, W. Franklin
Reid, Graham M.
Reinke, Donald C.
Ritchey, Patrick W.
Roche, Brian D.
Rofe, Douglas J.
Rolfes, James A.
Rosales, Rex K.
Rosen, Barry S.
Rosenbaum, Joseph I.
Rosenberg, Carolyn H.
Roth, Robert A.
Rubenstein, Donald P.
Rudolf, Joseph C.
Rydstrom, Kirsten R.
Rymer, Philip R.
Sanders, James L.
Sanders, Michael
Schaffer, Eric A.
Schaider, Joel R.
Schatz, Gordon B.
Schlecker, David M.
Schlesinger, Matthew J.
Schmarak, Bradley S.
Schumacher, Jeffrey A.
Scogin, Hugh T.
Scott, Michael T.
Scudellari, Richard
Seaman, Charles H.
Sedlack, Joseph M.
Shanus, Stuart A.
Sharma, Asha Rani
Shaw, Nick J.
Shay-Byrne, Olivia
Short, Carolyn P.
Shugrue, John D.
Siev, Jordan W.
Sigelko, Duane F.
Simons, Robert P.
Singer, Paul M.
Skrein, Michael P.

(check if applicable) [✓] There is more partnership information and Par. 1(c) is continued further on a "Rezoning Attachment to Par. 1(c)" form.

Rezoning Attachment to Par. 1(c)

DATE: February 23, 2010
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PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)

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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**)

Slater, Phillip
Smersfelt, Kenneth N.
Smith, John Lynn
Smith, Robert M.
Sollie, Kyle O.
Spafford, Richard A.
Spaulding, Douglas K.
Speed, Nicholas P.
Springer, Claudia Z.
Stanley, David E.
Stephenson, Leon
Stewart, II, George L.
Subramaniam, Siva
Suddath, Thomas H.
Sussman, Allen Z.
Swinburn, Richard G.
Tabachnick, Gene A.
Tandler, James R.
Taylor, Andrew D.
Taylor, Philip M.
Terras, Alexander
Thallner, Jr., Karl A.
Thomas, Alexander Y.
Thomas, William G.
Thompson, Barry J.
Thompson, David A.
Thompson, Gary S.
Tillman, Eugene
Tocci, Gary M.
Todd, Thomas
Tompkins, Benjamin F.
Trevelise, Andrew J.
Unkovic, John C.
Vishneski, John S.
Vitsas, John L.
Von Waldow, Arnd N.
Wallis, Eric G.
Warne, David G.
Wasserman, Mark W.
Weissman, David L.
Weissman, Sonja S.
Weller, Charles G.
Weyman, Mark L.
Wilkinson, James F.
Wilkinson, John
Williams, Christopher James
Wilson, Stephanie
Winter, Graham Paul
Wolff, Sarah R.
Wood, Douglas J.
Wray, Richard K.
Yavitz, Judith A.
Yoo, Thomas J.
Zaimes, John P.
Zhang, Jinshu
Zoeller, Lee A.

Added 2-23-10

Dillon, Paul M.
Doron, Uri
Hasselman, Scot T.
Lisi, David M.
Greeting-Min, Catherina
Olmer, Philip
Robinson, Richard A.
Ryan, Catherine C.
Schwartz, Wendy H.
Smith, Michael A.
Yan, Betty

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

REZONING AFFIDAVIT

DATE: February 23, 2010
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for Application No. (s): RZ/FDP/ 2009-HM-019
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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.)

Note: Parcel 017-4-01-0017A is owned by the Board of Supervisors of Fairfax County.

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

REZONING AFFIDAVIT

DATE: February 23, 2010
(enter date affidavit is notarized)

105305 b

for Application No. (s): RZ/FDP/ 2009-HM-019
(enter County-assigned application number(s))

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.)

Martha Schar, Shareholder and Officer of Schar Holdings, Inc. and Member of Schar Holdings, LLC, made a donation to Friends of Pat Herrity in excess of $100.00.

(**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 "Rezoning 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:

(check one) [ ] Applicant [✓] Applicant's Authorized Agent

Ann Eberhart Goode, AICP
(type or print first name, middle initial, last name,and title of signee)

Subscribed and sworn to before me this 23rd day of February 2010, in the State/Comm. of Virginia, County/City of Loudoun

Notary Public

My commission expires: August 31, 2011

JAIMA L. BROWN
Notary Public
Commonwealth of Virginia
163632
My Commission Expires Aug 31, 2011

FORM RZA-1 Updated (7/1/06)

Reston Station

STATEMENT OF JUSTIFICATION
June 17, 2009
March 2, 2010

I. Introduction

Comstock Reston Station Holdings, LC (the "Applicant") proposes to develop an assemblage at the planned Wiehle Avenue Metro Station with a mixed-use Transit-Oriented Development Project (the "Development"). The Property is approximately 12.47 acres in size and is located in the Hunter Mill District of Fairfax County[1]. The Property is currently zoned I-4, and to facilitate a development program in accordance with Fairfax County's Comprehensive Plan, the Applicant proposes to rezone the Property to the Planned Development Commercial ("PDC") District to provide for a more dynamic mix of uses than would be permitted by the current zoning. Approximately 1.3 million square feet of residential, office, hotel and retail uses within a compact and pedestrian-focused design framework is proposed.

The Applicant's attractive, mixed-use, transit-based and pedestrian-oriented community, constructed in part above the parking structure associated with the Wiehle Avenue Metro Station, fulfills the vision of Fairfax County's Comprehensive Plan (the "Plan"). It creates a walkable, mixed-use development with ground floor retail to meet the needs of employees, commuters and neighboring residents. This development will provide high quality architecture and urban design within an integrated community that affords residents, as well as commuters, an attractive environment to visit, live and work – a thriving, contemporary urban village.

A unique design feature of Reston Station is the Civic Plaza, which serves as the gateway to the Metro. With numerous points of access from the surrounding community, the Plaza integrates the Metro into Reston and provides a strong venue for gathering and public events.

---

[1] The property is comprised of two parcels more particularly described as Fairfax County Tax Map # 17-4 ((1)), Parcel 17A and 17-4 ((24)), Parcel 3.

Property Location, Description and Existing Development

The Property is located within the Reston-Herndon Suburban Center of the Upper Potomac Planning District of Fairfax County. It is generally bounded on the east by Wiehle Avenue, on the north by Sunset Hills Road and on the south by the Dulles Airport Access Road and Toll Road.

The Property is zoned I-4 and is comprised of two separate parcels:

- A 9 acre parcel (the "County parcel") owned by the Board of Supervisors of Fairfax County, currently developed as a parking lot, and
- A 3.5-acre parcel (the "Comstock parcel") owned by the Applicant and currently developed with an office building and associated parking structure.

The Applicant proposes to develop the subject Property at a density and design consistent with Comprehensive Plan policies applicable when rail transit service is available at this location.

Background

Extension of Metrorail has been a regional goal for decades. Formal study of the best way to extend Metro through Fairfax County to Dulles Airport and into Loudoun County began in 1997 with a Major Investment Study by the Federal Transit Administration ("FTA"). For the following 9 years, several alternatives were evaluated and key design decisions were made through the FTA-managed planning process. In November, 2006, the FTA issued a final *Record of Decision* endorsing the extension of Metro with 11 new stations and additional commuter parking, among other improvements (the "Dulles Rail Project"). The "Silver Line" will be extended from the East Falls Church Metro Station to Wiehle Avenue during phase 1 (and then to Route 772 in Loudoun County in phase 2) with a projected timeframe for the start of operations in the 4th quarter of 2013.

The *Record of Decision*, recognizing the public ownership of a key parcel adjacent to the planned Wiehle Avenue Metro Station, recommended a "joint development" project so that the station is constructed with adequate public parking to serve Metro users along with a vibrant, pedestrian-oriented, mixed use community at an urban density that would leverage the investment in transit for compatible walkable community development.

The Applicant, having been selected by the County pursuant to a competitive bidding process, has entered into a public-private partnership with Fairfax County to accomplish this goal. On June 2, 2009, the Fairfax County Board of Supervisors approved a long term lease of the County Parcel to the Applicant as well as a Development Agreement with the Applicant for a joint development project that will provide key commuter parking facilities for the Wiehle Avenue Metro Station in conjunction with a transit-oriented, mixed use development. Key elements of the agreements are as follows:

- To provide parking for the Wiehle Avenue Metro Station, the Applicant will construct a 2,300+ space multi-deck parking garage, along with bus bays and a kiss and ride area, on a portion of the County's existing Wiehle Avenue park and ride lot.

- The County, through the long term lease of the 9-acre park and ride parcel, will support the Applicant's effort to develop a significant transit-oriented, mixed use community partially above the anticipated parking structure, including cooperating in the applicant's pursuit of a rezoning of the County Parcel.

II. Proposed Reston Station

Pursuant to this partnership, the Applicant proposes to amend the zoning classification of the Property to the Planned Development Commercial ("PDC") zoning district in order to implement the mixed-use environment with high quality urban design envisioned in the Plan. A Concept Development Plan (CDP) and Final Development Plan (FDP) for the Property are included in the application materials.

Development Program and General Layout

The overall layout for the Property consists of two primary blocks – Block 1 is constructed on the County Parcel, in part over the commuter parking garage, and Block 2 is constructed on the Comstock Parcel. These two blocks are aligned along an internal roadway, which extends from Wiehle Avenue, through the development, to Sunset Hills Road. This internal roadway is contemplated by the Record of Decision, as well as the Comprehensive Plan, so that 2 points of access – from Wiehle Avenue and Sunset Hills Road -- may be provided to the Metro

station. The building program, Design Guidelines and multi-modal circulation are defining features of Reston Station.

The CDP/FDP provides for up to 8 buildings to be constructed. An overarching development program provides minimum and maximum square footages for different uses for the entire project. In addition, a development framework is established for each building and is set forth in a Building Data Chart on Sheet 2 of the CDP/FDP. This chart establishes minimum and maximum heights, uses and a square footage range for both primary and secondary (retail) uses. As such, the CDP/FDP ensures that the desired mix of uses is provided and that flexibility to respond to market demands is incorporated to support build out of a successful project.

In addition to building by building limitations on square footage, height and uses, design features, goals and strategies are set forth in the Reston Station Design Guidelines. Together, the development framework and the Design Guidelines will work to ensure that the anticipated quality and functionality will be realized with Reston Station. With such close proximity to the rail station, the anticipated synergy between uses and the abundant, well-designed sidewalks, pedestrian movement is prioritized, and parking is integrated into the buildings.

Multi-modal transportation and pedestrian connectivity provide a functional framework that distinguishes Reston Station as a transit-oriented development. One can enter or leave Reston Station by train, bus, auto or on foot. A significant sidewalk system, from 8-15' in width, connects the project along Reston Station Boulevard, and, importantly, links the Metro Station to the W&OD trail via two separate sidewalk connections. As a gateway to the Metro system, instead of providing merely vehicular access to Metro by locating only a parking garage near the station as is often the case, Reston Station will be in the top tier of stations in terms of entrance design and multi-modal access to Metro and proximate amenities, retail, offices and neighborhood locations.

Block 1 – Redevelopment of the Park and Ride Lot

Block 1 is adjacent to the Metro station and is the predominant feature of Reston Station. The main portion is comprised of five (5) buildings which frame a central Civic Plaza which connects the community to the Metro station. Three office buildings, a

full-service hotel and a residential tower are envisioned around the Plaza, all with ground level retail to serve the needs of businesses, commuters, residents and employees within the Development and adjacent offices and community.

Civic Plaza. The Civic Plaza offers a welcoming opportunity for the community to congregate and to access the Metro or Reston Station itself. It is similar in scale to Fountain Square at Reston Town Center. The project plan includes five points of access for pedestrians from the surrounding community, with additional vertical access from the garage. Once on the Plaza, pedestrians can walk under a covered arcade provided along the perimeter of the Plaza, and can access the Metro and all buildings protected from weather.

Benches/seating, focal points, public art and attractive landscaping will create an urban ambience for the community, including employees on their lunch breaks, residents wanting to take a walk outside, and shoppers seeking an opportunity to sit and relax. Such development characteristics will promote a sense of place and contribute to the Reston community as it evolves into a transit-served location. To contribute to a community-oriented design, Reston Station designers will collaborate with the Initiative for Public Art Reston (IPAR) to identify and /or design public art installations and other approaches to public space.

The Plaza creates a unique outdoor community opportunity in an urban setting, and it is the Applicant's intent to make this bold vision for the Plaza a reality. To provide a Plaza with decorative stone/concrete pavers as well as furniture, lighting and landscaping, the Applicant anticipates a cost of well over $1 million.

The Civic Plaza provides a distinct space for pedestrians and functions as an "upper floor" for access to the buildings and Metro, as it is situated over a level designed predominantly for vehicular access and which includes the bus loop and kiss-and-ride facilities. The Plaza and the bus loop level work together to provide multi-modal access to the Metro and Plaza-level buildings. The bus loop, predominantly serving vehicles – buses and cars – also accommodates pedestrian circulation, vertically connected to the Plaza. Likewise, the Plaza is focused on

pedestrian circulation and access, though limited vehicular access is accommodated. To ensure that the Plaza serves as the desired community amenity, it will be designed to allow for temporary closure to most vehicular traffic to allow for events, farmers' markets and other community uses.

Civic Plaza Buildings The five buildings that create the Civic Plaza will provide a vibrant mix of uses. The Design Guidelines are provided to ensure that the architecture ultimately selected for each building creates a distinctive and cohesive overall community design. At the pedestrian / Plaza-level, retail uses will be the predominant theme, interspersed with lobby entrances for the office and residential uses. A full service hotel is also planned, with the primary entrance opening onto the Plaza. The Design Guidelines call for transparency in store fronts so that the interior and exterior spaces work together to create a Plaza that is an active space.

Building 6. Block 1 is currently and will continue to be split by a roadway, Reston Station Boulevard. While 5 buildings are located on the Plaza to the south of Reston Station Boulevard, an additional residential building will be located in the area of Block 1 on the north side of Reston Station Boulevard. It will be served with separate amenities such as pool, exercise facilities, etc., yet excellent pedestrian access will be provided to the Plaza via the major crosswalk across Reston Station Boulevard at its intersection with Wiehle Avenue. The Design Guidelines are applicable to all buildings within Reston Station ensuring a cohesive design, even for structures which are not defined by the Plaza.

Block 2 – Connection to Sunset Hills Road

Block 2 of the proposed Development is located to the west of Block 1 on the internal roadway and abutting Sunset Hills Road. By including Block 2, the proposed project provides a more unified development along the length of the internal roadway and meets the objective of the Comprehensive Plan to ensure cohesive development within the 34-acre Land Unit G-4, notwithstanding the lack of unified ownership of the entire 34-acres.

Block 2 consists of an existing 6 story office building which will remain intact during all phases of construction of the development. An additional structure which may be office or

residential can be constructed in the location of the existing parking structure, to the south of the existing office building. This new building will extend the urban design and mixed-use character throughout the heart of Land Unit G-4. Specifically incorporated into the Applicant's design will be streetscape improvements and pedestrian walkways connecting the residential building to the proposed central plaza, residential, retail and commercial areas closest to the transit station.

Workforce Housing

The Applicant will seek to provide 12% of all residential development as workforce housing, consistent with the Comprehensive Plan, and bonus density is proposed, again, consistent with the plan.

Transportation and Environment

The most important environmental feature of Reston Station is the realization of linkage between land use and transportation as a transit-oriented development. Through a design that allows for significant density in close proximity to a rail station and fully integrates bus transit, auto access and extensive pedestrian access, Reston Station will help diversify the area transportation network. The Applicant has committed to a trip reduction of 35% for office and residential development at Reston Station. A Transportation Demand Management (TDM) system is detailed in the proffers to ensure that the significant trip reduction goal is met.

An addition to the TDM commitments, the Applicant has recognized that less parking than is planned and currently required by County code may be in order in the future as the Metro station becomes fully functional and community usage increases. Office users, in particular, have specific parking requirements, to which the Applicant must be responsive to ensure the economic viability of Reston Station. the Applicant supports the goal of having as many Reston Station employees and residents as possible access the site by transit, however, and will conduct a parking study to determine if the project can be well supported with less parking. If so, the Applicant will propose a parking reduction to the Board of Supervisors.

In addition, the Applicant has committed to construction that incorporates the "green building" standards set by the U. S. Green Building Council. Commercial buildings will incorporate features consistent with a designation of LEED Silver. The

Applicant also commits to the goal of including features that are consistent with LEED Certification for residential and hotel uses.

III. Planning and Design Requirements for the Transit-Oriented Development at the Wiehle Avenue Metro

There are several sources of design guidance that influence the character, density and function of the development planned around the Wiehle Avenue Metro Station:

- Fairfax County Comprehensive Plan, Land Unit G-4 of the Reston-Herndon Suburban Center
- Joint Development Solicitation by Fairfax County, reflecting the Joint Development Principles established by the Wiehle Avenue Steering Committee
- FTA Record of Decision (approval of Silver Line)

The proposed Development has been designed to implement this array of County and federal goals and policies.

A. Comprehensive Plan for Land Unit G-4 of the Reston-Herndon Suburban Center

Plan Policy. The "Reston-Herndon Suburban Center" is located along the north and south sides of the Dulles Airport Access and Toll Road. It is bounded by Centreville Road on the west, areas along Sunrise Valley Drive on the south, Hunter Mill Road on the east and areas along Sunset Hills Road on the north including the Reston Town Center. The Comprehensive Plan for the Reston-Herndon Suburban Center promotes a mixed-use employment center primarily focusing on office uses. This Suburban Center also encompasses three of the four Transit Station Areas ("TSAs") in the Dulles Corridor, including the Wiehle Avenue Transit Station Area.

The TSAs are encouraged to develop with a more urban and transit-oriented development pattern. The Plan designates this particular area for transit-oriented, mixed use with the highest intensities of retail, office and residential uses concentrated around the future Wiehle Avenue Metrorail station. The Applicant's plans are consistent with and promote implementation of the Plan's vision for the proposed Wiehle Avenue Transit Station Area.

Recommendations for Land Unit G-4 Development of the Property is further guided by the specific recommendations for Land Unit G-4 that are applicable when a Full Funding Grant Agreement (FFGA) for construction of the Dulles Rail Extension is in place (the FFGA was signed on March 10, 2009). The Plan envisions a rail-oriented, mixed-use environment, which includes both a substantial residential component as well as a

non-residential component incorporating office, hotel and support retail. The anticipated density is 2.5 FAR for the 17 acres closest to the rail station, though it has been anticipated that the exact boundary of this 17 acres should be defined by development as it is proposed. The Plan also requires that 2 points of access be provided to the transit station, from Sunset Hills Road as well as Wiehle Avenue.

Within Land Unit G-4, the residential component is recommended to comprise from 40% to 75% of the total gross floor area of the development. The Plan also recommends that some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the target proportion for the office component comprising no more than 40% of the total. The Plan also recommends direct pedestrian access to the station and attractive streetscape. All of these recommendations are included in the Applicant's well-designed plans.

Proposed Development. As described above, the proposed development provides a balanced mix of uses in a well-integrated configuration. The Applicant has identified an area constituting the 17 acres closest to the rail station which is generally defined by existing parcel boundaries and a roadway, internal to Land Unit G-4, which provides access to the transit station and which is proposed for development up to 2.5 FAR. Both Block 1 and 2 are mixed use in nature and emphasize pedestrian movement throughout. Table 2 provides a comparison of key Development features with Comprehensive Plan policy.

Table 2: Comprehensive Plan Policies

Plan Policy	Proposed Project
Density – Up to 2.5 FAR	Block 1: 2.5 Block 2: 1.5 (portion) and 2.5 (portion)
Land Use Mix for Land Unit G-4 • Residential 40%-75% • Non-Residential 25%-60% • Office – 40% maximum	Reston Station portion of G-4: • Residential 37.5% minimum • Office 50% maximum
Pedestrian-orientation	Plaza level, which connects to pedestrian passageway to Metro station, is designed for pedestrians as the priority. Sidewalk system connects Reston Station to the W&OD trail and provides internal pedestrian circulation. Most parking, both site-serving and commuter, is provided below the plaza level.
-Substantial parcel consolidation within the sub-unit -2 point of access to station area	The subject property incorporates the Applicant's property with the County-owned parcel, adjacent to the Metro station, to provide a unified program through the core of Land Unit G-4 and set the character and framework for the rest of the Land Unit. This accommodates an important goal of providing access from Wiehle Avenue and Sunset Hills Road.
Site should be adjacent to the rail station and provide direct pedestrian access to the rail station; grade-separated pedestrian links to the rail station are encouraged.	The site is adjacent to the rail station, and a grade-separated pedestrian walkway to the rail station is provided. Design maximizes, consistent with planned density, mix of uses with immediate access to the Metro Station.
Quality site layout, with consolidated vehicular access and parking structures away from pedestrian areas, should be provided.	While excellent vehicular circulation to and within the site is provided, parking is provided in structures away from pedestrian areas. The plaza level, from which pedestrian access to the Metro station is provided, is designed around pedestrian movement.
Ground floor retail, with direct access to pedestrian walkways, should be	All buildings are planned to accommodate ground level retail at the plaza level, so that

provided	active retail uses dominate the built environment from the perspective of pedestrians.

B. Fairfax County Joint Development Solicitation

Anticipating completion of plans for the Silver Line, Fairfax County set in motion formal efforts to engage a partner for design and construction of a mixed use project on the 9-acre County Parcel, currently a park and ride lot, to complement development of the Wiehle Avenue Metro Station. Issued in March, 2005, the County's Joint Development Solicitation (the "Solicitation") was created in order to achieve high quality architecture and urban design and bring together a variety of uses and amenities for residents and commuters alike. One of the underpinnings of the Solicitation was to combine retail and residential uses, reflecting the urban sophistication of a city and the charm of a small town by incorporating small specialty retailers with larger more national establishments.

To inform drafting of the Solicitation, for several years, interested parties, as well as the Reston community were engaged in detailed and inclusive visioning sessions. At the conclusion of this process, the County-recognized Wiehle Avenue Steering Committee ("Steering Committee") articulated a shared vision for mixed-use, transit-oriented development that would reinforce Reston's vision as a dynamic place to live, work and play. Specifically, nine "Joint Development Principles" were recommended for inclusion in the Solicitation to help guide selection of a developer.

The list of Joint Development Principles (the "Principles") identified in the Solicitation and commentary on how the Applicant's proposed development addresses these Principles is presented in Table 3. The County selection team was enthused with and embraced the Applicant's objectives and plans as fulfilling these guiding Principles.

Table 3: Joint Development Principles

Joint Development Principles	Project Response to Joint Development Principles
1. Maintain	• The Development creates an efficient and vibrant center

Reston Identity	that appropriately mixes uses, advantageously utilizes densities, and achieves a sense of place, consistent with the Reston identity. • The elements of the design echo and complement those already found in Reston and the surrounding area. • The Development will be contiguous with the planned Metro Station and provide much needed parking and a pedestrian connection to the rail station for Reston residents. • The transit-oriented design supports and enhances access and connectivity to all parts of the larger community, including pedestrian and bicycle networks, and the Reston Internal Bus Service ("RIBS"). • The Development includes well-landscaped public spaces that encourage pedestrian connectivity and interaction as integral elements. • The Development will include Class A quality Buildings, and design aspects that conform to universal Design Principles.
2. Meet or Exceed Minimum Project Components for Transit Facilities	• The Development will provide 2,300 park-n-ride spaces and 46 kiss-n-ride spaces, bus bay access and assure access and spaces that encourage pedestrian/bicycle usage and parking revenue. • The Development will include parking and commuter drop off facilities with the preponderance of the parking situated below grade in order to facilitate and maximize the vibrancy of the mixed-use development and pedestrian access.
3. Positive Economic Impact for Reston and Fairfax County	• The Development will generate significant economic benefits to include job creation, property and business tax revenue, parking revenue, rent under the long term lease and reduced traffic congestion. • The Development's various open spaces provide opportunities for outdoor events from which the County can reap economic benefits.

	• The Development will result in increased transit ridership from the current I-4 use, as the mix of uses will make the Wiehle Avenue Metro Station a destination.
4. Create Diverse Mixed-Use, Transit-Oriented Development to Attract and Retain Activity for at Least 18 Hours a Day	• The Development will provide an appropriate mix of office, retail, services, governmental and residential uses to attract and serve a diverse population. • The Development will act as a gateway to Reston from the Metrorail station through the creation of a vertical mix of uses close to the transit station platform, including an intricate building layout surrounding an open plaza. • The Development will afford its employees, residents and patrons alike, the opportunity to live, work and play in a centrally located village center.
5. Retain and Expand Access for Pedestrian and Non-Motorized Traffic	• The design includes components such as pedestrian and bike trails, bicycle storage, and connects the Metro station to the Development as well as balance of the Reston trail network and the W&OD trail.
6. Include Affordable Housing in the Residential Development	• The Applicant has collaborated closely with the Reston Association, Fairfax County and others to revise the Reston Center for Industry and Government Protective Covenants and Restrictions ("RCIG") which prohibit residential development in several locations. With revisions in place, residential development is included in the proposed Development, including workforce housing components.
7. Explore and Consider Options for Air Rights Development	• The proposed Development is largely located above the underground parking garage, ensuring the desired efficiency of land use and could complement future air rights development in the Toll Road.
8. Address Traffic Patterns and Impact on Surrounding Routes	• The Applicant has provided a detailed analysis of the local traffic impact of this joint development project.

9. Joint Development Proposals Must Proceed Ahead of Public Plan Timetable	• The Applicant and its design team are working diligently to achieve delivery of the public components, including the parking garage, prior to the arrival of Metrorail.

In summary, the proposed Development carefully implements the Joint Development Principles set forth by the Wiehle Avenue Steering Committee.

C. Record of Decision

Executed on November 17, 2006, the FTA Record of Decision ("ROD") approving the Silver Line project creates several functional requirements for development around the Wiehle Avenue Metro Station. These requirements are set forth as measures that will mitigate the environmental impacts of the Dulles Corridor Metrorail Project.

First and foremost, the ROD specifies that joint public-private development at the Wiehle Avenue Metro Station is per se a mitigation measure. By leveraging the value of the transit station for the many employees, shoppers and residents who will use transit, the joint development of adjacent public land with parking, office, retail, residential and possibly hotel, makes a very effective use of this valuable infrastructure asset. **The proposed rezoning implements the FTA direction to establish a mixed use development project at Wiehle Avenue Metro Station.**

IV. Conclusion

The critical elements of the project, including the mix of uses, location and massing of buildings, the plaza areas, the vibrant retail component, the careful integration of pedestrian and non-vehicular access both internally and to the rail facilities, etc., – proposed by the Applicant's Development can only be achieved by the proposed rezoning to the PDC district. To improve markedly the current environment and to offer a cutting edge design around the proposed rail station, the Applicant proposes to rezone the County Parcel and the Comstock Parcel, in order to build a more cohesive, pedestrian-friendly and transit-oriented community to complement the rail site and support the Metro system.

The ownership and land development pattern surrounding the new Metro station and the proposed Reston Station development is somewhat disjointed and includes office space, storage, flex/warehouse uses and the County park and ride lot. Reston Station has been designed to support an urban grid development pattern and so that the area bounded by the Toll Road, Wiehle Avenue and Sunset Hills Road can redevelop and easily tie into the Metro station through the central Civic Plaza. The Applicant actively supports the efforts of proximate property owners to envision compatible redevelopment of their land.

Reston Station at Wiehle Avenue is positioned as a gateway to the proposed Wiehle Avenue Metro Station, making it extremely accessible for current and future office, residential, and retail users as well as existing and future commuters. The Applicant's Development will afford the commuters, employees and residents the amenities needed for everyday activity and life. The Applicant's Development proposal fulfills the vision set forth in the Plan through its creation of a walkable, urban-style mixed-use development in close proximity to a rail station, as well as the visions of the Wiehle Avenue Steering Committee and the FTA Record of Decision. All of this can be accomplished in a manner that yields substantial economic and environment benefits to the County and surrounding community.

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AMENDED
RECORD OF DECISION

by the Federal Transit Administration

Dulles Corridor Metrorail Project
Fairfax and Loudoun Counties, Virginia

DECISION

The Federal Transit Administration (FTA), in accordance with 23 CFR part 771, the regulation that governs the Federal environmental review process for transportation projects funded by the FTA, has decided that the requirements of the National Environmental Policy Act of 1969 (NEPA), as amended, have been satisfied for the Dulles Corridor Metrorail Project. The Project, a planned extension of the Washington Metropolitan Area Transit Authority (WMATA) regional Metrorail system in Fairfax and Loudoun Counties, Virginia, will include 23.1 miles of electrically-powered rapid rail transit operating in an exclusive right-of-way with at-grade, aerial, and subway sections, 11 new stations, parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, and ancillary facilities for the distribution of electrical power and stormwater management.

This FTA Record of Decision (ROD) applies to the Locally Preferred Alternative ("the Project"), as described in the Project's December 2004 *Final Environmental Impact Statement and Section 4(f) Evaluation* (Final EIS) and modified in the February 2006 *Preliminary Engineering Design Refinements Environmental Assessment*. This Amended ROD replaces the FTA Record of Decision previously issued in March 2005. The Project sponsor,[1] the Virginia Department of Rail and Public Transportation (DRPT), seeks financial assistance from FTA for the first phase of the Project (the Extension to Wiehle Avenue), which will extend from the existing Metrorail Orange Line near the West Falls Church Station and terminate at Wiehle Avenue in Reston. The second phase of the project (the Extension to Dulles Airport/Route 772) will extend west from Wiehle Avenue to Dulles International Airport and eastern Loudoun County. Once constructed and accepted by WMATA, each phase of the Project will be operated as part of the regional Metrorail system.

In addition to FTA, the Federal Aviation Administration (FAA) participated in the Project's NEPA review as a cooperating agency because construction of the Project requires the use of airport property and FAA's approval of the change in the Airport Layout Plan.

[1] Up to now, the Virginia Department of Rail and Public Transportation (DRPT) has been the sponsoring agency and the presumed recipient of any grant provided by FTA. However, the Metropolitan Washington Airports Authority (MWAA) is working with DRPT and FTA to take over as the Project sponsor, and if this change occurs, MWAA will become the recipient of any FTA grant already in place or awarded after such a transition. As a condition of any grant, FTA will require that the Project sponsor construct the Project in accordance with the environmental record referenced herein. (The Washington Metropolitan Area Transit Authority (WMATA) is not a Project sponsor, but is serving as technical manager to the Project since WMATA will assume ownership and operation of the Project after it is constructed.)

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BACKGROUND

The Dulles Corridor, located in Northern Virginia, west of the nation's capital, is home to several of the Washington metropolitan region's most dynamic and rapidly growing activity centers. Extending from the vicinity of West Falls Church Metrorail Station in Fairfax County, Virginia, to Route 772 in Loudoun County, Virginia, the 23.1-mile corridor includes the high-density office buildings and regional shopping centers of Tysons Corner; the residences, shopping centers, and suburban office complexes of the Reston-Herndon area; the rapidly growing Washington Dulles International Airport (Dulles Airport); and an emerging residential and employment center in eastern Loudoun County.

With the Dulles Corridor's increasing attractiveness as a place to live and work, travel in the corridor has been steadily growing over the past 15 years. This increasing travel demand has strained the capacity of the existing transportation network, causing delays and increasing travel times between activity centers within the corridor and the region. The central and eastern portions of the corridor currently experience some of the region's worst traffic congestion.

Over the next 25 years, continued development of the corridor as a regional employment destination and the maturation of residential communities and commercial areas within the corridor are expected to far outpace the growth of the region as a whole. Parallel increases in travel demand are projected to exceed the capacity of the corridor's already overburdened transportation system, resulting in severely congested conditions on numerous routes, further degradation of air quality, and a threat to the valued quality of life in the Dulles Corridor.

Planned roadway enhancements in the corridor are not expected to relieve the current levels of congestion and the ability to further expand roadway capacity beyond currently planned improvements is constrained by right-of-way limitations and federal air quality standards. For these reasons, alternative transportation improvements in the Dulles Corridor that would increase capacity and improve mobility without further expanding roadways, such as a high-quality, high-capacity rapid transit line, have long been the focus of public and private sector studies.

Rapid transit in the Dulles Corridor was initially explored in the 1950s as part of the planning of Dulles Airport. At that time, it was decided to reserve the median of the Dulles International Airport Access Highway (DIAAH), previously known as the Dulles Airport Access Road, for future transit access to the airport. In the late 1960s the need for transit in the corridor was evaluated during the planning of the regional Metrorail system. While Metrorail's original Adopted Regional System did not include a connection to Dulles Airport, extending rapid transit service to the airport has remained a local and regional goal.

In the 1990s, providing a rapid transit connection to Dulles Airport was evaluated in the *Dulles Corridor Transportation Study* (1997) and the *Supplement to the Dulles Corridor Transportation Study* (1999). The former, a Major Investment Study (MIS), recommended developing a rail line between the Metrorail Orange Line and Route 772 primarily using the median of the DIAAH.

The MIS Supplement in 1999 recommended developing this rail line through a phased implementation program that would begin with enhanced express bus services, then use bus rapid transit (BRT) technology to institute rapid transit service in the Dulles Corridor as quickly as possible. BRT is an emerging transit mode in which buses are used to provide high-quality service akin to a rapid rail system. The BRT line would then be converted to rail use over time.

The recommended transit alternatives for the Dulles Corridor were evaluated in the *Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Evaluation* (Draft EIS) published in June 2002. The results of the evaluation assisted the Commonwealth of Virginia, MWAA, WMATA, FTA, FAA, local and regional decision-makers, and the public in understanding the potential effects of the alternatives under consideration for the project. Based on the analysis contained in the Draft EIS, public comments received on the document, and agency coordination, in late 2002 an extension of the WMATA Metrorail from the existing Orange Line to Route 772 in Loudoun County was selected as the Locally Preferred Alternative (LPA) for the project by both the Commonwealth Transportation Board (CTB) and the WMATA Board of Directors. Like the alternative recommended in the 1997 MIS, the rail line would primarily use the median of the DIAAH, leaving the highway to directly serve Tysons Corner and Dulles Airport. However, unlike the recommendations of the MIS Supplement, the selected LPA was not proposed to be developed through a phased implementation program that included BRT as an interim step to rail.

Following the publication of the Draft EIS and selection of the Metrorail Alternative as the LPA, additional agency and public coordination resulted in revisions to the selected LPA. The potential effects of these changes—which included design modifications to the preferred alignment and facilities, adjustment of opening years, and scheduling construction of the project in two phases—were documented in the *Dulles Corridor Rapid Transit Project Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* (Supplemental Draft EIS) published in October 2003. Although many of the merits and potential impacts of the proposed LPA were similar to those presented in the Draft EIS, the Supplemental Draft EIS allowed decision makers to fully and explicitly examine the effects of the revised LPA compared to the Metrorail Alternative evaluated in the Draft EIS and a No Build Alternative. Based on the analysis contained in the Supplemental Draft EIS, public comments received on the document, and agency coordination, in March 2004 the CTB approved the revision of the LPA to incorporate the elements required for phased construction and the design refinements outlined in the Supplemental Draft EIS and recommended in its Public Hearings Report. In April 2004, the WMATA Board of Directors approved the revision of the LPA. The Transportation Planning Board of the Metropolitan Washington Council of Governments included the LPA in the 2005 Constrained Long-Range Transportation Plan for metropolitan Washington, D.C.

The Final EIS was developed to respond to comments and issues raised during the circulation of the Draft EIS and the Supplemental Draft EIS and to provide more detailed information on the design of proposed mitigation measures for unavoidable adverse impacts associated with the Project. The Final EIS was published in December 2004.

In February 2006, an Environmental Assessment (the 2006 EA) was prepared to assess the environmental impacts of modifications that were made to the design of the Project's initial construction phase during preliminary engineering (PE). These design refinements came about after the publication of the Final EIS and issuance of the original FTA Record of Decision in March 2005.

BASIS FOR DECISION

FTA's decision is based on information contained in the Draft EIS (June 2002), the Supplemental Draft EIS (October 2003), the Final EIS (December 2004), and the Preliminary Engineering Design Refinements Environmental Assessment (February 2006), which together constitute the detailed statement on environmental impacts required by NEPA and the Federal transit statutes (49 USC 5324(b)). The statement identifies the Preferred Alternative and includes a review of the purpose and need for the Project, its goals and objectives, consideration of alternatives, environmental impacts, and measures to minimize harm. FTA has reviewed this statement and notes that the Metrorail Alternative was selected over other alternatives considered because it:

- provided better access to corridor activity centers;
- provided better access to other regional activity centers
- did not require a mode transfer to access the regional Metrorail system;
- provided shorter travel times for trips within the corridor;
- provided the greatest increase in person throughput capacity in the corridor;
- attracted the highest number of total riders and new riders;
- better supported the comprehensive planning efforts of Fairfax and Loudoun counties;
- allowed for more transit-oriented development to be focused in station areas;
- increased the overall mobility within the corridor, the counties, and the region;
- conformed with regional air quality plans; and
- had the highest level of public and agency support.

The FAA has determined that the use of airport property for the Project is consistent with the terms of Section VII.G of FAA's *Policy and Procedures Concerning the Use of Airport Revenue* (64 FR 7696-7723). Public transit access to Dulles International Airport was envisioned in the airport's original Master Plan, and the Project will not affect airport operations. The median of the airport access highway was initially reserved for a future rail line when the airport was constructed in the early 1960s. In 1985, when the Master Plan was updated, FAA recommended that the median of airport access highway continue to be reserved for a future transit line and anticipated that this would likely be an expansion of the region's Metrorail system. On airport property, the rail line will be located either underground or along existing roadways; the station at the main terminal will be located underground. Other related facilities will be located in an airport buffer zone on land that would not otherwise be used for airport

development. The improved mobility and access provided by the Project will benefit the airport's operator, tenants, and air passengers.

ALTERNATIVES CONSIDERED

Numerous alternatives were evaluated throughout the various stages of the environmental review phase of the Project. Consistent with the Project's evaluation methodology, the effectiveness of each alternative was assessed based on social, environmental, economic, and transportation factors. The evaluation process applied increasingly detailed and comprehensive measures of effectiveness to a decreasing number of alternatives. This process allowed decision-makers to identify similarities, differences, and trade-offs between each alternative, and to carry forward those alternatives that were determined to best achieve the following:

- Improve transportation service;
- Increase transit ridership;
- Support future development;
- Support environmental quality;
- Provide cost-effective, achievable transportation choices; and
- Serve diverse populations.

The formal NEPA review process began with the Notice of Intent, which was published on June 26, 2000, and a series of scoping meetings, which were held July 25-27, 2000. The initial set of alternatives considered for the Project included various rapid transit modes, alignments, station locations, and ancillary facilities. These alternatives were based on recommendations from the *Dulles Corridor Transportation Study* (1997), the *Supplement to the Dulles Corridor Transportation Study* (1999), and the comments received during the scoping meetings. These initial alternatives were then subjected to a two-phase screening process to determine which should be advanced for more detailed evaluation in the Draft EIS. For the initial screening process, most measures were qualitative. Criteria included consistency with land use plans, order of magnitude capital costs, access to activity centers within the Dulles Corridor and the region, and compatibility with existing infrastructure, among others. Alternatives carried forward from initial screening were subjected to a more rigorous evaluation in intermediate screening. In this phase of evaluation, many of the criteria applied during initial screening were measured more quantitatively. Alternatives that performed well were advanced for more detailed evaluation in the Draft EIS. The results of the screening evaluation are documented in detail in the Project's *Final Alternatives Analysis Report* (May 2001). Additional alternatives evaluated are documented in the *Final Alternatives Analysis Report Addendum* (December 2004.)

Draft Environmental Impact Statement

The Draft EIS evaluated the potential effects of several alternative transit improvements for the Dulles Corridor. In addition to a No Build Alternative, four Build Alternatives that primarily ran

along the Dulles Connector Road, the DIAAH, and the Dulles Greenway were evaluated. The alternatives included:

- **No Build (Baseline) Alternative.** The No Build Alternative represented the "no-action alternative" required by the Council of Environmental Quality's (CEQ's) regulations for implementing NEPA, and provided a baseline for comparison against which the other alternatives were evaluated in the Draft EIS. The No Build Alternative included existing highway and public transportation infrastructure in the Dulles Corridor, and transportation system improvements, aside from the Project, that were included in the Washington metropolitan region's constrained long-range transportation plan and planned for implementation by 2025.
- **Bus Rapid Transit (BRT) Alternative.** BRT is a bus-based transit system that operates like a rail system. Passengers on BRT are provided rail-like amenities such as off-board fare collection, level boarding, enhanced stations, and platforms. Because it often takes advantage of pre-existing roadway facilities, BRT is generally a lower-cost transit technology than rail. Three alignment options were considered for the BRT Alternative in the Draft EIS.
- **Metrorail Alternative.** Metrorail is the region's rapid rail system. It is powered by an electrified third rail and operates in exclusive rights-of-way. By using multiple-car trains, Metrorail is capable of moving high volumes of passengers. Key features of the Metrorail system include fixed stations, dedicated rights-of-way, advanced fare collection, relatively simple transfers between different lines, and multiple-door boarding from level platforms. For the Metrorail Alternative, four alignment options were considered in Tysons Corner, and three sites were considered for a Metrorail Service & Inspection (S&I) Yard in Loudoun County.
- **BRT/Metrorail Alternative.** This alternative combined the BRT and Metrorail alternatives. Metrorail would be constructed in the eastern part of the Dulles Corridor as far as Tysons Corner, and BRT would be constructed in the western part of the corridor to Route 772 in Loudoun County.
- **Phased Implementation Alternative.** This alternative combined the other three Build Alternatives into a program of rapid transit improvements that would be implemented in stages (BRT, then BRT/Metrorail, then Metrorail). This approach would allow decision-makers to begin to address the travel needs in the corridor with rapid transit in the near term, while allowing for future development of rail.

Each of the Build Alternatives included several stations located in the median of the DIAAH, which were similar to stations on the existing Metrorail system. The BRT stations were designed to allow future conversion to rail stations. The alternatives also included the development of station and ancillary facilities such as parking and bus transfer facilities, a bus maintenance and storage facility, a rail service and inspection yard (S&I Yard), rail traction power substations and tie-breaker stations, and stormwater management facilities.

Supplemental Draft Environmental Impact Statement

Based on subsequent public and agency coordination after the completion of the Draft EIS and after an LPA was recommended and selected, the Project sponsor identified a series of modifications to the project to resolve outstanding design issues, reduce environmental and community impacts, and allow for construction of the project in two phases. The Supplemental Draft EIS was prepared to assist decision-makers and the public in understanding the effects of the proposed modifications to the selected LPA. A comparative evaluation was presented for the following alternatives:

- **No Build Alternative.** The No Build Alternative for the Supplemental Draft EIS was the same as the Baseline Alternative defined in the Draft EIS. The alternative included existing transportation infrastructure and services, as well as improvements included in the region's constrained long-range plan and planned to be implemented by 2025. The No Build Alternative provided a baseline for comparison against which the other alternatives were evaluated.
- **Metrorail Alternative (T6/Y15).** This alternative was the Metrorail Alternative evaluated in the Draft EIS and originally selected as the LPA (with Alignment T6 through Tysons Corner and a new S&I Yard at Site 15). The alternative generally followed an alignment between the Metrorail Orange Line near West Falls Church Station and Route 772 in Loudoun County, using the median of the Dulles Connector Road, the DIAAH, and the Dulles Greenway. It included 11 new stations and ancillary facilities, such as a new Metrorail S&I Yard, traction power substations, tie-breaker stations, and stormwater management ponds. The Metrorail Alternative (T6/Y15) was included in the Supplemental Draft EIS to facilitate understanding of the changes in effects associated with the proposed modifications to the LPA.
- **Proposed LPA.** The proposed LPA was similar to the Metrorail Alternative (T6/Y15) in terms of alignment, stations, facilities, and operating characteristics. The primary difference between the two alternatives was that the LPA was to be implemented in two phases. For the Wiehle Avenue Extension, Metrorail would be constructed from the Metrorail Orange Line through Tysons Corner to Wiehle Avenue, with interim express bus service in the western portion of the corridor until rail service could be extended. The Wiehle Avenue Extension was anticipated to open in 2011 with the full LPA opening in 2015. The impacts associated with operating the Wiehle Avenue station temporarily as an end-of-line station were evaluated. Other differences between the proposed LPA and the Metrorail Alternative (T6/Y15) included additional improvements at West Falls Church S&I Yard to accommodate operation of the Wiehle Avenue Extension prior to construction of the remainder of the LPA; adjustments to alignment plans and profiles for a variety of purposes including to reduce potential noise impacts, visual impacts, costs, and to improve operational efficiency; and design modifications of station site plans and ancillary facilities to address operational changes and to respond to concerns of local jurisdictions and landowners.

Final Environmental Impact Statement

The Final EIS was developed to respond to comments and issues raised during the circulation of the Draft EIS and the Supplemental Draft EIS and to provide more detailed information on the design of proposed mitigation measures for unavoidable impacts associated with the Project. The Final EIS presented an evaluation of the following alternatives:

- **No Build Alternative.** The No Build Alternative for the Final EIS is similar to the No Build Alternative defined in the Supplemental Draft EIS, but updated to reflect current conditions. The alternative includes existing transportation infrastructure and services, as well as improvements included in the region's constrained long-range plan and planned to be implemented by 2025. The No Build Alternative provides a baseline for comparison against which the other alternatives were evaluated.
- **Wiehle Avenue Extension.** The initial construction phase of the LPA was evaluated as a stand-alone alternative in the Final EIS. This alternative includes the first 11.6 miles of the Project from the existing Metrorail Orange Line near West Falls Church through Tysons Corner to Wiehle Avenue. The Wiehle Avenue Extension follows the Dulles Connector Road, Routes 123 and 7 in Tysons Corner, and the Dulles International Airport Access Highway (DIAAH). It includes 5 new stations, additional commuter parking, improvements to the existing Metrorail Service and Inspection Yard at West Falls Church, and required ancillary facilities. Express bus service would be provided by local transit operators between Wiehle Avenue and the western portion of the corridor.
- **LPA.** The LPA in the Final EIS is the entire 23.1-mile Metrorail extension, which is the subject of this Record of Decision. The LPA extends along the Dulles Connector Road, Routes 123 and 7, the DIAAH, and the Dulles Greenway between the Metrorail Orange Line and Route 772 in Loudoun County. It includes direct Metrorail service to Tysons Corner and Dulles Airport. The LPA includes 11 new stations, additional commuter parking, a new Metrorail Service & Inspection Yard on Dulles Airport property, improvements to the existing West Falls Church Service and Inspection Yard, and required ancillary facilities such as traction power substations, tie-breaker stations, and stormwater management ponds. The LPA would be constructed in two phases, the first phase being the Wiehle Avenue Extension described above, and the second phase being the further extension from Wiehle Avenue through the Airport to the terminus at Route 772 on the Dulles Greenway. Express bus service would be provided by local transit operators between Wiehle Avenue and the western portion of the corridor until Metrorail is extended to Route 772. This alternative, as modified by the Preliminary Engineering Design Refinements Environmental Assessment (2006 EA), discussed below, is the subject of this Amended Record of Decision.

Preliminary Engineering Design Refinements Environmental Assessment (2006 EA)

In early 2006, an Environmental Assessment (2006 EA) was prepared to assess the environmental impacts of modifications that were made to the design of the Project's initial

construction phase during preliminary engineering (PE). These design refinements came about after the publication of the Final EIS and issuance of the original FTA Record of Decision in March 2005. The 2006 EA presented an evaluation of the following two alternatives of limited scope, with variations primarily in the Tysons Corner area:

- **Final EIS Wiehle Avenue Extension.** This alternative is identical to initial phase of the LPA evaluated in detail in the Final EIS.

- **PE Wiehle Avenue Extension.** This alternative reflects the design refinements made during preliminary engineering (PE), including: a shift of the alignment from the southern edge to the median of Route 7 and reconfiguration of the roadway travel lanes, narrower track centers (outside station areas), simplified aerial guideway structures and architectural treatments, alternative station designs, and a revised connection with the existing Metrorail Orange Line. The tunnel portion of the Route 7 alignment would be shortened in length from approximately 5,000 feet to 3,000 feet, and the underground Tysons Central 7 Station would be replaced with an at-grade station in the Route 7 median. In addition, the site of the Dulles Storage and Inspection (S&I) Yard that was originally envisioned as an element only of Phase 2 of the Project would be used for soil fill and disposal during construction of the Wiehle Avenue Extension (Phase 1).

Two changes proposed in the 2006 EA have not been incorporated into the Project. The 2006 EA proposed to store and maintain the Project's additional rail vehicles at existing WMATA storage and maintenance facilities and to forgo the expansion of the West Falls Church Storage and Inspection (S&I) Yard. That change has not been accepted and the expansion of the West Falls Church S&I Yard, as described in the FEIS, will proceed and remains an element of the Project that is the subject of this Amended ROD. The 2006 EA also proposed to forgo some elevators at Phase 1 stations, especially in the Tyson's Corner area, to reduce the Project's cost. Numerous public comments opposing this change (see Attachment B) were received during the comment period for the 2006 EA, and in response to those comments, FTA and the Project sponsor have decided to retain those elevators.

On the basis of the 2006 EA, FTA has found that the PE design refinements would result in no significant changes in impacts and no new significant impacts from those evaluated in the Final EIS.

ENVIRONMENTAL IMPACTS AND MEASURES TO MINIMIZE HARM

The Project's effects on the existing social, environmental, economic, and transportation conditions in the Dulles Corridor were assessed in the Final EIS and the subsequent 2006 EA. Because most of the Metrorail extension would be built along existing roadways or within the medians of highways (e.g., the Dulles Connector Road, the DIAAH, and the Dulles Greenway), the anticipated environmental and community impacts are limited, in spite of the length and complexity of the Project.

FTA notes the following environmental impacts of the Project in reaching a decision:

- **Property Acquisition.** Construction of the Project and its facilities will require the acquisition of approximately 22 acres of privately-owned commercial property and 4 acres of privately owned residential property. One commercial business, an automotive repair facility, will be displaced to accommodate Project facilities. A portion of a self-storage business will also be acquired, but the business will be able to continue operations. There will be no residential displacements. Additional private property and business displacements will be required temporarily to accommodate construction activities or maintain traffic during construction. All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, and its implementing regulation at 49 CFR part 24.

  Another 159 acres of government-owned or controlled property will also be used for the Project's line and track, stations, rail yard, and ancillary facilities. This includes the acquisition of property interests in the median and other parts of the Dulles International Airport Access Highway and Dulles Connector Road, and in parts of the Dulles Airport property itself, including the site of the Service & Inspection Yard and portions of eight parcels that are currently leased to commercial entities. The U.S. Department of Transportation (U.S. DOT) owns the Access Highway, the Connector Road and the Dulles Airport property. The Metropolitan Washington Airports Authority (MWAA) leases the property from the U.S. DOT (the current lease extends through the year 2067) and has sublet certain commercial parcels to private businesses. If necessary, the Project sponsor will seek conveyance of property interests or easements on the Access Highway, Connector Road, and Airport needed for the Project's construction and operation from MWAA and the U.S. DOT. The acquired property interest will be adequate to ensure the Project sponsor's continuing control of the Project facilities throughout the useful life of the Project.

- **Land Use.** The Project is expected to have positive effects on commercial and residential properties located near transit stations, and contribute to more sustainable and transit-supportive economic development by focusing higher-density residential and commercial land uses around the station areas.

- **Historic and Archaeological Resources.** The effects of the Project on historic and archaeological resources have been assessed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 USC §470f), and its implementing regulations (36 CFR 800). The Project will have an adverse effect on the Dulles Airport Historic District by altering the historic views of the main terminal for travelers approaching via the DIAAH. The Project will have no effects on known archaeological resources. The measures to be taken to avoid, minimize and mitigate the adverse effects on this historic resource and on any archaeological resources that may be encountered during construction activities are set forth in the Section 106 Memorandum of Agreement (MOA) among FTA, DRPT, and the Virginia Department of

Historic Resources. A copy of the signed MOA is included herein as Attachment C. FTA will require compliance with the MOA by the Project sponsor, even if the lead sponsoring agency changes.

- **Wetlands.** The Project will affect approximately 5 acres of wetlands, which are primarily located in the vicinity of the Service and Inspection Yard on Dulles Airport property. Practicable mitigation measures are described in the Final EIS and summarized herein in Attachment A.
- **Noise and Vibration.** Without noise mitigation, operation of the Project was predicted to exceed FTA noise impact criteria at many sensitive receptors along the alignment, primarily residences along the Dulles Connector Road. During preliminary engineering, additional noise analyses were conducted to confirm mitigation requirements. Track edge barriers (parapets) will be installed to reduce the noise levels from Metrorail train passbys along all aerial sections of the track. For at-grade locations where noise levels at sensitive receptors are predicted to exceed FTA criteria, track edge barriers will also be installed as described in Attachment A. During construction, noise and vibration levels from construction activities may temporarily impact nearby sensitive receptors.
- **Traffic and Transportation.** The Project will result in changes to traffic conditions as people change their travel patterns to access the new transit stations, affecting some of the neighborhoods that surround certain stations. Although they would experience such traffic-related effects, these neighborhoods would also directly benefit from the mobility and accessibility that the transit improvements would bring. The Project includes roadway improvements needed for vehicular access to stations or facilities and additional roadway improvements to address opening year traffic congestion in the vicinity of the new Metrorail stations.
- Construction of the Project will impede access to residences or to building entrances or to the parking area of businesses. It may also necessitate temporary relocation of parking either for safety reasons or if property is needed for construction staging areas. Construction-related disruptions to access will generally be short-term and temporary.

Throughout the process of developing and evaluating alternatives and coordinating with the public and other stakeholders, the Project sponsor and FTA made considerable effort to incorporate measures to minimize the Project's potential social, environmental, economic and transportation impacts. The Final EIS and 2006 EA provide a description of the mitigation measures that are now incorporated into the Project to avoid and minimize adverse impacts. FTA will ensure that the Project sponsor designs and builds the Project in accordance with the mitigation measures contained in the Final EIS and 2006 EA and summarized in Attachment A. In addition, FTA will require that the Project sponsor establishes a mitigation-monitoring program to ensure adequate communication of mitigation and design commitments to the teams working on final design and construction, and to provide a means for the Project sponsor and FTA to track the progress in accomplishing the mitigation commitments. FTA will monitor

implementation of mitigation measures through quarterly reviews during design and construction or other appropriate means.

PUBLIC COORDINATION AND COMMENTS

During the preparation of the Draft EIS and the Supplemental Draft EIS, a comprehensive public involvement program was conducted to provide citizens, businesses, and organizations with an interest in the Project the opportunity to keep informed of project developments, to participate in project planning and to provide recommendations to decision-makers for the selection of the LPA. In order to facilitate public participation in project planning and design, several different outreach techniques were employed to reach a wide range of participants. These included a variety of information dissemination outlets and interactive techniques in addition to meetings and coordination and public hearings as described below.

Public Outreach

A number of different techniques and activities were conducted over the course of the environmental review process in order to ensure that the public remained informed of project developments and were provided the opportunity to comment throughout project planning and design. Major activities conducted for the project included a call-in line, mailing list, newsletter, update bulletins, comment forms, website, and email address, as well as the distribution of project materials through the project kiosk and information center, libraries and community centers. Other outreach techniques included representation at community fairs and festivals, and presentations to communities and businesses.

Public Coordination Meetings and Hearings

As required by Federal transit laws [49 USC §5323(b) and §5324(b)], public coordination meetings and public hearings were held. Notices of public hearings were also provided. Meetings were held with the general public and stakeholders on an as-needed basis to understand issues of concern, to inform them on the development and evaluation of potential alternatives, and to discuss the selection of the LPA. Public meetings held to support the development of the project included public scoping meetings, public information meetings, stakeholder meetings, and public hearings on the Draft EIS and the Supplemental Draft EIS, as well as a post-hearing conference as detailed in Chapter 11 of the Final EIS. Additional meetings and a public hearing were held during preliminary engineering to review and seek comment on the proposed design refinements presented in the 2006 EA.

To maintain public and stakeholder support for the project, the Project sponsor will continue public outreach efforts throughout preliminary engineering, final design and construction. The focus of these outreach activities will be to keep the public, stakeholders, and affected property owners informed about the project's progress. Continuing outreach efforts will include participation in community outreach activities and public information meetings and events, circulation of project newsletters, brochures, and fact sheets, project website updates, and development of presentations or meeting materials for interested parties.

Comments on the Final EIS and 2006 EA

The Notice of Availability of the Final EIS was published in the Federal Register on December 23, 2004. During the Final EIS circulation period, comment letters were received from one Federal agency, the District of Columbia, and one interest group. Responses to the comments received on the Final EIS were provided in the original ROD of March 2005. Responses to comments received on the 2006 EA are contained in Attachment B of this Amended ROD.

DETERMINATIONS AND FINDINGS

On the basis of the determinations made in compliance with relevant portions of federal law, the FTA finds that the Project, as described as the Final EIS and 2006 EA, and including the mitigation measures identified in those documents and summarized in this ROD, satisfies the requirements of the National Environmental Policy Act of 1969, 49 USC 5301(e) and 5324(b), , the Clean Air Act of 1970, and the Department of Transportation Act of 1966 (all as amended) and complies with Executive Orders 11988, 11990, and 12898, as specified below.

Environmental Protection (49 USC Section 5301(e) and 5324(b))

The environmental record for the Project includes the previously referenced Draft EIS (June 2002), the Supplemental Draft EIS (October 2003), the Final EIS (December 2004), and the PE Design Refinements EA (February 2006), and all attachments thereto. Cumulatively, these documents represent the detailed statement required by both NEPA and the Federal transit laws, 49 USC Sections 5301(e) and 5324(b), regarding:

- the environmental impacts of the proposed Project;
- adverse environmental effects that cannot be avoided;
- alternatives to the proposed Project; and
- irreversible and irretrievable impacts on the environment.

On the basis of the evaluation of social, economic, and environmental impacts presented in the Final EIS and 2006 EA, and the written and oral comments offered by the public and other agencies, FTA has determined, in accordance with 49 USC 5324(b), that:

- An adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the Project;
- Fair consideration has been given to the preservation and enhancement of the environment and to the interest of the community in which the proposed Project is to be located; and
- All reasonable steps have been taken to minimize the adverse environmental effects of the Project, and where adverse environmental effects remain, no feasible and prudent alternative to the effects exist.

Conformity with Air Quality Plans

The Clean Air Act of 1970, as amended, requires that Federally-funded transportation projects in air quality nonattainment and maintenance areas conform to the State Implementation Plan (SIP) for eliminating or reducing the severity and number of violations of the national ambient air quality standards (NAAQS). The regulation of the U.S. Environmental Protection Agency implementing this provision of the Clean Air Act (40 CFR Parts 51 and 93) establishes criteria for demonstrating that a transportation project is in conformity with the goals of the SIP. The Washington metropolitan area in which the Dulles Corridor Metrorail Project is located is classified as an ozone non-attainment area. The Project is therefore subject to the conformity requirements of the EPA regulation. The primary project-level conformity requirements of the EPA regulation dictate that the project comes from a conforming regional transportation plan and program and that the project not cause or contribute to any localized violation of the NAAQS.

The Project is included in the 2005 Constrained Long-Range Plan (CLRP), a plan that has been duly adopted by the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board and has been found by MWCOG to conform to the relevant State Implementation Plans (SIPs) (i.e., those of Virginia, Maryland, and the District of Columbia). FHWA and FTA have reviewed and concurred in that conformity determination for the CLRP. Near-term project activities are included in the FY 2005–2010 Transportation Improvement Program (TIP) adopted by MWCOG. The TIP has also been found by MWCOG, FHWA, and FTA to conform with air quality plans for the area. In addition, micro-scale air quality analyses in the Final EIS indicate that no localized violations of the National Ambient Air Quality Standards will result from implementation of the Project. Therefore, FTA finds that the Project conforms to air quality plans for the area.

Section 4(f) Determination

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 USC 303) affords special protection to parks, recreation areas, wildlife refuges, and historic sites, by prohibiting use of such properties for a transportation project unless there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize the harm to the protected resource. Based on the evaluation conducted and coordination with the U.S. Department of the Interior, the Project would result in a permanent physical use of one section 4(f) resource, the Dulles International Airport Historic District and the potential permanent physical use of another section 4(f) resource, the Hunter Mill Road Proposed Historic District, depending on that district's final boundaries.

The Dulles International Airport Historic District will be affected by the placement of the Project alignment within the median of the DIAAH and by the addition of inbound and outbound portals within the district boundaries. This would result in a use of a contributing element to the district (the historic viewshed) and require the physical use of property within the historic district boundaries. The median of the DIAAH was historically reserved for a transit guideway to the

Airport. FTA has determined that there is no prudent and feasible alternative to the use of the Dulles International Airport Historic District that would serve the purpose of the project of providing high-capacity transit service to the Airport. FTA has further determined that the Project includes all possible planning to minimize harm to the Dulles International Airport Historic District, as detailed in the Section 106 MOA and the Final EIS.

The rail alignment, stormwater management ponds, and traction power substations may fall within the Hunter Mill Road Proposed Historic District, whose exact boundaries have not been established, The Project facilities within the likely boundaries of the historic district would not use any contributing element of the historic district. Minor proximity impacts identified would not substantially impair the historic features of the protected resources. Construction activities will not result in additional permanent impacts to the Section 4(f) resource. FTA has determined that there is no feasible and prudent alternative to the use of the Hunter Mill Road Proposed Historic District and that the Project includes all possible planning to minimize harm, as detailed in the Section 106 MOA and the Final EIS.

Floodplain Finding

Executive Order 11988, "Floodplain Management and Protection," and U.S. DOT Order 5620.2 state that FTA may not approve an alternative involving a significant floodplain encroachment unless FTA can make a finding that the proposed encroachment is the only practicable alternative. The major purposes of Executive Order 11988 are to avoid Federal support for floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to restore and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program.

Based on a review of the Federal Emergency Management Agency maps, the Project will cross portions of the 100-year base floodplains of several streams along the alignment, including Pimmit Run, Scotts Run, Difficult Run, Horsepen Run, and Broad Run. The Project will span these streams parallel to existing roadway structures, thereby minimizing impacts to floodplains. The placement of new piers to span these streams will not increase the surface elevation of the 100-year flood at any location by more than one foot, nor will the Project increase the risks of off-site flooding. All Project facilities located within floodplains will be designed to comply with Federal, State, and local regulations and the Project sponsor will comply with all applicable regulations or ordinances governing construction in floodplains.

FTA finds that the Project's encroachment on floodplains has been minimized to the extent practicable and that the remaining encroachments represent the only practicable alternative. During final design and construction, the Project sponsor will continue to explore design measures to reduce floodplain encroachments even further.

Wetlands Finding

Executive Order 11990, "Protection of Wetlands," directs federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

The Project will destroy approximately 5 acres of wetlands. The Project sponsor will provide compensatory mitigation for these unavoidable wetland impacts. A 1:1 replacement ratio for impacts to the approximately 1 acre of emergent wetlands, and a 2:1 replacement ratio for impacts to the approximately 4 acres of forested wetlands will be used. Because on-site mitigation is not allowable on airport property due to potential wildlife interference with airport operations, an off-site location for mitigation will be used. Permanent impacts will be mitigated through the purchase of credits at an existing regional wetland bank, if available. Otherwise, an appropriate wetlands mitigation site of a size consistent with the replacement ratios above will be found and developed into wetlands in accordance with conditions on a Section 404 permit expected to be issued by the U.S. Army Corps of Engineers (COE). The Section 404 Permit is required by the COE and a Virginia Water Protection Permit will also be required from the Virginia Department Environmental Quality (VDEQ).

Impacts to wetlands during construction activities will be minimized through the use of Best Management Practices recommended by state and regional agencies, such as pollution control devices, installation and maintenance of runoff diversion structures and secondary containment structures. All temporarily disturbed wetland areas will be restored to pre-construction conditions by re-vegetating these areas with the appropriate cover type, as required by applicable permits.

FTA finds that the wetland impacts of the Project have been minimized to the extent practicable, and that there is no practicable alternative to construction in the wetlands and that all practicable measures to minimize harm to the wetlands have been included in the Project. During final design, the Project sponsor will coordinate with COE and VDEQ to obtain the necessary permits and will continue to consider measures to reduce permanent and temporary wetland impacts even further.

Environmental Justice

Executive Order 12898, "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations"), provides, in relevant part, that FTA identify and address "disproportionately high and adverse human health or environmental effects" of federally-funded mass transit projects on minority populations and low-income populations, and that FTA "conduct its programs, policies, and activities in a manner that ensures that such programs, policies, and activities do not have the effect of subjecting persons...to discrimination...because of their race, color, or national origin."

On the basis of the evaluation in the Final EIS and 2006 EA, FTA has determined that the adverse health and environmental effects of the Project will not be disproportionately borne by minority or low-income populations, and furthermore, that all persons within the study area will enjoy improved mobility as a result of the Project.

Susan Borinsky

Susan Borinsky

Regional Administrator
Federal Transit Administration
Region III

Nov. 17, 2006

Date

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

February 26, 2009

Jonathan P. Rak, Esquire
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, Virginia 22102

Re: Special Exception Application SE 2008-HM-038
(Concurrent with Special Exception Application SE 2008-PR-035)
(Concurrent with Special Exception Application SE 2008-MD-036)

Dear Mr. Rak:

At a regular meeting of the Board of Supervisors held on February 23, 2009, the Board approved Special Exception Application SE 2008-MD-036 in the name of Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority. The subject property at 1860 Wiehle Avenue and 1850 Cenntennial Park Drive and 11400 Commerce Park Drive and portions of land owned by the Commonwealth of Virginia on approximately 10.29 acres of land zoned I-3 and I-4 in the Hunter Mill District [Tax Map 17-4 ((1)) 17A; 17-4 ((12)) 11D4 pt. and 11D5 pt.]. The Board's action permits an electronically-powered regional rail transit facility and associated components and an increase in building height from 75 feet up to a maximum of 85 feet pursuant to Sections 5-304, 5-404, 9-401, and 9-607 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

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. A copy of the development conditions approved by the Board of Supervisors shall be included in all relevant plans, as determined by the Virginia Department of General Services (DGS), for this station.

Office of the Clerk to the Board of Supervisors
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035
Phone: 703-324-3151 ♦ Fax: 703-324-3926 ♦ TTY: 703-324-3903
Email: clerktothebos@fairfaxcounty.gov
http://www.fairfaxcounty.gov/bosclerk

4. Certification from DGS shall be provided to the Fairfax County Department of Transportation and the Department of Planning and Zoning that the project conforms to these special exception conditions prior to the issuance of a Non-Residential Use Permit (Non-RUP). Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance. As noted in the Memorandum of Understanding dated July 19, 2007, if the special exception development conditions are not addressed by DGS during its regulatory role for the Project, then Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the property facilities to verify that all special exception conditions were satisfactorily implemented by the Project. In such event, a schedule for such inspections shall be coordinated in writing by the Project with the Department of Planning and Zoning, Zoning Evaluation Division.

5. Noise attenuation measures shall be utilized in order to meet Federal criteria and State and Fairfax County Noise Ordinance.

6. Vibration attenuation measures shall be utilized in order to meet WMATA standards and Federal criteria, and State and Fairfax County Zoning Ordinance regulations.

7. Stormwater management plans shall be implemented as determined by the Virginia Department of Conservation and Recreation (DCR) as based on the Memorandum of Understanding dated July 19, 2007 between Fairfax County and the Metropolitan Washington Airports Authority. As noted in the June 14, 2007 letter from the Office of the Governor to the Fairfax County Executive, the stricter of the state or Fairfax County standards shall be applied by the state reviewing authority.

8. Signs shall be regulated by Washington Metropolitan Area Transit Authority (WMATA) standards.

9. Advertising within the station shall be regulated by WMATA standards.

10. The parking structure shall employ design standards necessary to maintain the Reston identity that may include, but not to be limited to, selection of color and material palette consistent with typical Reston color and material use.

11. Lighting shall be in conformance with WMATA standards and safety practices, and the standards contained in the Fairfax County Zoning Ordinance. The symbolic standard WMATA globe sidewalk lighting

shall be allowed along the sidewalks and areas leading to the stations within the boundaries of the Special Exception.

12. Erosion and Sediment control plans shall be implemented as determined by DCR. The stricter of the state or Fairfax County standards shall be applied by the state reviewing authority.

13. In order to maximize the survivability of vegetation onsite and to encourage innovative landscaping techniques, development of the landscape plan, including the selection of plantings to be used, shall be coordinated with Urban Forest Management Division of Fairfax County Department of Public Works and Environmental Services (UFMD), and UFMD shall be contacted for input during its development. Upon its completion of a landscape plan, a copy of the landscape plan shall be submitted to the Department of General Services (DGS) and UFMD for comment. Comments from UFMD received by DGS, or their designee, within 15 working days shall be considered for implementation.

14. The project shall satisfy minimum planting area requirements for all proposed planting onsite unless modified and may include the use of soil cells, or other innovative techniques as recommended by UFMD. Planting details illustrating innovative techniques shall be included with landscape plans provided to UFMD for review.

15. Additional pedestrian connections to the station such as pedestrian bridges and walkways may be established subject to the submission of a detailed design proposal to the Department of Planning and Zoning for staff evaluation and Administrative review at the Planning Commission..

16. The pedestrian bridges shall be a minimum of 16 feet wide from handrail to handrail.

17. Designs for significant changes to the architecture, landscaping and integration of the stations to the surrounding communities shall be submitted to the Chairman of the Board of Supervisors and the District Supervisor for review and comment.

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, sixty (60) months after the date of approval unless the use has been established or construction has commenced on the elevated and/or at grade guideway as applicable. 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.

The Board also:

- Waived the transitional screening and barrier requirements along the property boundaries of the site.

- Modified the Comprehensive Plan trail requirement along Wiehle Avenue in favor of that shown on the SE Plat.

Sincerely,

Nancy Vehrs

Nancy Vehrs
Clerk to the Board of Supervisors
NV/dms

Cc: Chairman Sharon Bulova
Supervisor Catherine Hudgins, Hunter Mill District
Janet Coldsmith, Director, Real Estate Division. Dept. of Tax Administration
Regina Coyle, Director, Zoning Evaluation Division, DPZ
Diane Johnson-Quinn, Deputy Zoning Administrator, Dept. of Planning and Zoning
Angela K. Rodeheaver, Section Chief, Transportation. Planning Division
Ellen Gallagher, Capital Projects and Operations Div., Dept. of Transportation
Ken Williams, Plans & Document Control, ESRD, DPWES
Department of Highways-VDOT
Sandy Stallman, Park Planning Branch Manager, FCPA
Charlene Fuhrman-Schulz, Development Officer, DHCD/Design Development Division
District Planning Commissioner
Barbara J. Lippa, Executive Director, Planning Commission
Karyn Mooreland, Chief Capital Projects Sections, Dept. of Transportation

Board Agenda Item
June 1, 2009

3:30 p.m.

Public Hearing and Decision on the Disposition of County-Owned Property in Connection with a Proposed Transit Oriented Development at the Wiehle Avenue Metrorail Station Site in Reston (Hunter Mill District)

ISSUE:
A public hearing and decision on the disposition of County-owned property to Comstock Reston Station holdings, LC as required by Va. Code Ann § 15.2-1800 (2008) in connection with a proposed transit oriented development at the Wiehle Avenue Metrorail Station site in Reston. A concurrent decision on a Comprehensive Agreement, a Ground Lease and a Development Agreement to initiate the process for the development will be a necessary precursor to the eventual transfer of the property rights upon completion of a number of precedent conditions that must be completed within the next 13 months.

RECOMMENDATION:
The County Executive recommends approval of the following documents:

1) A Ground Lease which sets out the terms of the transfer of development rights to Comstock Reston Station Holdings, LC, and establishes the rights and obligations to develop the property upon completion of the public facilities and to provide fair market compensation to the County for the use of its property;
2) A Development Agreement which sets out the terms for the construction of Metrorail Station facilities to include 2300 public parking spaces, 12 bus bays, 46 kiss-and-ride spaces and ancillary facilities to serve the new Metrorail Station and payment therefore;
3) A Comprehensive Agreement that combines the Ground Lease and the Development Agreement into a single, indivisible action for development of the site;
4) Bond Reimbursement Resolution.

TIMING:
Board action is requested on June 1, 2009. Approval of the proposed development will begin a lengthy process for rezoning the property and commencement of preliminary design, both of which must be completed by July 1, 2010, in order for construction of the public garage to proceed so that it can be completed in time for the projected start of Metrorail operations in the 4th quarter of 2013. The public hearing was authorized on May 4, 2009.

Board Agenda Item
June 1, 2009

BACKGROUND:
This proposal is unique in its combination of use of County property, the service provided to Metrorail riders and its encouragement of the type of development the County hopes to see at other Metrorail station sites in accordance with the land use priorities established by the Board of Supervisors. This project is about more than merely building a garage. It is all about trying to enable and encourage the type of transit oriented development envisioned in the County's Comprehensive Plan to fully realize the potential at Metrorail station sites and concentrate higher density development at those sites. Under certain conditions, an FAR value of 2.5 is allowable at this site under the current Comprehensive Plan. The County's property is strategically located at the intersection of Wiehle Avenue and the Dulles Toll Road and will be the site of the north entrance to the Wiehle Avenue Metrorail station to be constructed by the Rail to Dulles Project.

The County issued a solicitation under the auspices of the Public Private Education Facilities and Infrastructure Act of 2002 (§§56-575.1-575.16) ("PPEA") in January 2008 for "Development at Wiehle Avenue Metrorail Station Site Reston, Va. (RFP08-946065-10)" to seek developers to initiate a Transit Oriented Development (TOD) in conjunction with the opening of the Metrorail Station in 2013. The mixed use TOD would occur on an approximate 9 acre parcel owned by the County and currently used as a park and ride facility. On December 13, 2008, the Board was informed that Comstock Reston Station Holdings, LC had been selected as the successful bidder and final negotiations were proceeding.

Negotiations were completed in April 2009. Per required guidelines under the PPEA, the draft Comprehensive Agreement, a proposed Ground Lease and a proposed Development Agreement were posted on the County web site for a 30-day period of public review and comment which expired on May 30, 2009. Staff will present any comments received to the Board prior to the public hearing.

The following outline of the key points are presented for information.

Summary
Staff has recommended that the County partner with a private developer to construct an underground garage that will enable the County to lease the space above for private development. Under the Comprehensive Plan the County's property is eligible for 2.5 FAR of mixed used, transit oriented development under certain conditions. The agreements are structured to maximize the ability of the County to enable and qualify for the maximum allowable development.

The County will enter into a 99-year ground lease and receive a Fair Market Value compensation for the use of the property. In addition, the County will be entitled to participating rent during the life of the lease. The primary use of the rental payments will be to pay the Developer to construct a 2300 space garage and ancillary facilities for use by Metrorail customers. Parking necessary to support the private development will be the full responsibility of the Developer.

The County will own and operate the public spaces and parking fee revenue will be available to defray the cost of the garage. The County expects to finance the cost of the garage with bonds issued through the Fairfax County Economic Development Authority backed by the County. The primary source of funds to pay debt service will be ground rents and parking fees. As these sources will not be sufficient in the early years to fully cover debt service costs, gap financing is expected to be provided by the Commercial & Industrial Transportation Tax revenue to cover any annual shortfalls prior to full rents and general tax revenues being received. The combination of ground rent proceeds and garage net operating income is expected to fully pay and recover any temporary advances necessary to pay debt service by the end of the bond term. In addition the County will gain the use of any new taxes collected as a result of the private development which are expected to fully defray the County's operating costs to support the additional development and provide additional revenue for other County programs.

The Ground Lease

- Base Rent Constant: 8% of Fair Market Value (FMV). The Base rent is proportionate to the greater of the amount of development constructed or permitted after set points in time, through 3 phases of private development construction. There will be pre-development and initial periods at a set rent of $100,000 per year and $250,000 per year until the end of the first full year of Metrorail operations at which time the FMV will be established by appraisal and the Base Rent becomes due;

- Fair Market Value (FMV) Determination: FMV initially determined upon first Base Rent Reset on the first anniversary of Metrorail operations commencement at Wiehle Avenue. FMV shall take into account the costs associated with developing the approved Floor Area of the Premises, including, requirements for structured and subterranean parking, proffer costs, infrastructure and development costs, off-site acquisition property and easement costs and other increased costs applicable to dense transit orientated development projects including costs associated with delivering improvements as air rights;

- Participating Rent: 1% of Gross Project Revenues beginning at the expiration of the Initial Base Rent Period through the duration of the Term;

- Term: 99 years;

- Implementation of the Ground Lease and the Development Agreement are both contingent upon the vacation of development restrictions applied within the Reston Center for Industry and Government (RCIG);

- Full implementation is also dependant on successful rezoning of the property to a minimum of 2.0 FAR. The rezoning application will request the full 2.5 FAR

allowable under the Comprehensive Plan. Should the minimum 2.0 FAR not be achieved, the parties agree to renegotiate the Ground Rent constant with no obligation to proceed further under the agreements.

The Development Agreement

- Comstock agrees to build required Metrorail Station facilities which are defined as 2300 parking spaces, 46 Kiss and Ride spaces, 12 bus bays and 150 secured bicycle spaces;

- Comstock will provide temporary parking to replace a portion of the park and ride spaces lost during construction;

- Comstock will build an integrated parking structure to include the Metro parking facilities, a bus vault and private parking spaces underneath a plaza capable of supporting the maximum FAR permitted by the contemplated rezoning action;

- A cost per space allocation formula will be used to determine the shared cost of the structure based on the total number of public spaces plus the greater of a minimum of 500 private spaces or the actual number. The formula results in a minimum cost allocation of approximately 83% County and 17% Developer.

- Approval rights: The County and the Developer will mutually select Contractor, Architect, and Major Subcontractors. We will mutually agree on the costs and terms and conditions of the General Contractor (GC) Contract, Architect's Contract, Major Subcontractors, etc. We will have mutual approval rights over those portions of the GC Contract and other contracts that will still be important to Owner, including scope of services, liquidated damages, assignment of contract, cost of change orders, etc. To the extent that Comstock needs to add protections for itself in the contracts, they can do so and we will not object, provided that whatever they negotiate does not increase our costs;

- During the preliminary design phase, the target all-in cost of the public spaces will be $90 million including soft costs. If the Developer cannot achieve this price as estimated by the 35% stage of design, the County is free to seek other alternatives or work with the developer to bring the estimated cost under the target;

- Upon completion of design a Guaranteed Maximum Price contract will be negotiated with the General Contractor;

- Project Contingency: 3% of GC Contract (amount of contingency determined and finalized at execution of the Guaranteed Maximum Price Contract). Project contingency will be used for E&O claims, unforeseen site conditions, claims,

other. This project contingency will not be used for owner directed change orders (not caused as a result of any E&O issues);

- Liability: Errors and Omissions (E&O), unforeseen site conditions, other claims will be shared costs at the garage split (83% county/17% Comstock) until the 3% project contingency is depleted by county's share. Thereafter 100% of all liability will be the responsibility of Comstock with the exception of off-site conditions (shared according to formula). For hazardous materials, Comstock will be given a 60 to 90 day due diligence period in which to determine if the site is acceptable to take the risk. A line item for hazmat mitigation will be included within the project budget cap. The Developer will assume full liability for site conditions above the budget and contingency if used; if not, the parties agree to discuss and find a mutual solution or cancel the deal;

- In return for assuming significant liability, Comstock will be entitled to a development fee of 7% of all managed contracts;

- Project Savings: shared 60%/40% County/Comstock on the Project Contingency;

- There are various decision points and unwind cost sharing formulas if certain contingent events are not completed within specified periods of time. In general, these are treated as "no fault" shared cost items, in which the County will purchase the design plans completed to the date of termination and all other soft costs will be shared 50-50 with the Developer. The primary date for decision is July 1, 2010, at which point the RCIG covenants should be changed, the rezoning approved and the County presented with an acceptable cost estimate based on 35 percent design.

It should be noted that all cost estimates and estimates of expected ground rents are preliminary at this time. Revenues from the use of property will be greatly affected by the ultimate zoning use allowed. The cost of the garage will be refined and developed through the design process which will also be influenced by the outcome of the rezoning action. Staff and the developer are committed to try and keep the ultimate cost of the garage under the negotiated $90 million cap; however, it must be acknowledged that contingencies for design, unknown site conditions, off-site easements, construction and inflation will be necessary in the ultimate budget prepared after bids are opened and the project proceeds in earnest. In addition, expert consultants were engaged per existing contracts to assist and augment County staff expertise in negotiating the business and legal points. Invaluable assistance for negotiating the financial terms was provided by Jones Lang LaSalle under the existing transaction based fee terms of the real estate advisory services contract, and legal services were provided by Sidley Austin, the County's bond counsel, who also has expertise in public private partnerships. The County also intends to engage independent architects and cost estimators during the course of this engagement in order to provide detailed specifications for the design of the garage, ensure agreement and compliance with design and cost

parameters established by the Development Agreement and to begin alternative designs for the County's use in building the garage on its own if necessary should the agreement collapse from the failure to achieve precedent conditions by July 1, 2010.

Alternatives

Board discussion on May 4, 2009, concerning the authorization to advertise the public hearing requested an assessment of various alternatives to this proposal, particularly with regard to the suggestion that the County use funds from the Commercial & Industrial Transportation Tax fund to close the financing gap that would necessarily flow from the timing of the garage development preceding full development and flow of ground rents from the property.

First, the total cost of the garage is directly related to the choice the County has made to enable development of the property. Under the current plans for construction of a garage by the Rail to Dulles Project, the garage and related bus and drop off facilities would cost an estimated $45 million and cover the entire site, but there would be no revenue potential generated from the site except to pay for Metro garage operations.

The cost of the recommended alternative is currently estimated to be approximately $90 million. This is due to the cost of having to build a substantial portion of this garage underground in order to allow for full development on a platform to be built on top of the garage and supported by the garage structure beneath.

The financing alternative recommended for closing the financing gap results from the difference in timing of construction and the completion of full development. Simply put, the County must construct and pay for the garage up front as a necessary precedent to the construction of the private development. The ground rents are phased to coincide with the completion of the private development which in turn is tied to market conditions with an outside date for full development and revenue potential 6 years after rail service begins. Following the sixth anniversary after rail services begins the developer will be required to pay the full rent due based on the FAR permitted regardless of the completion of the private development. At this time all revenue estimates resulting from the proposal are very preliminary owing to the need to complete the rezoning process and to unpredictable market conditions 5 years from now. The ground rent will be tied to an appraisal of market value to be performed one year after the start of rail operations.

Staff has recommended that no bonds be issued until construction costs are more fully developed at 100 percent design. The cash flow required to get to that point will be approximately $9 million through mid-2011, which includes progress payments owed to the developer, plus other costs to be incurred directly by the County for other costs related to this project. In order to protect the General Fund, it is recommended that the funds be provided by the C&I Tax Fund in lieu of the General Fund until permanent financing can be arranged. At that time, the Board may choose to reimburse the C&I fund with bond proceeds for all soft costs expended. A resolution for adoption to that effect is included in the documents to preserve that option. The bond issue is expected to include capitalized interest until project

completion in FY 2014. Beginning in FY 2015 debt service will be paid from revenues received from ground rent and garage operations. As ground rents will not have achieved their full potential due to the phased pace of expected development, a gap is anticipated that is recommended to be provided by C&I revenues until such time as ground rents and operating revenue can fully cover the debt service costs. The anticipated breakeven will not occur until 2034. It should be noted that incremental tax revenues to the general fund will start accruing as soon as private development begins and is expected to reach a level in excess of that expended from the C&I fund to support this project. As currently structured, all incremental tax revenue received from the development of this site will accrue to the General Fund without encumbrance or obligation.

Other alternatives for closing the gap include direct support from the General Fund, full reliance upon incremental General Fund tax revenue, or a special tax district. The current recommended use of the C&I tax fund will protect the General Fund from any impact. Should the General Assembly reduce or eliminate the C&I tax as a source of revenue, the General Fund or the incremental taxes can serve as a fall back position.

In lieu of the more straight forward approach recommended here, the County has options for special tax districts, with landowner cooperation, to provide additional revenues to support the public facilities. However, the staff recommendation has substituted a market based ground rent in lieu of a special tax as the more beneficial course over the life of the project. A special assessment would only recover the actual cost of the facility and would negatively impact the economics of the development such that the ground rent would be severely reduced. It is possible that proffers of support to close the gap may be sought from adjacent property owners as other developments proceed, either in direct support for the garage or to replace transportation funds used to close the gap by funding other needed projects, but these would be the result of future negotiations and cannot be relied upon at this stage to provide the needed funds.

Members of the Board have inquired if a Community Development Authority (CDA) structure similar to the one recently completed for Merrifield could be considered for this project. Establishment of a CDA could allow expansion of the base for such support to adjacent properties if owners were willing; however, CDA's are normally used to provide public financing support for private development. In this case, the developer has already committed to fully funding all private parking and infrastructure requirements necessary to support the private development with no aid sought from the County. Self funding would also be expected of neighboring properties. If proposed by adjacent landowners, a CDA would probably be required to provide for all parking and infrastructure needs, both public and private with necessary reapportionment and sharing of costs. Formation of a CDA is still possible prior to the permanent financing in the context of this proposal and could be treated as a supplemental source of revenue depending upon the outcome of the negotiations. However, such negotiations if entered into, will be lengthy and complex with the outcome uncertain for purposes of establishing a plan of finance to begin project development.

Finally, the Board will have the option to raise parking fees to close the gap. The preliminary plan of finance was developed on the assumption that parking fees to Metro users would not exceed rates charged at other Metrorail parking facilities in the County in order to maintain current system-wide incentives for encouraging ridership. An amount of $8 to $9 a day is estimated to be required to fully fund the cost of the garage in conjunction with ground rents. At this time such rates are not recommended, however, should rates rise system-wide in the future an increase could be considered.

Staff strongly recommends proceeding under the current proposal in order to begin the necessary rezoning action and design.

FISCAL IMPACT:
The cost of the public facilities is currently estimated at $90 million. The debt service required to support construction, soft costs and capitalized interest will be approximately $7.95 million per year commencing in FY 2015. Ground rents at that time are expected to be $1.1 million rising to approximately $3.3 million by 2020 and to $5.3 million by 2034. Net operating income from the garage operations are expected to contribute approximately $1.9 million per year at current system parking rates. The financing gap to be paid by the C&I tax is therefore, approximately $ 4.9 million per year to start in FY 2015 reducing to $2.7 million in 2020 when full ground rents are received and finally reducing to zero by 2039.

Estimated incremental tax revenues are conservatively estimated to grow to in excess of $5 million per year based on current real estate, personal property, sales and business taxes assessments on the full projected build out of 980,000 square feet in 2020. The final outcome of incremental taxes is a function of the final approved rezoning action, market conditions and future tax rates.

ENCLOSED DOCUMENTS:
Attachment 1: Comprehensive Agreement
Attachment 2: Reimbursement Resolution
The Ground Lease and the Development Agreement have been posted on the County's website and are available for inspection in the Office of the Clerk to the Board.

STAFF:
Edward L. Long, Jr., Deputy County Executive
Robert A. Stalzer, Deputy County Executive
Richard F. Stevens, Dulles Rail Project Manager
Leonard P. Wales, County Debt Manager

County of Fairfax, Virginia

MEMORANDUM

DATE February 10, 2010

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Land Use Analysis: RZ/FDP 2009-HM-019

The memorandum, prepared by Jennifer Bonnette, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the subject Rezoning and Final Development Plan application dated June 15, 2009 as revised through February 1, 2010, and latest proffers dated February 1, 2010. Several exhibits are included with this application: Exhibit "A," Exhibit B, "Reston Station Design Guidelines," Exhibit C, "Potential Project Phasing," Exhibit C-1, "Conceptual Plaza Pedestrian Connection Phasing Plan," Exhibit C-2, "Phase 1 Plaza Program Elements," and Exhibit "D." 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, Comstock Reston Station Holdings, LC, proposes to develop a multi-phase, pedestrian-oriented, mixed use development integrated with the Wiehle Avenue Metro Station that is currently under construction. The total development, consisting of office, multi-family residential, retail and optional hotel uses, is proposed at a maximum intensity of 1,282,614 square feet (excluding bonus density from the provision of 12 percent workforce housing) or 2.36 floor area ratio (FAR) on approximately 12.47 acres. The property currently is zoned I-4, and the applicant proposes to rezone the site to the Planned Development Commercial (PDC) District.

The project consists of two noncontiguous areas: Blocks 1 and 2 located within ¼ mile of the Wiehle Avenue Metro Station. The approximately 8.99 acre Block 1 is owned by the Fairfax County Board of Supervisors and currently occupied by a park and ride lot. A long term lease and development agreement between the applicant and the County were approved by the Board of Supervisors in June 2009 to redevelop the 8.99 acre site as part of a joint development project. As part of the development agreement, the applicant has the right to develop a mixed use development on the County property in conjunction with parking facilities for the Wiehle Avenue Metro Station. The applicant will construct a 2,300 space multi-deck parking garage, a 45 parking space kiss and ride area, approximately 10 bus bays, and secure bicycle storage facilities for approximately 150 bikes on a large portion of the existing park and ride lot. The County, through the long term lease of the 8.99 acre parcel, will support that applicant's effort to develop a transit-oriented, mixed use project located mostly above the parking structure. A

small area, in the northeastern portion of the parcel, will be developed with a stand-alone building.

The approximately 3.48 acre Block 2 is located to the northwest of the county-owned parcel and occupied by an existing 75,000 square foot, 5 story office building and associated two level parking structure. Several redevelopment options are proposed for this block.

Blocks 1 and 2 will be linked by a street that will be established with this development. The new connection, Reston Station Boulevard, will extend from Wiehle Avenue through the development to Sunset Hills Road and provide a second point of access to the metro station.

Block 1

The applicant proposes to develop six buildings to contain a mix of uses to include office, residential, and retail uses and possibly hotel use as a maximum base density of 2.5 FAR (979,096 square feet). Buildings 1 through 5 are located on top of the below and above-grade metro parking garage at the level of a proposed plaza. The buildings are oriented to the internal plaza that will function as a community gathering space. Three vehicular access points into the parking garage from Reston Station Boulevard are proposed. They include two points to serve the metro facilities, commercial and residential parking, and loading areas and one point to serve the bus facilities. Another vehicular access point will provide access to the plaza and the front entrances to each of the buildings. One vehicular entrance to the parking garage is provided on the plaza under Building 1. Building 6 is a free-standing building with a below and above-grade parking structure to be located on the north side of Reston Station Boulevard.

The metro garage facilities are located mostly below-grade and include six levels of parking. The garage facilities to serve the proposed uses will be provided in the first four to six floors of the buildings.

The applicant has provided a Building Data Chart in the proffers and on Sheet 2 of the CDP/FDP. A summary of this chart for Block 1 is provided below. As is noted in the chart, the applicant is proposing a range of retail use to be located in each building. This retail is envisioned to be located at the plaza level and possibly on the top floor of the buildings.

Building Number	Height (Stories) Above the Plaza	Primary Uses	Primary Use GSF	Secondary Use	Secondary Use GSF	Building GSF
1	135' – 199' (up to 17)	Office	180,000 – 330,000	Retail	10,000 – 25,000	193,000 – 358,000
2	60' – 197' (up to 17)	Office	150,000 – 275,000	Retail	10,000 – 23,000	163,000 – 301,000
3	135' – 197.5' (up to 17)	Office	150,000 – 275,000	Retail	5,000 – 12,000	158,000 – 290,000
4	150' – 188' (up to 19)	Residential	320,000 – 435,000	Retail	5,000 – 55,000	330,000 – 495,000
5	50' – 196.5' (up to 17)	Hotel/ Residential	Max. 168,000	Retail	15,000 – 35,000	18,000 – 206,000
6	140' (up to 14)	Residential	Max. 180,000	Retail	3,500 – 17,000	86,500 – 260,000

Block 2

The applicant proposes three options for redevelopment of Block 2: two options include office use with support retail and one option includes office and residential use with support retail, all at a maximum base density of 2.0 FAR (303,518 square feet). Option 1 will expand the existing office building vertically and horizontally and increase the number of parking garage levels. Option 2 will develop a residential building in the location of the current parking structure. Option 3 will develop an office building in the location of the parking structure. A chart for Block 2 is provided below.

Building Number	Maximum Height	Primary Uses	Primary Use GSF	Secondary Use	Secondary Use GSF	Building GSF
7	140' (up to 14)	Office/ Residential	Max. 180,000	Retail	4,500 – 10,000	Max. 193,000
8	140'	Office	75,000 – 155,000	Retail	5,000 – 15,000	75,000 – 170,000

The CDP/FDP states that a minimum of 37.5 percent residential base density (480,980 square feet) and a maximum 50 percent office base density plus bonus density (702,872 square feet) is proposed for the entire project. The Building Chart provided on the CDP/FDP and in the proffers state that up to 228,000 square feet may be transferred from Block 2 to Block 1.

LOCATION AND CHARACTER OF THE AREA

The subject property consists of approximately 12.47 acres of the approximately 34-acre Land Unit G, Sub-unit G-4 of the Reston-Herndon Suburban Center and Transit Station Areas (TSA). The property is located within ¼ mile of the planned Wiehle Avenue Metro Station platform. Block 1 is surrounded by office uses to the north and west and across Wiehle Avenue to the east. The Dulles Airport Access and Toll Road (DAAR) borders Block 1 to the south. Block 2 is surrounded by office uses to the west and south and a storage facility and office uses to the east. To the north across Sunset Hills Road, is a county parking facility, office uses and the Washington and Old Dominion (W&OD) regional trail.

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, Land Unit G and Sub-unit G-4, as amended through July 13, 2009, on pages 59 and 62 - 64, the Plan states:

"Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure 13 shows the boundaries of Land Unit G.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity. 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.

The portion of the land unit that is adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text. . . .

Sub-unit G-4 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. The uses in the sub-unit include office, a self-storage facility, a bank and a County-owned and operated park-and-ride facility.

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.

The Department of Transportation is conducting a feasibility study (to conclude in Spring 2001) of expanding the Reston East parking lot. It is preferred that this parking be provided through a joint use arrangement with adjacent transit-oriented development, rather than as a single, stand-alone parking structure. To implement this concept, consideration may be given to development proposals that utilize the existing Reston East parking lot as well as adjacent parcels, in order to concentrate transit-oriented development in close proximity to the station, while providing additional parking in Sub-unit G-4 to meet anticipated demand.

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 Non-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 .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions 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.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

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 1.5 FAR may be considered within Sub-unit G-4 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 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.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

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 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 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 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Substantial parcel consolidation within the sub-unit should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or 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.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided."

COMPREHENSIVE PLAN MAP: Mixed Use

LAND USE ANALYSIS

Intensity of Development and Mix of Uses The applicant proposes to develop the property at an intensity consistent with the Rail-oriented Residential Mixed-Use Option for Sub-unit G-4 in the Reston-Herndon Suburban Center and Transit Station Areas in the Comprehensive Plan. This option recommends a mixed use development up to a 2.5 FAR for the 17 acres closest to the metro station. The applicant proposes to develop the approximately 10.73 acres of the 12.47 acre property considered to be within the 17 acre area at the maximum recommended intensity, excluding bonus density from the provision of workforce housing. The acreage considered outside the 17 acre area, which is located on the northern half of Block 2, is recommended to be developed with mixed use at up to a 1.5 FAR. As such, Block 2 is proposed to be developed at an overall intensity of a 2.0 FAR, excluding bonus density, consistent with the Comprehensive Plan recommendations.

The building chart provides for flexibility in the use and intensity for each building and block. The applicant has proffered to a minimum 37.5 percent residential use to be provided in two to four buildings: three in Block 1 (Buildings 4, 5 and 6) and one in Block 2 (Building 7). Residential use is only one of the options for Building 5 and Building 7. If Building 6, which

is located to the north of Reston Station Boulevard, is severed from the proffers pursuant to legislative action by the Board of Supervisors, the residential use minimum will be reduced to 28 percent of the remaining property. A proffer for a maximum 57 percent office use is proposed, although the CDP/FDP states that office use will be limited to a maximum of 50 percent plus bonus density.

The Comprehensive Plan recommends that residential use within the 17 acres closest to the metro station should be between 40 to 75 percent of the total development and that office use should be limited to a maximum of 40 percent of the total development. However, the proposed development does not encompass all of the 17 acres closest to the metro station in which the recommended range of uses applies. Additionally, the site is located within the ¼ mile radius from the metro station and it is generally recognized that locating office uses close to the metro station is more likely to encourage transit usage among office users, whereas residents will walk farther to use transit. As such, staff feels that a larger percentage of office use, and a correspondingly smaller percentage of residential use is appropriate and meets the intent of the Plan to provide an appropriate mix of uses to the serve transit station area.

The Comprehensive Plan recommends that the non-residential component of development closest to the rail station include hotel use. The applicant has proposed some flexibility in the provision of hotel use, which may occur in Building 5, in order to respond to the real estate market. If a site plan is approved by the County for a hotel within a ½ mile radius of Building 5, or at any time after 10 years following the approval of this rezoning application by the Board of Supervisors, the proffers state that the applicant may convert Building 5 to residential or any other use or allocate any of Building 5's undeveloped square footage as permitted by the building chart, provided that it results in not more than 57 percent of the total square footage on the property being devoted to office use. The building chart provides for a range of development for the primary and secondary uses and the total intensity for Building 5. The chart indicates that Building 5 can be developed only as either hotel or residential as its primary use and states a specified range of intensity, which should be followed without exception.

Exhibit D shows the ½ mile radius from the proposed hotel location in Building 5. Much of the land area within the ½ mile radius is located in the Reston-Herndon Suburban Center that is planned for a mix of uses including hotel use. The area is developed mostly with office uses adjacent to the DAAR, and some industrial, commercial, residential and public uses.

The applicant has provided a building chart in the CDP/FDP and proffers which indicate that a range of retail use will be provided in each of the buildings in Block 1. The Comprehensive Plan recommends that retail uses be located on the ground floor and that they should have direct public access and display windows oriented to pedestrian walkways, vehicular drives and streets. The applicant has proffered to construct at the Plaza level of the buildings at least the minimum amount of retail shown in the building chart. The retail space will have a height of at least 13 feet and have glass store fronts. However, if the applicant is unsuccessful in leasing the space, the retail space may be converted to the principal use of the building if a

good faith effort to lease the space for retail use has been demonstrated to the Zoning Administrator. In addition to the provision of retail space on the Plaza level, retail may be provided along the travel ways (including Reston Station Boulevard, Wiehle Avenue, Reston Metro Center Drive, Comstock Metro Center Drive, Sunset Hills Road and the DAAR) and the first two occupied floors of any building above its associated parking structure and on the top floor of any building.

The applicant is proposing to transfer up to 228,000 square feet of density from Block 2 to Block 1. A transfer of 228,000 square feet will result in all of the density available in Block 2 minus the existing 75,000 square foot office building shifting to Block 1. If intensity is transferred to the degree that redevelopment of the existing parking garage is unlikely, the parking garage façade along Comstock Metro Station Drive should be treated such that the exposed parking at grade is shielded from view by pedestrians. The sidewalk along Comstock Metro Station Drive will be much more heavily traveled when the metro station opens and Reston Station Boulevard is constructed, and thus it is important to provide attractive building façades along this street.

This flexibility in the mix of uses and intensity is appropriate only as long as the project adheres to the program assumed in the transportation analysis. Traffic impacts from the development should not be increased above what was studied. The Department of Transportation has indicated that the proposed mix of uses does not coincide with what was studied in the transportation analysis.

This issue remains outstanding.

Building Height The Comprehensive Plan recommends that building heights should be limited to 140 feet, based on the maximum zoning height. The building chart provides a height range for the eight buildings proposed with this development. The five buildings located above the metro garage facilities will not exceed the maximum zoning height of 205 feet and the three remaining buildings in Blocks 1 and 2 will not exceed the Plan recommendation of 140 feet. However, the proposed buildings may exceed the maximum heights stated above if additional height is needed for residential bonus units earned from the provision of workforce housing.

Staff has determined that flexibility in the building height for only the buildings located above the metro garage facilities is appropriate due to the 65 feet in height that the metro garage facilities require to accommodate 2,300 parking spaces, bus bays, kiss and ride area, and bike storage. Therefore, a maximum height of 205 feet for these buildings is recommended.

The Plan recommends that buildings in the Reston-Herndon transit station areas should have varied height and roof lines to create visual interest. The design guidelines provided by the applicant state that building height should be varied throughout the development, consistent with the heights provided in the building chart. However, it is suggested that there be a greater commitment to a variation in height of the five buildings that are part of the plaza development. While the building chart provides a range in height for each building, the

maximum building height above the plaza differs by only 11 feet between the shortest and tallest building. At building heights of approximately 200 feet, that small difference in height will not be that noticeable.

This issue remains outstanding.

Parcel Consolidation The Comprehensive Plan recommends substantial parcel consolidation with the G-4 Sub-unit. While the proposed development consists of only two parcels, this project encompasses approximately 12.47 of the 34 acre sub-unit and provides the opportunity for a transit-oriented development integrated with a metro station. The consolidation also will result in the creation of a key vehicular connection to serve the metro station and surrounding area by establishing a new street connecting Wiehle Avenue and Sunset Hills Road.

This issue has been adequately addressed.

Site Design and Connectivity A major Comprehensive Plan objective for the Reston-Herndon transit station areas is to provide high quality site design that is both pedestrian-friendly and transit-oriented. This project provides an opportunity to implement this vision through the public/private partnership between the applicant and the County.

The Comprehensive Plan recommends that sites in Sub-unit G-4 should provide direct pedestrian access to the rail station. Grade-separated pedestrian links to the station are encouraged. A quality site layout should be provided with consolidated vehicular access to the site and parking structures that do not front on pedestrian areas.

The applicant has proposed a transit-oriented development (TOD) that will begin to create a walkable, mixed use neighborhood in Sub-unit G-4. The mixed use project is designed to integrate into the overall mixed use center planned for the G-4 Sub-unit. The primary organizing element of the project is the central plaza, which physically connects five buildings located immediately adjacent to the Wiehle Avenue Metro Station and helps to create a pedestrian and transit-friendly environment. These buildings will offer a mix of uses, including office, residential, optional hotel, and plaza-level retail uses. The plaza will link the metro station entrance to the parking garage and other transit facilities located beneath it. Another building is proposed directly north of the plaza development.

Block 1 slopes downward considerably from east to west. The plaza is designed to create a central community gathering space that is at a similar grade to Wiehle Avenue and can be accessed directly either from Wiehle Avenue by pedestrians or from the eastern end of Reston Station Boulevard by both vehicles and pedestrians, with increasing levels of the parking garage exposed to Reston Station Boulevard below the plaza as the grade changes. The southeast corner of Building 5 has been reduced to open up the view to the plaza to Reston Station Boulevard. Due to the significant grade change, Reston Station Boulevard will function primarily as a vehicular travel way with limited ground level activation of the streetscape. All vehicular access points to the Block 1 development are restricted to Reston

Station Boulevard. Vehicular entrances to the plaza development and metro facilities are limited to four entrances which will minimize pedestrian-vehicular conflicts.

The Block 1 plaza development is designed so that the parcels to the north and west can connect this development via above grade pedestrian connections. The connection to the north would be located between Buildings 4 and 5 and the connection to the west would be between Buildings 3 and 4 with redevelopment of the adjacent properties. Additionally, the applicant is providing future interparcel access between Building 6 in Block 1 and the parcel located immediately to the north.

The Plan also recommends that a second point of access to the metro station (preferably to Sunset Hills Road) should be provided in Sub-unit G-4. The proposed development in Block 2 provides for this second access point and will greatly improve connectivity in the Wiehle Avenue Transit Station Area. Blocks 1 and 2 will be linked by a new street, Reston Station Boulevard, that will extend from Wiehle Avenue through Block 1 and an offsite area, and connect to Comstock Metro Center Drive adjacent to Block 2 which will then intersect with Sunset Hills Road. Additionally, an important pedestrian connection from the metro station to the W&OD Trail will be established.

This issue has been adequately addressed.

Streetscaping and Pedestrian Circulation Exhibit C-1, "Conceptual Plaza Pedestrian Connection Phasing Plan" shows the proposed pedestrian circulation at each phase of the development. Beginning with Phase 1, which includes the metro station facilities and an at grade pedestrian connection from the metro platform to the plaza, five pedestrian access points are provided to the plaza from the surrounding area, including two that are handicap-accessible. (Exhibit C-1 identifies the access point along the western boundary of Block 1 as handicap-accessible, but the CDP/FDP shows that there is a 15% grade along this sidewalk. This access point should not be labeled as such.) Four of the access points to the plaza are from Reston Station Boulevard, including two sidewalk connections to the plaza and two points through the parking garage via stairs, elevators or escalators. Another access point is provided from the sidewalk along the western boundary of the property into the parking garage to a bank of elevators. Additionally, a 14 foot wide streetscape with an eight foot wide sidewalk will be provided along the southern side of Reston Station Boulevard. It is anticipated that the majority of the pedestrians will enter the plaza development either from the eastern or western ends of Reston Station Boulevard and avoid walking in the middle of Block 1. The existing trail along Wiehle Avenue will be improved from an eight foot wide asphalt trail to an eight foot wide sidewalk. When Building 3 is constructed, the western pedestrian access point will be enhanced with the addition of stairs. When Building 1 is constructed, a handicap-accessible pedestrian access point from Wiehle Avenue and an additional point from Reston Station Boulevard will be provided.

The sidewalk along the western boundary of the Block 1 that connects Reston Station Boulevard with stairs and elevators that take pedestrians to the plaza is incorrectly represented

on one of the CDP/FDP sheets. On Sheet 4, it appears that this sidewalk is eight feet wide, and confirms what the applicant has stated to staff. The width of this section of sidewalk should be labeled on the CDP/FDP. The Pedestrian Circulation Plan on Sheet 12 shows that this sidewalk link is only five feet wide and should be corrected. Staff has recommended that this key pedestrian connection from the west to the metro station should be eight feet wide.

A 14 foot wide streetscape along Block 2's frontage, connecting Reston Station Boulevard with Sunset Hills Road, is propposed. The sidewalk in front of the existing Building 8 office building will be modified to provide for a direct pedestrian connection adjacent to Comstock Metro Center Drive. Several offsite pedestrian improvements will be made as well, including the installation of new crosswalks and the widening of the sidewalk to the north of Sunset Hills Road and south of the W&OD Trail along Isaac Newton Square to six feet.

The new vehicular and pedestrian connections linking Wiehle Avenue and Sunset Hills Road, including streetscape improvements and the improvements north of Sunset Hills Road along Isaac Newton Square will be completed prior to the opening of the metro station facilities except for the portion along the north side of Reston Station Boulevard that fronts Building 6. This portion will be installed when Building 6 is constructed.

This issue remains outstanding.

Urban/Architectural Design The Comprehensive Plan's urban design guidelines for the Reston-Herndon transit station areas recommend such design features as: interesting and varied building facades; building articulation and step backs to minimize bulk and mass; and building arrangement that frames and defines streets and give deliberate form to the street and sidewalk areas.

The applicant has provided design guidelines as a separate exhibit, and illustrative plaza detail plans and site and building section exhibits in the CDP/FDP to demonstrate the design features of the proposed mixed-use, transit-oriented development. Exhibit B, "Reston Station Design Guidelines," includes a vision for the TOD, the project master plan, design standards for both Blocks 1 and 2, and pedestrian circulation details. The guidelines are illustrative of the general quality and character of the development proposed. The applicant has committed to a complimentary design theme for buildings within a block, although each building may have its own distinctive architectural character. The buildings frame the adjacent streets and establish an urban form. All buildings and parking structures will be architecturally finished on all four sides with compatible materials, detailing and features, although the facades, including the facades of the garages, may not be identical.

The garage facades will be designed to screen the view of vehicles from the surrounding area and will include materials consistent with the materials used for the associated building and/or incorporate innovative design techniques. These techniques may incorporate public art, vegetative screens or other screening techniques consistent with the standards in the design guidelines. The design guidelines show examples of different garage screenings and state that

"garage screening, particularly facing Reston Station Boulevard, will take advantage where possible of opportunities to use public art installations such as decorative grill work and metal sculpture to add interest and break up any long expanses of wall."

The Plan recognizes that public art has been part of the effort to achieve quality urban design in Reston since the community's inception and recommends that public art should be incorporated into all open spaces. The applicant has committed to contributing a minimum of $125,000 for public art in the plaza, which will be installed prior to the first use permit for the third building constructed in Block 1. The applicant will consult with the Initiative for Public Art in Reston or a similar community arts organization to identify the location and type of public art to be constructed. However, this proffer commitment conflicts with what is displayed in Exhibit C-1 which shows two public art locations in Phase 1.

It is important that adequate signage be provided directing people to the transit facilities. The applicant has proffered to cooperate with the Washington Metropolitan Area Transit Authority to identify locations for directional signage to the metro station platform.

This issue remains outstanding.

Central Plaza The Comprehensive Plan's urban design guidelines recommend that small plazas should be incorporated into the designs of building complexes to serve the daily needs of local employees and visitors. The open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. Plazas should be integrated purposely into the overall design of developments.

The proposed central plaza in Block 1 is depicted on the CDP/FDP and described in the Design Guidelines. The plaza design attempts to balance the needs of the adjacent buildings, to serve the metro station, and to provide a public gathering space. The plaza will be placed in a public access easement. A phasing plan for the development of the plaza is provided in Exhibits C-1 and C-2. When the metro station opens, at a minimum the plaza with include a temporary approximately 10,000 square foot pavilion and/or enclosed structure (5,000 square feet will be an enclosed climate controlled space) that may house interim retail/office uses, public uses, and sales and marketing uses.

In the initial phase, the plaza area will be located approximately 10 to 20 feet above any associated parking and provide an at grade connection to the metro station platform via a pedestrian bridge. The plaza will contain escalators and elevators covered by a canopy in the center connecting the plaza to the metro parking garage below. An additional bank of elevators will provide a vertical connection to the parking garage in the southwest corner of the plaza area. The plaza design will include landscaping, public art, decorative pavement treatments and temporary retail or civic use space. A focal point feature such as a fountain or public art will serve as a defining feature of the development. Removable and/or retractable bollards will enclose an approximately 8,000 square foot centrally located portion of the plaza that includes the metro elevators and escalators. At this time, most of the pedestrian access

points from Reston Station Boulevard and from the western boundary of the site will be established.

A drive way loop is proposed to provide vehicular access to the front doors of all five buildings to be located on the plaza. The applicant has attempted to limit vehicular traffic on the plaza by reducing the number of entrances to the parking garage to only one, limiting egress to a right turn only and providing minimal area where vehicles can idle. However, staff remains concerned about the plaza serving as a secondary kiss and ride and detracting from its function as a pedestrian gathering space. The applicant will need to monitor the use of the plaza to minimize vehicular traffic.

The perimeters of the plaza area will change as each of the five buildings that will eventually surround it are developed. The entire plaza area is designed to be curbless. Ground floor retail along all the building frontages facing the plaza is shown on the CDP/FDP. Applicant has indicated that they intend to program approximately one-half of the retail space at the plaza level as sit-down, "white tablecloth" restaurants. Outdoor seating associated and not associated with uses in the adjacent buildings will be provided to promote pedestrian activity. Movable carts and a newsstand may be located on the plaza and in garage areas. When the five buildings on the plaza have been constructed, decorative pavers will be added to the vehicular drive way.

The plaza may be used to host up to 104 special events per year such as festivals, fairs, farmers' markets, music or theatrical performances, sports events, and promotional activities of the adjacent uses, which may result in the periodic closing of the plaza. Access to and from the metro station facilities to the plaza will not be impacted by the closings.

The applicant has submitted a shadow study which shows that the majority of the plaza will be shaded nine months of the year. It is difficult to address this issue without reducing the level of intensity which will conflict with other key objectives for the redevelopment of this transit-oriented site. The applicant has proposed architectural treatments to help address this lighting issue by designing arcades along all of the building facades facing the plaza (and facing Wiehle Avenue and Reston Station Boulevard too) that will provide artificial lighting in the plaza area. A glass pavilion covering the escalators and elevators to the metro garage is proposed also.

This issue has been adequately addressed.

Residential Amenities The applicant has proffered that onsite recreational amenities will be provided in any residential buildings constructed as part of the proposed development. Details are provided on the CDP/FDP for Buildings 4, 6 and 7. The CDP/FDP shows that the Building 4's amenities include a swimming pool, activity courts and jogging trail. Buildings 6 and 7's amenities include swimming pools or alternative recreational areas and outdoor amenity areas.

It is recommended that the applicant commit to providing additional residential amenities such as community gathering spaces, media/entertainment centers, fitness centers with fitness equipment, business centers with high-speed data connections, and storage facilities.

This issue remains outstanding.

Workforce Housing The applicant has committed to providing 12 percent of the total number of dwelling units as workforce units to households whose income does not exceed 120 percent of the Area Median Income (AMI) for the Washington Standard Metropolitan Statistical Area. Any bonus density associated with the provision of workforce housing may be applied to any of the proposed uses. The applicant has proffered to administer the workforce dwelling units based on the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007. It is recommended that the applicant strengthen their proffer commitment to ensure that the county policy is accurately administered.

This issue remains outstanding.

Phasing Exhibit C, "Potential Project Phasing" is an illustrative phasing plan for the proposed buildings and associated parking that show how Block 1 may develop over time. The buildings and associated parking may be developed in any order. However, by the time metro station opens, the plaza area will be established even if no buildings have begun construction. The design of the plaza area will evolve with development of the site.

The portion of Block 1 located north of Reston Station Boulevard may be used for construction staging, construction and interim parking and construction/marketing/leasing offices prior to the construction of Building 6. Screening will surround all construction staging areas. The applicant has proffered that during periods when this area will not be used for these interim uses for a period of two years or more, the applicant will restore the area, including reseeding any pervious surfaces and maintaining the impervious surfaces.

Staff feels that this issue has been adequately addressed.

Bicycle Facilities The Comprehensive Plan recommends that secure and convenient bicycle storage be provided at points close to the pedestrian bridges to the metro station platforms.

Bicyclists will share lanes adjacent to the sidewalks in Blocks 1 and 2 to access the Wiehle Avenue Metro Station. Bicycle storage facilities to serve the metro station will be provided at the time the station opens. The applicant has conflicting proffer commitments regarding bicycle storage to serve the non-metro station facilities. One commitment is to install a minimum of one bicycle storage space per 7,500 square feet of commercial use and one storage space per 20 dwelling units in each associated parking garage that serves each building or a central bicycle storage area. And at the time of site plan for Buildings 1, 3 and 4 in Block 1, bicycle racks will be installed on the plaza adjacent to these buildings, the locations of which are shown on the Illustrative Plaza Detail Plan in the CDP/FDP. Another commitment is that

each new office or residential building with an associated parking garage will provide secure, weather protected bicycle storage for 6 bicycles. At least one bicycle rack will be provided on the plaza in Block 1 to serve the retail development.

It is recommended that secure, weather protected storage should be provided at the ratios of 1 per 7,500 square feet for commercial use and one per 20 dwelling units in each associated parking garage and than bicycle racks should be installed on the plaza near the pedestrian access points at the time the buildings adjacent to these points are constructed. Bicycle storage should also be provided to serve the temporary retail space on the plaza.

This issue remains outstanding.

Parking The Comprehensive Plan recommends that mixed use developments provide a mix of uses that utilize shared parking to the maximum degree possible. Parking reductions for non-residential uses in TODs are desirable as a means to encourage transit usage.

It is strongly recommended that the applicant commit to the submission of a parking utilization/demand/reduction study prior to the approval of the first site plan of the first building. The scope and methodology of this study will be subject to approval by the Fairfax County Department of Transportation and Department of Public Works and Environmental Services.

This issue remains outstanding.

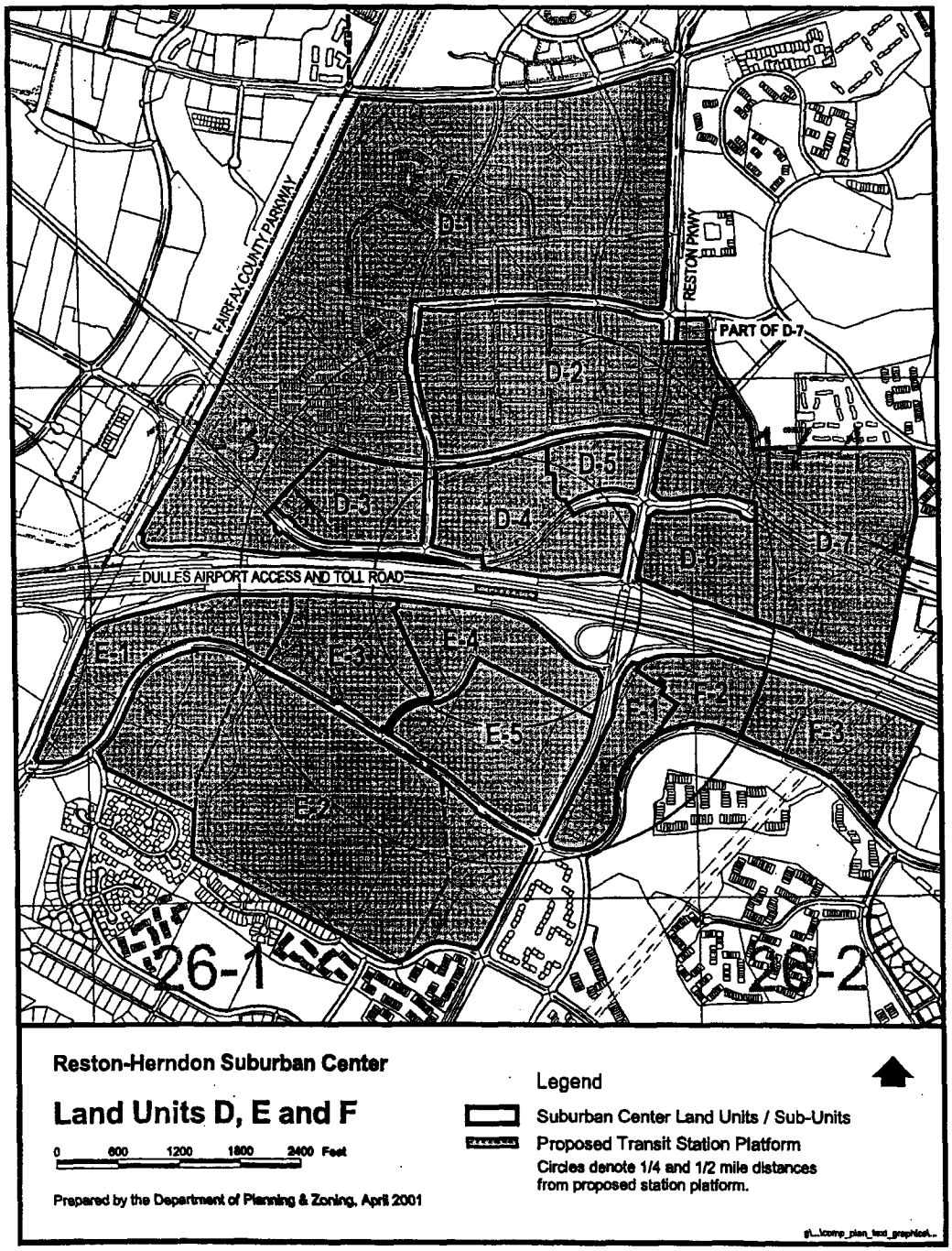
Transportation The applicant has provided a detailed transportation analysis during the development review process to determine transportation improvements needed to support the proposed development. A transportation demand management (TDM) program will be established for the project to encourage the use of metrorail and bus transit, other high-occupant vehicle commuting modes, walking, biking and teleworking, all in order to reduce automobile trips generated by office and residential uses constructed on the subject property. The TDM goals will be phased with the issuance of use permits for residential and office uses. The applicant is proposing to reduce vehicle trips generated by the proposed office buildings in Phase I by 25 percent during both the AM and PM peak hours and in Phase II by 35 percent. Residential trip reductions proposed in Phase I are 30 percent during both the AM and PM peak hours and in Phase II they are 35 percent.

The adequacy of the transportation improvements will be subject to review and approval by Fairfax County Department of Transportation.

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 July 13, 2009, pages 75 through 77, the Plan states:

"Design Guidelines for Areas Within One-Quarter Mile of Station Platforms

The design guidelines below apply to those properties within one-quarter mile of the station platform that are the subject of new development or redevelopment. The primary purpose of these guidelines is to create compact developments which foster a lively pedestrian-friendly environment and ensure the access to various uses, in particular transit stations, is convenient, walkable, pleasant and safe.

Building Design, Height and Mass

- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment. Buildings should incorporate features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be avoided, particularly for walls along pedestrian walkways.
- Building heights should be greatest closest to the transit station platform and transition to lower heights at the outer edge of the one-quarter mile area, particularly for areas that are adjacent to established residential neighborhoods.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting pedestrian walkways, and give deliberate form to the sidewalk areas, and where appropriate vehicular drives and/or streets.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting pedestrian walkways/streets by large parking lots.
- Retail uses should be incorporated into the design of the lower floors of non-residential and residential buildings, and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.

Design Compatibility

- Within the one-quarter mile area, the design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.

Open Spaces

- Public art should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Pedestrian and Bicycle Access and Connections

- Pedestrian/bicycle access should be provided to facilitate circulation within the ¼-mile area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian connections across major roadways such as Wiehle Avenue, Reston Parkway, and Monroe Street should be provided as grade-separated connections,

preferably as above-ground connections (i.e. bridges) due to their perception of being safer.
- Secure and convenient bicycle storage should be provided at points close to the pedestrian bridges which lead to the station platform.

Transit Access and Connections
- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged.
- Safe, convenient and direct access should be provided between transit station pedestrian access bridges and all buildings within the ¼-mile area

Parking Areas
- Parking should be provided in either above or underground structures. Above ground parking should be integrated into the design of the building served and located preferably at the sides or back of buildings. Parking in the front of buildings should be minimized.

Transit Facility Parking Structures/Areas
- Encourage public-private partnerships to facilitate provision of a mix of uses (i.e. retail uses (dry cleaners), child care centers, and similar uses), in County-owned parking structures.
- Parking structures should be landscaped to create a visually attractive environment. Structures adjacent to residential uses that are outside of the Transit Station Areas should be heavily screened and/or berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Design 'Park-n-Ride' lots to be compatible with adjacent development.

Buffers
- Provide significant vegetated buffers in situations where non-residential development on the periphery of the ¼-mile area is adjacent to existing residential neighborhoods.

Signage
- Signage should be provided which illustrates walking directions to transit station access points."

NON-RESIDENTIAL DEVELOPMENT CRITERIA

While the Comprehensive Plan has no direct equivalent to the residential density range in areas planned for non-residential or mixed uses, each rezoning application for such uses will be evaluated using pertinent development criteria, as found in the **Residential Development Criteria**, as a basis for such evaluation.

For commercial, industrial and mixed-use projects, fulfillment of Criterion #7 is based upon the provision of a number of units in appropriate residential projects, or land, or a contribution to the Housing Trust Fund sufficient for a number of units, determined in accordance with a formula established by the Board of Supervisors in consultation with the Fairfax County Redevelopment and Housing Authority.

a) Protect heritage resources from deterioration or destruction until they can be documented, evaluated, and/or preserved;

b) Conduct archaeological, architectural, and/or historical research to determine the presence, extent, and significance of heritage resources;

c) Submit proposals for archaeological work to the County for review and approval and, unless otherwise agreed, conduct such work in accordance with state standards;

d) Preserve and rehabilitate heritage resources for continued or adaptive use where feasible;

e) Submit proposals to change the exterior appearance of, relocate, or demolish historic structures to the Fairfax County Architectural Review Board for review and approval;

f) Document heritage resources to be demolished or relocated;

g) Design new structures and site improvements, including clearing and grading, to enhance rather than harm heritage resources;

h) Establish easements that will assure continued preservation of heritage resources with an appropriate entity such as the County's Open Space and Historic Preservation Easement Program; and

i) Provide a Fairfax County Historical Marker or Virginia Historical Highway Marker on or near the site of a heritage resource, if recommended and approved by the Fairfax County History Commission.

ROLE OF DENSITY RANGES IN AREA PLANS

Density ranges for property planned for residential development, expressed generally in terms of dwelling units per acre, are recommended in the Area Plans and are shown on the Comprehensive Plan Map. Where the Plan text and map differ, the text governs. In defining the density range:

- the "base level" of the range is defined as the lowest density recommended in the Plan range, i.e., 5 dwelling units per acre in the 5-8 dwelling unit per acre range;
- the "high end" of the range is defined as the base level plus 60% of the density range in a particular Plan category, which in the residential density range of 5-8 dwelling units per acre would be considered as 6.8 dwelling units per acre and above; and,
- the upper limit is defined as the maximum density called for in any Plan range, which, in the 5-8 dwelling unit per acre range would be 8 dwelling units per acre.
- In instances where a range is not specified in the Plan, for example where the Plan calls for residential density up to 30 dwelling units per acre, the density cited in the Plan shall be construed to equate to the upper limit of the Plan range, and the base level shall be the upper limit of the next lower Plan range, in this instance, 20 dwelling units per acre.

7. Affordable Housing:

Ensuring an adequate supply of housing for low and moderate income families, those with special accessibility requirements, and those with other special needs is a goal of the County. Part 8 of Article 2 of the Zoning Ordinance requires the provision of Affordable Dwelling Units (ADUs) in certain circumstances. Criterion #7 is applicable to all rezoning applications and/or portions thereof that are not required to provide any Affordable Dwelling Units, regardless of the planned density range for the site.

a) *Dedication of Units or Land:* If the applicant elects to fulfill this criterion by providing affordable units that are not otherwise required by the ADU Ordinance: a maximum density of 20% above the upper limit of the Plan range could be achieved if 12.5% of the total number of single family detached and attached units are provided pursuant to the Affordable Dwelling Unit Program; and, a maximum density of 10% or 20% above the upper limit of the Plan range could be achieved if 6.25% or 12.5%, respectively of the total number of multifamily units are provided to the Affordable Dwelling Unit Program. As an alternative, land, adequate and ready to be developed for an equal number of units may be provided to the Fairfax County Redevelopment and Housing Authority or to such other entity as may be approved by the Board.

b) *Housing Trust Fund Contributions:* Satisfaction of this criterion may also be achieved by a contribution to the Housing Trust Fund or, as may be approved by the Board, a monetary and/or in-kind contribution to another entity whose mission is to provide affordable housing in Fairfax County, equal to 0.5% of the value of all of the units approved on the property except those that result in the provision of ADUs. This contribution shall be payable prior to the issuance of the first building permit. For for-sale projects, the percentage set forth above is based upon the aggregate sales price of all of the units subject to the contribution, as if all of those units were sold at the time of the issuance of the first building permit, and is estimated through comparable sales of similar type units. For rental projects, the amount of the contribution is based upon the total development cost of the portion of the project subject to the contribution for all elements necessary to bring the project to market, including land, financing, soft costs and construction. The sales price or development cost will be determined by the Department of Housing and Community Development, in consultation with the Applicant and the Department of Public Works and Environmental Services. If this criterion is fulfilled by a contribution as set forth in this paragraph, the density bonus permitted in a) above does not apply.

8. Heritage Resources:

Heritage resources are those sites or structures, including their landscape settings, that exemplify the cultural, architectural, economic, social, political, or historic heritage of the County or its communities. Such sites or structures have been 1) listed on, or determined eligible for listing on, the National Register of Historic Places or the Virginia Landmarks Register; 2) determined to be a contributing structure within a district so listed or eligible for listing; 3) located within and considered as a contributing structure within a Fairfax County Historic Overlay District; or 4) listed on, or having a reasonable potential as determined by the County, for meeting the criteria for listing on, the Fairfax County Inventories of Historic or Archaeological Sites.

In reviewing rezoning applications for properties on which known or potential heritage resources are located, some or all of the following shall apply:

- The number and length of long, single-ended roadways should be minimized;
- Sufficient access for public safety vehicles should be ensured.

d) *Streets:* Public streets are preferred. If private streets are proposed in single family detached developments, the applicant shall demonstrate the benefits for such streets. Applicants should make appropriate design and construction commitments for all private streets so as to minimize maintenance costs which may accrue to future property owners. Furthermore, convenience and safety issues such as parking on private streets should be considered during the review process.

e) *Non-motorized Facilities:* Non-motorized facilities, such as those listed below, should be provided:

- Connections to transit facilities;
- Connections between adjoining neighborhoods;
- Connections to existing non-motorized facilities;
- Connections to off-site retail/commercial uses, public/community facilities, and natural and recreational areas;
- An internal non-motorized facility network with pedestrian and natural amenities, particularly those included in the Comprehensive Plan;
- Offsite non-motorized facilities, particularly those included in the Comprehensive Plan;
- Driveways to residences should be of adequate length to accommodate passenger vehicles without blocking walkways;
- Construction of non-motorized facilities on both sides of the street is preferred. If construction on a single side of the street is proposed, the applicant shall demonstrate the public benefit of a limited facility.

f) *Alternative Street Designs:* Under specific design conditions for individual sites or where existing features such as trees, topography, etc. are important elements, modifications to the public street standards may be considered.

6. Public Facilities:

Residential development impacts public facility systems (i.e., schools, parks, libraries, police, fire and rescue, stormwater management and other publicly owned community facilities). These impacts will be identified and evaluated during the development review process. For schools, a methodology approved by the Board of Supervisors, after input and recommendation by the School Board, will be used as a guideline for determining the impact of additional students generated by the new development.

Given the variety of public facility needs throughout the County, on a case-by-case basis, public facility needs will be evaluated so that local concerns may be addressed.

All rezoning applications for residential development are expected to offset their public facility impact and to first address public facility needs in the vicinity of the proposed development. Impact offset may be accomplished through the dedication of land suitable for the construction of an identified public facility need, the construction of public facilities, the contribution of specified in-kind goods, services or cash earmarked for those uses, and/or monetary contributions to be used toward funding capital improvement projects. Selection of the appropriate offset mechanism should maximize the public benefit of the contribution.

Furthermore, phasing of development may be required to ensure mitigation of impacts.

sanitary sewer lines, should be located to avoid conflicts with tree preservation and planting areas. Air quality-sensitive tree preservation and planting efforts (see Objective 1, Policy c in the Environment section of this document) are also encouraged.

5. Transportation:

All rezoning applications for residential development should implement measures to address planned transportation improvements. Applicants should offset their impacts to the transportation network. Accepted techniques should be utilized for analysis of the development's impact on the network. Residential development considered under these criteria will range widely in density and, therefore, will result in differing impacts to the transportation network. Some criteria will have universal applicability while others will apply only under specific circumstances. Regardless of the proposed density, applications will be evaluated based upon the following principles, although not all of the principles may be applicable.

a) *Transportation Improvements:* Residential development should provide safe and adequate access to the road network, maintain the ability of local streets to safely accommodate traffic, and offset the impact of additional traffic through commitments to the following:

- Capacity enhancements to nearby arterial and collector streets;
- Street design features that improve safety and mobility for non-motorized forms of transportation;
- Signals and other traffic control measures;
- Development phasing to coincide with identified transportation improvements;
- Right-of-way dedication;
- Construction of other improvements beyond ordinance requirements;
- Monetary contributions for improvements in the vicinity of the development.

b) *Transit/Transportation Management:* Mass transit usage and other transportation measures to reduce vehicular trips should be encouraged by:

- Provision of bus shelters;
- Implementation and/or participation in a shuttle bus service;
- Participation in programs designed to reduce vehicular trips;
- Incorporation of transit facilities within the development and integration of transit with adjacent areas;
- Provision of trails and facilities that increase safety and mobility for non-motorized travel.

c) *Interconnection of the Street Network: Vehicular connections between neighborhoods should be provided, as follows:*

- Local streets within the development should be connected with adjacent local streets to improve neighborhood circulation;
- When appropriate, existing stub streets should be connected to adjoining parcels. If street connections are dedicated but not constructed with development, they should be identified with signage that indicates the street is to be extended;
- Streets should be designed and constructed to accommodate safe and convenient usage by buses and non-motorized forms of transportation;
- Traffic calming measures should be implemented where needed to discourage cut-through traffic, increase safety and reduce vehicular speed;

It is not expected that developments will be identical to their neighbors, but that the development fit into the fabric of the community. In evaluating this criterion, the individual circumstances of the property will be considered: such as, the nature of existing and planned development surrounding and/or adjacent to the property; whether the property provides a transition between different uses or densities; whether access to an infill development is through an existing neighborhood; or, whether the property is within an area that is planned for redevelopment.

3. Environment:

All rezoning applications for residential development should respect the environment. Rezoning proposals for residential development, regardless of the proposed density, should be consistent with the policies and objectives of the environmental element of the Policy Plan, and will also be evaluated on the following principles, where applicable.

a) *Preservation:* Developments should conserve natural environmental resources by protecting, enhancing, and/or restoring the habitat value and pollution reduction potential of floodplains, stream valleys, EQCs, RPAs, woodlands, wetlands and other environmentally sensitive areas.

b) *Slopes and Soils:* The design of developments should take existing topographic conditions and soil characteristics into consideration.

c) *Water Quality:* Developments should minimize off-site impacts on water quality by commitments to state of the art best management practices for stormwater management and better site design and low impact development (LID) techniques.

d) *Drainage:* The volume and velocity of stormwater runoff from new development should be managed in order to avoid impacts on downstream properties. Where drainage is a particular concern, the applicant should demonstrate that off-site drainage impacts will be mitigated and that stormwater management facilities are designed and sized appropriately. Adequate drainage outfall should be verified, and the location of drainage outfall (onsite or offsite) should be shown on development plans.

e) *Noise:* Developments should protect future and current residents and others from the adverse impacts of transportation generated noise.

f) *Lighting:* Developments should commit to exterior lighting fixtures that minimize neighborhood glare and impacts to the night sky.

g) *Energy:* Developments should use site design techniques such as solar orientation and landscaping to achieve energy savings, and should be designed to encourage and facilitate walking and bicycling. Energy efficiency measures should be incorporated into building design and construction.

4. Tree Preservation and Tree Cover Requirements:

All rezoning applications for residential development, regardless of the proposed density, should be designed to take advantage of the existing quality tree cover. If quality tree cover exists on site as determined by the County, it is highly desirable that developments meet most or all of their tree cover requirement by preserving and, where feasible and appropriate, transplanting existing trees. Tree cover in excess of ordinance requirements is highly desirable. Proposed utilities, including stormwater management and outfall facilities and

b) *Layout:* The layout should:

- provide logical, functional and appropriate relationships among the various parts (e. g. dwelling units, yards, streets, open space, stormwater management facilities, existing vegetation, noise mitigation measures, sidewalks and fences);
- provide dwelling units that are oriented appropriately to adjacent streets and homes;
- include usable yard areas within the individual lots that accommodate the future construction of decks, sunrooms, porches, and/or accessory structures in the layout of the lots, and that provide space for landscaping to thrive and for maintenance activities;
- provide logical and appropriate relationships among the proposed lots including the relationships of yards, the orientation of the dwelling units, and the use of pipestem lots;
- provide convenient access to transit facilities;
- Identify all existing utilities and make every effort to identify all proposed utilities and stormwater management outfall areas; encourage utility collocation where feasible.

c) *Open Space:* Developments should provide usable, accessible, and well-integrated open space. This principle is applicable to all projects where open space is required by the Zoning Ordinance and should be considered, where appropriate, in other circumstances.

d) *Landscaping:* Developments should provide appropriate landscaping: for example, in parking lots, in open space areas, along streets, in and around stormwater management facilities, and on individual lots.

e) *Amenities:* Developments should provide amenities such as benches, gazebos, recreational amenities, play areas for children, walls and fences, special paving treatments, street furniture, and lighting.

2. Neighborhood Context:

All rezoning applications for residential development, regardless of the proposed density, should be designed to fit into the community within which the development is to be located. Developments should fit into the fabric of their adjacent neighborhoods, as evidenced by an evaluation of:

- transitions to abutting and adjacent uses;
- lot sizes, particularly along the periphery;
- bulk/mass of the proposed dwelling units;
- setbacks (front, side and rear);
- orientation of the proposed dwelling units to adjacent streets and homes;
- architectural elevations and materials;
- pedestrian, bicycle and vehicular connections to off-site trails, roadways, transit facilities and land uses;
- existing topography and vegetative cover and proposed changes to them as a result of clearing and grading.

APPENDIX 9

RESIDENTIAL DEVELOPMENT CRITERIA

Fairfax County expects new residential development to enhance the community by: fitting into the fabric of the neighborhood, respecting the environment, addressing transportation impacts, addressing impacts on other public facilities, being responsive to our historic heritage, contributing to the provision of affordable housing and, being responsive to the unique site specific considerations of the property. To that end, the following criteria are to be used in evaluating zoning requests for new residential development. The resolution of issues identified during the evaluation of a specific development proposal is critical if the proposal is to receive favorable consideration.

Where the Plan recommends a possible increase in density above the existing zoning of the property, achievement of the requested density will be based, in substantial part, on whether development related issues are satisfactorily addressed as determined by application of these development criteria. Most, if not all, of the criteria will be applicable in every application; however, due to the differing nature of specific development proposals and their impacts, the development criteria need not be equally weighted. If there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal. Use of these criteria as an evaluation tool is not intended to be limiting in regard to review of the application with respect to other guidance found in the Plan or other aspects that the applicant incorporates into the development proposal. Applicants are encouraged to submit the best possible development proposals. In applying the Residential Development Criteria to specific projects and in determining whether a criterion has been satisfied, factors such as the following may be considered:

- the size of the project
- site specific issues that affect the applicant's ability to address in a meaningful way relevant development issues
- whether the proposal is advancing the guidance found in the area plans or other planning and policy goals (e.g. revitalization).

When there has been an identified need or problem, credit toward satisfying the criteria will be awarded based upon whether proposed commitments by the applicant will significantly advance problem resolution. In all cases, the responsibility for demonstrating satisfaction of the criteria rests with the applicant.

1. Site Design:

All rezoning applications for residential development should be characterized by high quality site design. Rezoning proposals for residential development, regardless of the proposed density, will be evaluated based upon the following principles, although not all of the principles may be applicable for all developments.

a) *Consolidation:* Developments should provide parcel consolidation in conformance with any site specific text and applicable policy recommendations of the Comprehensive Plan. Should the Plan text not specifically address consolidation, the nature and extent of any proposed parcel consolidation should further the integration of the development with adjacent parcels. In any event, the proposed consolidation should not preclude nearby properties from developing as recommended by the Plan.

APPENDIX 11

GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. **Transit Proximity and Station Area Boundaries:**

   Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

   This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. **Station-specific Flexibility:**

   Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

   Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger

mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. **Pedestrian and Bicycle Access:**

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. **Mix of Land Uses:**

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. **Housing Affordability:**

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for low and moderate income residents. Affordable and workforce housing should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. **Urban Design:**

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. **Street Design:**

Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. **Parking:**

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. **Transportation and Traffic:**

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.

- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.

- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the County's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

A balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision or these facilities is not postponed until final phasing of a development.

County of Fairfax, Virginia

MEMORANDUM

DATE February 4, 2010

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: Environmental Assessment: RZ/FDP 2009-HM-019
Reston Station

This memorandum, prepared by Mary Ann Welton, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. Plan citations are followed by a discussion of concerns including a description of potential impacts that may result from the proposed development based on the revised Conceptual Final Development Plan (RZ/FDP) Plan dated January 29, 2010 and proffers dated February 1, 2010. Possible solutions to remedy identified issues are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are in harmony with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, on pages 6-9, 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 g.	Monitor the performance of BMPs.
Policy h.	Protect water resources by maintaining high standards for discharges from point sources.

Policy i. Monitor Fairfax County's surface and groundwater resources.

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. . . .

- Where feasible, convey drainage from impervious areas into pervious areas. . . .
- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements.
- Encourage shared parking between adjacent land uses where permitted. . . .
- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements. . . .

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

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, on page 10, the Plan states:

"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. . . ."

The Fairfax County Comprehensive Plan Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, pages 10 and 11, states:

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

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

New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA, or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA."

The Fairfax County Comprehensive Plan Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, page 12 states:

"**Objective 7:** **Minimize the exposure of new development to the potential of flood impacts.**

Policy a: Prohibit new residential structures within flood impact hazard areas."

The Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, page 16, states:

"**Objective 10:** **Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, on pages 17-19, the Plan states:

"**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. . . .

Policy d. Promote implementation of green building practices by encouraging commitments to monetary contributions in support of the county's environmental initiatives, with such contributions to be refunded upon demonstration of attainment of certification under the applicable LEED rating system or equivalent rating system.

Policy e. Encourage energy conservation through the provision of measures which support nonmotorized transportation, such as the provision of showers and lockers for employees and the provision of bicycle parking facilities for employment, retail and multifamily residential uses."

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.

Background: The subject area consists of two parcels of land – an approximately 9 acre parcel owned by the Fairfax County Board of Supervisors and used as a park and ride lot, and an approximately 3.5 acre parcel owned by Comstock Partners and developed with an office building and parking structure. These two parcels are not contiguous and are zoned I-4. This application proposes to rezone the subject parcels to the Planned Development Commercial (PDC) Zoning District to allow the development of a mixed-use, transit-oriented project near the future Reston Metro Station located west of Wiehle Avenue and north of the Dulles Airport Access Toll Road.

The subject property is located in the Difficult Run Watershed. The western portion of the application property is located in a field verified Resource Protection Area (RPA) as defined by the County's Chesapeake Bay Preservation Ordinance. As part of the Department of Public Works and Environmental Services (DPWES) watershed planning effort, the future Reston Metro Station at Wiehle Avenue has been evaluated as part of the Difficult Run Watershed study, and specifically the Colvin Run Subwatershed.

Stormwater Management/Best Management Practices (SWM/BMP): The subject property is mostly an impervious site and according to the swm/bmp and outfall narrative on the development plan the proposed development would result in a minor increase in impervious surface over existing conditions. A number of measures are proposed to meet water quality and quantity control requirements for the proposed development including two large underground stormwater vaults located on Blocks 1 & 2, as shown on page 18 of the development plan, and a possible third vault may be provided. Vault 1, Block 1 is proposed to be located near proposed Building 4; Vault 2, Block 2 is proposed to be located south of the existing parking garage on the Comstock property under proposed Building 7; possible Vault 3 is located in the upper northwest corner of the Comstock property south of Sunset Hills Road in an area which is currently developed as surface parking. One BMP storm filter is proposed for Block 1 and another is proposed for Block 2.

The stormwater narrative indicates that the application qualifies as a redevelopment proposal under the County's Chesapeake Bay Preservation Ordinance (CBPO). Thus, the disturbance represented by the location and construction of Vaults 2 and 3 as well as any encroachment related to development options on Block 2 would be allowed within the RPA if there is not a net increase of imperviousness within the RPA. The applicant should provide impervious calculations for all proposed options for Block 2 to demonstrate no net increase in impervious surface in the RPA.

Outfall Analysis and Flood Impacts: According to outfall narrative, the runoff from the proposed development drains to the west to the existing Reston Section 913 SWM pond. The applicant proposes a minor diversion to the existing man made drainage pattern near Sunset Hills Road and Comstock Metro Center Drive. The proposed diversion routes storm water to Vault 2 for storm water quality control and then it is returned to its natural course in the 913 SWM pond. The pond outfalls to the north through a culvert system under a VDOT parking lot, under the W&OD trail and ultimately drains into a culvert system beneath a fairway of Hidden Green Golf Course located north and east of the subject property. The narrative acknowledges "a known downstream adequate outfall capacity concern," citing floodplain study # 4528-FP-01-2 which is the basis for calculations for this current application. The study modeled the existing 913 SWM pond and found the 10-year storm event overtopping Sunset Hills Road.

To address potential outfall issues, the narrative indicates that vault sizing calculations for this plan have been generated to anticipate the largest possible volumes. A "potential" pond retaining wall is shown on sheets 5 and 18 of the development plan between the eastern edge of the existing stormwater pond and the western side of the Comstock property. The 100 year floodplain (identified as "100 year water surface" on the development plan) is depicted

approximately 20' west of this proposed retaining/flood wall. No other details have been provided which describe the specifications for this possible retaining/flood wall or its future function in preventing flooding site on site other than the depicted length which appears to exceed 450.' The development plan notes that the potential pond retaining wall will be designed at the time of site plan.

Given the fact that the site of the proposed development will have limited areas of natural infiltration (due to the site being covered mostly with impervious surface) for stormwater runoff and serve as a major and active transportation and pedestrian hub for the community, staff has concerns that the applicant has not fully demonstrated at this time that the site will be protected from future flooding impacts. Neither the development plan nor the proffers provide specific information (e.g., the development project may have two or three SWM vaults and may or may not have a SWM pond retaining wall) and commitment that the proposed development conforms to Comprehensive Plan's guidance to "(m)inimize the exposure of new development to the potential of flood impacts." Staff finds this uncertainty problematic because the flood study modeled the existing 913 SWM pond and found the 10-year storm event overtopping Sunset Hills Road. The adequacy of outfall and any proposed SWM/BMP measures will be subject to review and approval by the Department of Public Works and Environmental Services.

Transportation Generated Noise: Proffer 42. A. Noise Attenuation Measures, addresses the applicant's intent to generally conform to the Policy Plan recommendations for 45 dBa Ldn for residential interior areas (including the hotel) and 65 decibels for outdoor recreation areas. The proffer also commits to mitigate noise in the interior office space to 50 dBa Ldn. A preliminary noise study, Polysonics Report 5417, dated October 13, 2009, concluded that "unmitigated upper floor (160'above grade) noise levels exceeding 65 dBa Ldn will affect the entire site." However, the proffer language does not clearly identify any follow-up actions to ensure that the Policy Plan recommendation will be implemented throughout all phases of the development. Therefore, it is recommended that the proffer be augmented to commit to a refined acoustical analysis to be submitted to DPZ and DPWES at the time of each site plan submission for each phase of the development where noise impacts are present and should be mitigated. Each refined noise study should clearly identify the traffic and transit related noise impacts anticipated from Dulles Airport Access Toll Road (Route 267) and Metro rail transit. The noise study should include projected noise levels in the residential units, hotel rooms, office space and outdoor recreation areas, as shown on the submitted site plan. Each refined acoustical analysis to be submitted at site plan review will be based on final site topography and conditions and the analysis will include the following elements: site plans and cross-section views of the source of the noise in relationship to affected structures, residential units, hotel rooms, office spaces and outdoor recreation spaces (depicted at a measurable scale); and the consultant's recommendation for appropriate noise attenuation measures to ensure that the affected areas meet the Policy Plan recommendations on noise attenuation , as cited above.

The current proffers provides for submission of a refined acoustical analysis at the time of issuance of the building permit. Staff strongly recommends that the refined acoustical analysis be provided at the time of site plan review as this earlier stage of review could facilitate addressing noise impact issues.

The noise proffer does not correspond with information as shown on the development plan. For example, the first line of the proffer references "Block 1 wall construction techniques." However, it is unclear whether "wall construction" refers to the residential building wall or a noise attenuation wall. No noise attenuation measures are specifically identified on the development plan. All noise attenuation measures should be clearly identified on the development plan.

Green Buildings: The Policy Plan incorporates guidance in support of the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects.

The applicant is seeking to develop a mixed use development in conjunction with the future Reston Metro Station at Wiehle Avenue. The Policy Plan recommends that such developments, those which seek a change in use from what would be allowed as a permitted use under existing zoning and are located in specially designated areas, such as the Reston Herndon Suburban Center, attain basic Leadership in Energy and Environmental Design (LEED) certification through the U.S. Green Building Council (USGBC) or other equivalent program with third party certification. The applicant has failed to conform to this Comprehensive Plan policy because there is no commitment for LEED certification by USGBC or an equivalent third-party green building certification.

The draft proffers indicate that prior to building plan approval for each respective building, the project architect or in more recent discussions an independent LEED Accredited Professional (LEED AP) has been offered by the applicant to provide "certification" demonstrating the level of attainment of LEED certification. Since the adoption of Policy Plan guidance on green buildings, all commitments for certification have been subject to recognized, rigorously reviewed, third-party green building program such as LEED, Energy Star Qualified New Homes, and EarthCraft House. Attainment of certification would be conferred by the respective organization such as USGBC. In staff's opinion, a project architect or independent LEED AP or any individual should not be making "certifications" in lieu of formal evaluation and legitimate certifications. Staff is concerned that the delegation of authority to an individual may set an undesirable precedent for future cases and could undermine the integrity of future green building commitments. As the County is a partner in this project, staff does not support any exception or deviation in implementing green building policies regarding all buildings under this application. To be in conformance with the Policy Plan's green building guidance, the applicant should commit to LEED certification for all buildings through USGBC. As an alternative, another recognized third party green building certification program may be appropriate provided that staff and a third party consultant determine it to be an equivalent to LEED certification. Ideally, such an alternative third party green building certification would be identified, evaluated and determined to be acceptable prior to the approval of the rezoning application to ensure that an alternative is feasible. (To date, no applicant has offered an alternative to LEED certification for non-residential buildings.)

The draft proffers indicate that office buildings will be designed and constructed to qualify for LEED Silver certification and that residential and hotel buildings would qualify for basic LEED certification. Some of the requisite elements which support a commitment to LEED

certification are included in the draft proffers, such as the inclusion of a LEED AP on the design team and the posting of a green building escrow in the amount of $2.00 per square foot of building for any office building which does not appear to be on track for LEED Silver certification. For any residential and hotel building which would seek basic LEED certification, a green building escrow should be provided at site plan submission.

COUNTYWIDE TRAILS MAP:

The Countywide Trails Plan depicts a major paved trail on the west side of Wiehle Avenue and a minor paved trail on the south side of Sunset Hills Road immediately adjacent to the subject property. Pedestrian circulation is discussed in detail in the Land Use Report for this application.

PGN: MAW

County of Fairfax, Virginia

MEMORANDUM

February 3, 2010

TO: William J. O'Donnell, Jr. AICP, Planner II
Zoning Evaluation Division, DPZ

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

SUBJECT: Reston Station at Wiehle Metro, RZ/FDP 2009-HM-019

I have reviewed the above referenced rezoning application including, CDP/FDP stamped as received by the Zoning Evaluation Division, DPZ, on February 1, 2010; and draft proffers dated February 1, 2010. The following comments are based on this review and previous site visits conducted during the course of reviewing this case.

1. **Comment:** The Plaza Detail Plan shows Category III trees in planters dividing seating areas. There is an opportunity for trees to be more effectively positioned to shade seating from the more harsh sunlight that occurs after noon, particularly in urban environments with large areas of pavement and glass.

   Recommendation: Request that plaza seating areas with trees be reconfigured to place trees on the southwest to west side of seating areas.

2. **Comment:** Raised planters in plaza areas could be connected to provide additional soil volume, increasing rooting area for healthier tree development.

   Recommendation: Suggested design options are provided in the attachment to this memo.
   - Options A & B: Planters near seating areas could be joined with narrower shrub planting areas.
   - Option C: Individual planters not associated with seating could be connected to provide 20-40 percent additional rooting area without sacrificing functional plaza area.

HCW/
UFMID #: 146847

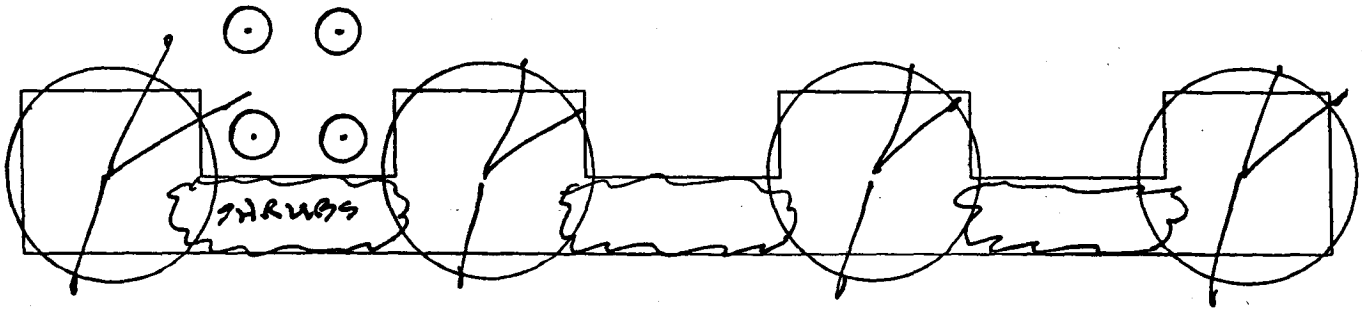
Attachment (as stated)

cc: RA File
DPZ File

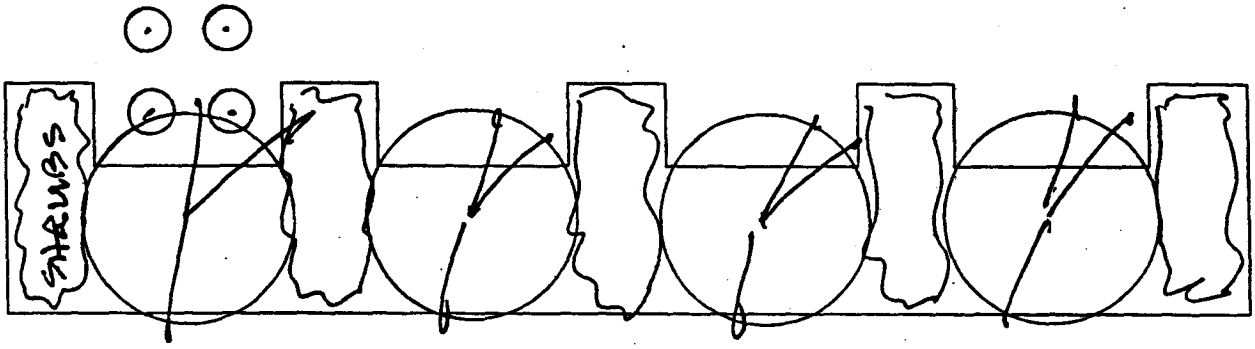
Department of Public Works and Environmental Services
Land Development Services, Urban Forest Management Division
12055 Government Center Parkway, Suite 518
Fairfax, Virginia 22035-5503
Phone 703-324-1770, TTY: 703-324-1877, Fax: 703-803-7769
www.fairfaxcounty.gov/dpwes

Attachment
Recommended Planter Configurations

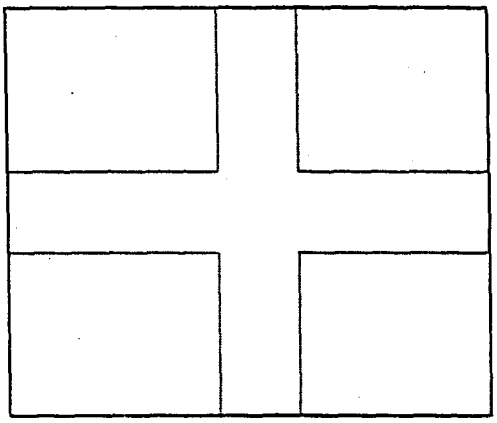
Option A

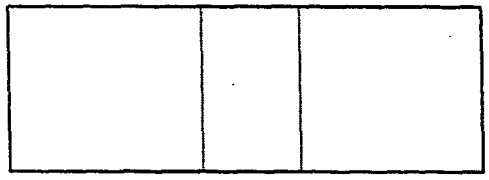


Option B



Option C





- Combined planter areas
- Dotted lines shows previous planter walls

Department of Public Works and Environmental Services
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County of Fairfax, Virginia

MEMORANDUM

DATE: March 8, 2010

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

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

FILE: 3-4 (RZ 2009-HM-019)

SUBJECT: RZ 2009-HM-019 - 11465 SH I, LC & Fairfax County Board of Supervisors
Site - Reston Metro Station Joint Development
Land Identification Maps: 17-4 ((1)) 17A; 17-4 ((24)) 3

This department has reviewed the subject rezoning submittal including proffers dated September 30, 2009, revised through January 14, 2010, and development plans dated June 15, 2009, revised through January 14, 2010. We have the following comments on the application.

As detailed in the staff report drafted by the Department of Planning & Zoning, the subject application is a step in the process of securing final approval of a joint development proposal for the land area adjoining the future Reston Metro Station on the Silver Line extension of Metrorail. Prior to submittal of the subject zoning request, a Development Agreement was completed that defines the responsibilities of both the County and the developer to complete improvements at the station area, including a number of transportation improvements. This agreement figured prominently in the negotiations over proffered transportation commitments, particularly in defining the scope of road improvements. Because of the pre-negotiated agreement, certain constraints guided the negotiations undertaken with the subject application. Details such as responsibility for right-of-way acquisition were already defined. Further, expenditures for right-of-way acquisition were capped to the rail project budget. Given the complexity of the situation, a great deal of creativity was necessary to ensure that adequate improvements are constructed and committed for implementation. With the added constraint of bringing this development to rezoning approval within a specific project timeline, a significant amount of staff effort was involved to coordinate with multiple public and private parties to resolve design details and secure development commitments at this stage of the process.

A number of critical transportation issues were identified and addressed in the review of this application. These are summarized below.

- A Transportation Demand Management (TDM) program for the residential and commercial development proposed above the Metrorail garage

- Parking supply commensurate with development located at a Metrorail station

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4050 Legato Road, Suite 400
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Phone: (703) 877-5600 TTY: 711
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FCDOT
Serving Fairfax County for 30 Years and More

- Design and construction of public internal roadways
- Scope of offsite street improvements outlined in a Record of Decision (ROD) for construction of the Metrorail extension to Wiehle Avenue
- Integration of rail access facilities (parking, bus, kiss-n-ride) with development

TDM

Given the location of the development adjoining a Metrorail station, TDM is seen as an intrinsic measure to reduce single-occupant vehicle (SOV) trips. It is further critical to reducing the traffic impact of development on the already congested roadways nearby.

The developer has committed to a reduction of trips through TDM measures. The TDM program will be applied to residential and office development. A phased TDM program has been proffered that will set an initial Non-SOV mode split goal of 25% for all development. A goal of 35% will be set for the latter phases of development. The achievement of the 35% goal for office development is further incentivized from the initial 25% by a commitment to achieve an incremental minimum 1% increase per year for a 10 year period. If the 1% is not achieved it will be subject to added remedies and potential penalties.

Commitments to remedy potential failures have been made. A programmatic structure will be put in place that will apply with zoning. This program comprises strategies to influence achievement of Non-SOV share including the infusion of financial subsidies to enhance the TDM program.

Further, an agreement to proffer monetary penalties is proposed by the developer. The developer has agreed to establish a maximum cap of $200,000 for penalties. They have also agreed to payments for possible failures within various ranges of non-attainment.

The proffers provide further details on the implementation and management of the TDM program.

Parking

Management of the parking supply is seen as a critical component of an effective TDM program. Limiting available parking influences employees to seek other means to travel to and from the site. Constrained residential parking has an influence on tenant mix, attracting residents who are less inclined to use vehicles for commuting or local trips. The immediate proximity of the Metrorail station is also a factor in reducing parking demand for the residential and commercial development proposed with the garage construction as this will be a convenient means for commuter trips. The County is seeking to aggressively reduce parking supply at transit-oriented development (TOD) areas where this development is located.

To address parking management, the developer has agreed to bring down the parking ratio as development phases are constructed such that they will meet the current minimum

ratio of 2.6 spaces per 1000 square feet of development when the final phases are constructed. The commitment to meet the minimum requirement is significant given the general practice of constructing parking well above requirements at suburban office sites; however staff sought a another means to lower the number of parking spaces. After additional discussion, the developer has agreed to reduce its parking supply below County code requirements through processing and seeking approval of a parking reduction and shared parking petition. A proffer to conduct a parking utilization study that may provide a means to reduce parking further has also been provided.

While a recognition by the developer that less parking in a TOD development is feasible was elusive, staff was able to secure a means to reduce parking in the future as development of the site occurs. Given the character of development in the vicinity, this is seen as a mechanism to influence other similar land use proposals in the Reston area to reduce parking supply.

Internal roadways

The ROD approved for construction of a rail facility at Wiehle Avenue stipulates that a public road network be constructed for access to the facility. The designation of a public road implicitly indicates that VDOT will need to accept and maintain the roadways. A number of constraints and obstacles to securing acceptance of the road by VDOT were apparent with submission and review of the application. County staff, the applicant, and VDOT worked jointly to address the extensive array of design issues with the proposed Reston Station Boulevard and Comstock Metro Center Drive in the quest to secure public roads. Included in this effort was a goal to acknowledge urban design principles in the roadway cross-section. While some success was achieved, the design is not entirely expressive of the envisioned urban street.

VDOT staff reviewing the application has recently indicated that the roadway design is generally able to meet their approval; however there will be continued review of the design and engineering of the roads subsequent to rezoning approval. To address this contingency, the developer and County have agreed to allow the roadway to be maintained by the developer if it cannot be designed to acceptable standard for VDOT maintenance. The proffers and a separate road maintenance agreement detail the terms and conditions of maintenance and operation of the road.

Offsite roadway improvements

The developer and the County are responsible for a number of improvements on existing roadways discussed in the ROD. In addition, the traffic impact analysis (TIA) submitted by the applicant identifed other improvements to address the impact of the development above the rail station garage. VDOT approval of the road improvements was sought in this review process. Some of the proposed improvements have presented design challenges due to right-of-way and physical constraints. Staff has gotten detailed feedback from VDOT to address these challenges and they are expected to be resolved as the garage construction and development continues to proceed. Exhibit 'A' in the proffer document details the road improvements to be completed by the developer.

Integration of rail access facilities

With a relatively constrained site available for joint development of a Metrorail garage beneath a mixed-use development approaching a density of 2.5 FAR, integration of access to the rail facilities and the development is complex. The location of the site adjoining the Dulles Access & Toll Road, a limited-access facility, also limits the means to distribute site trips and entrances for the project. Therefore, all points of access are from the proposed Reston Station Boulevard.

Metrorail requires access to the proposed 2300 space garage for rail passengers, access to a kiss-n-ride facility, and access to the bus dropoff. In addition, the development needs access to its parking facilities, loading areas, and has maintained that other points of access are critical to their development. Locating the multiple points of access to ensure that safety and operation of the internal roadway is preserved was a primary focus of the review.

To address staff concerns, the developer and the County have agreed to relocate rail-related facilities as well as consolidate and limit some access to both reduce conflicting entrances and spread the highest volume entry points. Further, three intersections will be signalized to control the flow of traffic on Reston Station Boulevard and optimize exit and entry for multiple facilities.

Additional discussion

Additional Agreements - The developer and the County have indicated that agreements defining responsibilities for road maintenance should Reston Station Boulevard become a private roadway as well as allocation of proffer responsibilities between the developer and the County are necessary. Because these are critical to implementation of proffers and development, the agreements will need to be completed prior to final approval of the rezoning request by the Board of Supervisors.

Access to the Proposed Plaza - Throughout review of this application, we have expressed concerns about the design of the plaza area to allow vehicular access. We have felt that this access should be prevented or severely limited. Our concerns are based primarily on the location of access to the rail station at the plaza level and the convenience this will provide to drivers who we believe will use this as a convenient kiss-n-ride dropoff. Further, the developer intends to construct a garage access way from the plaza level.

We feel that vehicular traffic should not be encouraged in an area primarily designed for pedestrian use. The constraints of the building design and efforts to address pedestrian and passive uses in the area create little area to accommodate higher volumes of vehicle traffic.

The developer has made some modifications to the plaza area and Reston Station Boulevard to address our concerns including restricting left turns from the plaza entrance to Reston Station Boulevard and proposing construction of a median in the entry to prevent lefts into the garage. However, we have recommended that the entrance to Reston Station Boulevard be right-in/right-out only to further discourage traffic on the plaza. A

design that further limits where vehicles can travel on the plaza has also been proposed to the developer.

Street Environment - We challenged the developer to create a streetscape on Reston Station Boulevard that will feel inviting and safe for pedestrians. We expressed concerns that the number of entrances, the narrow sidewalk that was initially proposed, and the garage face on this frontage would create an inhospitable walking environment. More pedestrian traffic is expected as development occurs on other properties proximate to the site and creation of a positive walking environment is critical to encouraging this activity.

The developer has responded to the pedestrian environment concerns with several proposals. The number of entrances on Reston Station Boulevard has been reduced which reduces pedestrian/vehicle conflicts. A commitment to create a 14 foot wide area along Reston Station Boulevard that includes an 8 foot wide sidewalk and 6 foot wide planting strip has been committed in the CDP/FDP. Two pedestrian connections to the plaza level from the sidewalk are also planned, including a stairway between buildings from the street level to the plaza. The connections will help interrupt the walled environment on the street. The developer has also proposed constructing building curtainwall down to street level to disguise the garage behind it. This concept is depicted in the Project Illustrative but this is not committed in the proffers.

Pedestrian Access to Development - Two points of access to the plaza area of the development continue to have unresolved issues. The developer has proposed a future above-grade pedestrian connection to property north of site across Reston Station Boulevard. They propose to grant easements to facilitate the connection should it be feasible. We have asked that the developer also provide construction commitments at the point of the connection and/or financial commitments to facilitate construction of it.

The developer has also proposed to provide a plaza level pedestrian connection to future development west of the site. The quality of the walking environment on this approach has not been adequately defined. The development design proposes a 23 foot wide walking area that narrows to 13 feet on the western building edge. In addition, the area will be covered by a multi-level garage structure. The walking environment could be akin to a tunnel thus becoming an unattractive pedestrian route. Since the character of the adjoining future development is undefined, the western terminus of the connection as proposed is isolated. The developer has not addressed our recommendations to provide details to enhance the walking environment.

AKR/MAD

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

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

December 15, 2009

Ms. Regina Coyle
Director of Planning and Zoning
Office of Comprehensive Planning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5511

Re: RZ/FDP 2009-HM-019 Reston Station at Wiehle Metro
Tax Map # 17-4((24))0003 & ((01))0001
Fairfax County

Dear Ms. Coyle:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, your proposed rezoning was submitted to the Virginia Department of Transportation (VDOT) for review on November 2, 2009, and received on November 3, 2009.

We have evaluated the rezoning and prepared comments on the results of our evaluation. The comments present our key findings as well as detailed comments on the future transportation improvements which will be needed to support the current and planned development in the study area.

Our comments are attached to assist the Planning Department, the Planning Commission and the Board of Supervisors in their decision making process regarding the rezoning.

Please arrange to have these comments included in the official public records, and to have both this letter and the VDOT comments placed in the official file for this rezoning. VDOT will make these documents available to the public through various means, and may post them to the VDOT website.

Please contact me if you have any further questions regarding these comments.

Sincerely,

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
527Info2009-HM-019rz2RestonSta@WiehleMetro12-15-09RC

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

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

December 15, 2009

Ms. Regina Coyle
Director of Planning and Zoning
Office of Comprehensive Planning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5511

Re: RZ/FDP 2009-HM-019 Reston Station at Wiehle Metro
Chapter 527 Comments
Tax Map # 17-4((24))0003 & ((01))0001
Fairfax County

Dear Ms. Coyle:

VDOT has reviewed the above plan and traffic impact study submitted on November 2, 2009, and received on November 3, 2009. The site is generally located north of Route 267 (Dulles Airport Access and Toll Road), south of Route 675 (Sunset Hills Road), east of Isaac Newton Square, and west of Route 828 (Wiehle Avenue). The subject site is proposing a mixed use development combining approximately 535,000 square feet of office, 60,350 square feet of specialty retail, 60,000 square feet of shopping center, a 200-room hotel, and approximately 444 residential dwelling units. The project is scheduled to be constructed in two phases. The first phase of the project scheduled to be completed in 2013, with full Build Out completed in 2015. The site currently consists of the Reston East Park & Ride Lot containing approximately 820 surface parking spaces and 8 bus terminals, and approximately 91,000 square feet of office space. Access to the proposed mixed use development will be provided along the existing Reston East Park & Ride Lot access and Isaac Newton Square. Phase I of the proposed plan will generate approximately 449 new vehicle trips in the weekday morning peak hour and approximately 655 new vehicle trips in the weekday afternoon peak hour. Phase I of the development will generate approximately 6,217 average weekday daily vehicle trips. At Build Out the proposed plan will generate approximately 854 new vehicle trips in the weekday morning peak hour and approximately 1,122 new vehicle trips in the weekday afternoon peak hour. The entire development will generate approximately 11,134 average weekday daily trips at completion. The revised report responded to previous comments, however a considerable amount of new material and analysis has been added to this report. The following comments are based on the new information included in the traffic impact analysis:

1. On Page 9 the study area consists of nine existing intersections, not ten intersections as mentioned on this page.

2. On Page 55 the Bus Loop intersection (#11) is about 200' from Reston Metro Center Dr. (#12) and not 400' as mentioned in the report.

3. On Page 85 please correct the text below Table 18. This table shows the trip generation for the Build Out scenario, not for Phase I.

4. On Page 129 the Option 4 (Alternative 4) 2020 AM scenario southbound approach geometry is incorrect in the Synchro analysis. The approach should include conversion of one southbound through lane to a shared through/right lane.

5. The Figures on Pages 109 and 132 have incorrect northbound approach geometries indicating left and right turn lanes instead of the double left and shared through/right lanes used in the Synchro analysis.

6. The Figures on Pages 110 and 133 have incorrect eastbound approach geometries indicating a shared through/right instead of the shared left\through\right lane used in the Synchro analysis.

7. On Page 105 the Option 3 (Alternative 3) 2015 AM scenario the westbound approach geometry is incorrect in the Synchro analysis. The approach should include conversion of one westbound through lane to a shared through/left lane.

8. On Page 106 the southbound geometry is incorrect in the Synchro analysis. One through lane should be a shared through/right lane.

9. On Page 129 the westbound geometry is incorrect in the Synchro analysis. One through lane is not a shared through/left lane.

Comments on the Recommended Improvements:

10. For pedestrian related improvements, existing and proposed count down signal installation would require modifications to all signals. Before reducing the turning radii, intersections should be checked with turning templates for the trucks and buses using the turns.

11. Signal modifications with overlaps, coordination, etc., will need signal design plans for the changes at intersections such as #1, #2, #3 and #8.

12. The retiming of individual signals can be an option; however, the impact of such an action should be analyzed for the entire corridor or network. The proposed change in cycle length from 70 to 140 seconds for intersection #8 is not acceptable.

13. We do not agree with the recommendation of adopting the compact design for Reston Station Boulevard in lieu of the Record of Decision Improvements. The Record of Decision Improvements are based on previous arrangements and studies for the projected traffic on Reston Station Boulevard. Therefore, reducing the roadway width from two westbound through lanes to one westbound through lane will have serious implications. The study recommendation is based on the analysis of the 2015 scenario only, while the impact on the 2020 scenario is not discussed in the report.

14. The following are our comments and recommendations on the options and alternatives analyzed for the three Multi-Modal Priority Intersection Improvements for the 2015 and 2020 scenarios:

    a. Wiehle Avenue and Sunset Hills Road - The study lacks a recommendation of any preferred option out of the six options analyzed for this intersection. All the options show a degradation of the Level of Service and increased queues for left and right turning movements. Therefore our recommendation is to adopt the improvements planned for this intersection consisting of adding a 2nd westbound left turn bay, a westbound right turn bay and a southbound right turn bay.

    b. Wiehle Avenue and Reston Station Boulevard - The three options analyzed in the study do not recommend a preferred option. Again all of the options analyzed show a degradation of the Level of Service and increased queues for left and right turning movements. Therefore our recommendation is to adopt the planned improvement of adding a 4th southbound through lane.

    c. Wiehle Avenue and Sunrise Valley Drive - Only one option is analyzed which is not acceptable. It shows a degradation of the Level of Service and increased queues for left and right turning movements.

Additional VDOT comments:

15. Even where a signal is intuitively warranted based on the analysis for the projected traffic, we recommend a signal warrant study be re-examined no earlier than one year prior to Build Out of the project. Signal warrant studies need to be provided in separate booklets, and alternatives other than a traffic signal should be provided in the study. As of July 1, 2009, all warrant studies should be signed and sealed by a professional engineer registered in the Commonwealth of Virginia.

16. A raised island needs to be constructed at the intersection of Market Square and Reston Station Boulevard (#13) to prevent all left turns in and out of the driveways. The Year 2013 and 2015 scenarios show the driveway will be blocked during the AM peak hour by the left turn queue at the Commercial Parking Access driveway (#12). If a westbound left is accepted, then a raised median treatment is needed similar to Figure 3-22 in Appendix G of VDOT's Access Management Design Standards.

17. The spacing of the north drive access of Block 2 as shown in CDP/FDP plan will not meet the access management standards. Sunset Hills Road is a minor arterial and requires the driveway located 660' from the intersection.

18. If Reston Station Boulevard is proposed for maintenance in the VDOT system then it should meet all the current design standards for this classification of street, such as reducing the number of access points and meeting the spacing requirements between signalized intersections.

The TIA should be revised to address these new comments and resubmitted. Please contact me if you have any further questions regarding these comments.

Sincerely,

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
527Info2009-HM-019rz2RestonSta@WiehleMetroComments12-15-09RC

County of Fairfax, Virginia

MEMORANDUM

DATE: July 27, 2009

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

FROM: Eric Fisher, GIS Analyst III
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Rezoning and Final Development Plan Application RZ/FDP 2009-HM-019

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station **#425, Reston**

2. After construction programmed _____ this property will be serviced by the fire station _____

3. In summary, the Fire and Rescue Department considers that the subject rezoning application property:

   _X_ a. currently meets fire protection guidelines.

   ____ b. will meet fire protection guidelines when a proposed fire station becomes fully operational.

   ____ c. does not meet current fire protection guidelines without an additional facility; however, a future station is projected for this area.

   ____ d. does not meet current fire protection guidelines without an additional facility. The application property is ____ of a mile outside the fire protection guidelines. No new facility is currently planned for this area.

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

August 12, 2009

Ms. Regina Coyle, Director
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5505

Re: RZ 2009-HM-019
FDP 2009-HM-019
Reston Station at Wiehle Metro

Dear Ms. Coyle:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is served by Fairfax Water.

2. Adequate domestic water service is available at the site from existing 8-inch and 12-inch water mains located on the property. See the enclosed water system map. The Generalized Development Plan has been forwarded to Plan Control for distribution to the Engineering Firm.

3. Relocation of water facilities necessary to accommodate this development plan are at the owners expense, and must be approved by Fairfax Water.

4. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

Traci K. Goldberg

Traci K. Goldberg, P.E.
Manager, Planning Department

Enclosure

County of Fairfax, Virginia

MEMORANDUM

DATE: February 9, 2010

TO: William O'Donnell
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Jeremiah Stonefield, Chief
Stormwater and Geotechnical Section
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Rezoning & Final Development Plan Application #RZ/FDP 2009-HM-019; Conceptual/Final Development Plan (CDP/FDP) dated January 29, 2010, and draft Proffers dated February 1, 2010; Tax Map #17-4-24-0003 & #17-4-01-0017A; Hunter Mill District.

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)
Based on the history on the development of the portions of the site, and the applicable codes, requirements and policies, the water quality control computations should be based on the amount of imperviousness which currently exists on the site, as depicted on the most recently approved site plans for the applicable portions of the site. The Regional SWM/BMP Facility Reston 913 Retrofit project was never constructed. The site is not currently and adequately served by an existing water quality control facility, therefore sufficient water quality controls are necessary. Based on the proposed impervious area, the phosphorous removal requirements will be based on the requirements for redevelopment, calculated in accordance with PFM 6-0401.2B. The applicant has indicated water quality controls will be provided either on-site, and has shown proposed StormFilter™ BMP facilities, or may be provided off-site if other facilities are approved by DPWES at the time of Site Plan.

There is Resource Protection Area (RPA) on the Block 2 portion of the site. A site specific, field-verified RPA delineation plan, 2615-RPA-001-1, was approved November 24, 2009. Construction within the RPA is proposed. The applicant has previously provided an estimate of the amount of disturbed area and the proposed net change of impervious area within the RPA associated with the project within the RPA. The applicant has now proposed 3 optional layouts for Block 2, including different building configurations, a potential "pond retaining wall" and possible relocation of the sanitary sewer. The draft WQIA included on sheet 19A has not been updated to include the revised optional layouts to determine if the new options,

Stormwater Detention

Based on the history on the development of the portions of the site, and the applicable codes, requirements and policies, the water quantity control requirement should be based on the amount of imperviousness which currently exists, as depicted on the most recently approved site plan for the applicable portion of the site. The proposed increase in imperviousness beyond that depicted on the most recently approved site plan will require detention (PFM 6-0301.3). The applicant has proposed underground detention vaults in the residential developments. The applicant has submitted a separate request for a waiver for underground detention in a residential development. As defined in PFM 6-0303.8, the waiver may be considered only by the Board of Supervisors in conjunction with the rezoning application. The waiver request, 2615-WPFM-002-1, was submitted January 11, 2010, and is currently under review by DPWES. A separate analysis, recommendation and proposed conditions are provided with a separate memorandum.

The waiver request did not include any estimated costs for the annual maintenance and future replacement of the facilities. Instead, the applicant has made a statement indicating that, to address the burden on the residential owners related to the maintenance and future replacement, they intend to exclude the residential owners from responsibility of the underground vaults. Proffer IV.23 indicates no individual residential unit owner, or the residential condominium association, will have any requirement to contribute to the maintenance or replacement of such facilities.

Site Outfall

The Outfall Narrative must be provided which describes the condition of each Site outfall in terms of condition, stability and capacity along the site outfall downstream to a point where the watershed is at least 100 times the contributing site size or 1 square mile, ZO 16-502.1.Q(2)(c), and must show how the development will comply with the outfall requirements of the PFM, ZO 16-502.1Q(2)(d). The outfall narrative on Sheet 18A states that there are known downstream capacity concerns.

The CDP/FDP indicates that the PFM requirements for adequate outfall may be met using the Detention Method, and shows possible locations and the approximate volumes and sizes of off-line, gravity-drained, underground detention vault(s). The required access points, per PFM 6-1306.3H, are shown, along with proposed overhead ceiling heights, to demonstrate that sufficient space will be provided for required maintenance activities and equipment. The final design shown on the Site Plan must provide all underground facilities must be off-line, i.e. parallel systems or perpendicular to appurtenant structures, PFM 6-1306.3L. In addition, the narrative indicates that the applicant may consider alternative methods to meet the outfall requirements, subject to DPWES approval at the time of Site Plan.

Additional Comments

The proposed sanitary sewer extension under Sunset Hills Road is within the embankment of the "Reston 913" facility. Whenever possible, utility conduits other than the principle spillway should be located outside the embankment, PFM 6-1605.5. If other locations for the utility line are not possible, the installation must comply with all applicable requirements for

could still include, at the time of Site Plan, provide limited maintenance of the on-site portion of the facility.

Please contact me or Beth Forbes, Stormwater Engineer Stormwater & Geotechnical Section, ESRD, DPWES at 703-324-1720 if you require additional information.

cc: Richard F. Stevens, Dulles Rail Project Manager
Craig Carinci, Director, Stormwater Planning Division
Steve Aitcheson, Director Maintenance and Stormwater Management, DPWES
Assad Ayoubi, Chief, Environmental & Site Review Division, DPWES
Donald Demetrius, Chief, Watershed Projects Evaluation Division, DPWES
Paul Shirey, Chief, Stormwater Management & Contracting Branch, DPWES
Hossien Malayeri, Project Coordinator, Planning and Design Division, DPWES
Beth Forbes, Stormwater Engineer, ESRD, DPWES
Zoning Application File (LDS Project #2615-ZONA-001-6)

County of Fairfax, Virginia

MEMORANDUM

DATE: February 12, 2010

TO: Billy O'Donnell, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Beth Forbes, Stormwater Engineer
Stormwater & Geotechnical Section, Environmental & Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Reston Station, Rezoning/Final Development Plan Application #2009-HM-019; Plat dated January 29 and draft Proffer Statement dated February 1, 2010, Tax Map #17-4-01-17A and #17-4-24-0003, Hunter Mill District

REFERENCE: Waiver #2615-WPFM-002-1 for the Location of Underground Facilities in a Residential Area

We have reviewed the referenced submission for consistency with Section 6-0303.8 of the Public Facilities Manual (PFM) which restricts use of underground stormwater management facilities located in a residential development (Attachment B). The Board of Supervisors (Board) may grant a waiver after taking into consideration possible impacts on public safety, the environment, and the burden placed on prospective property owners for maintenance. Underground stormwater management facilities located in residential developments allowed by the Board:

- shall be privately maintained;
- shall be disclosed as part of the chain of title to all future owners responsible for maintenance of the facilities;
- shall not be located in a County storm drainage easement; and,
- shall have a private maintenance agreement, in a form acceptable to the Director of the Department of Public Works and Environmental Services (DPWES), executed before the construction plan is approved.

The developers of Reston Station have requested approval of a Rezoning and Final Development Plan to allow the redevelopment of the site. Some uses will be demolished and replaced; other uses will remain and, possibly, expanded. The site currently provides office uses and a park-and-ride facility. A mixed-use development would replace the park-and-ride facility; retail uses and additional office floor area would be added to the parcel now with only office uses. Should the Rezoning and Final Development Plan be approved, there would be a potential for up to 1,344,180 square feet of office, restaurant, retail, hotel and residential uses.

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 703-324-1877 • FAX 703-324-8359

Detention for the existing development on these parcels is provided by the Reston 913 pond. The pond has capacity only for the existing development and does not have the capacity for any new development or redevelopment. Stormwater detention capacity above that provided by the pond will be required to mitigate a proposed increase in impervious area. Additional storage capacity has been shown on the Conceptual Development Plan/Final Development Plan as an option to meet adequate outfall requirements; the detention method (PFM 6-0203.4C) might possibly be used if the outfall is found to be inadequate. Since above-ground, on-site detention is not feasible in an urban environment and the Reston 913 pond cannot be easily expanded to handle the increases, the applicant feels the underground storage facilities are necessary.

Three underground facilities have been proposed. A 4,416-cubic-yard facility might be constructed underneath a proposed residential building, Building 4 on Block 1. A 62,300-cubic-yard facility would be constructed west of an existing office building, Building 8 on Block 2. A 36,000-cubic-yard facility would be constructed immediately south of an existing parking garage, Building 7 on Block 2.

The common areas of this development will be maintained by a Community Association. The residential units are proposed to be rental units. Should the residential units convert to condominium ownership in the future, the residential condominium owners association would become a sub-association to the umbrella Community Association.

ANALYSIS

An analysis of the possible impacts on public safety, the environment, and the burden of maintenance and replacement follows.

Impacts on Public Safety – The facility proposed for Block 1 would be located adjacent to a parking area below a residential building. Both of the underground facilities proposed for Block 2 would be located under paved parking or loading areas adjacent to a office building and its garage in areas where children are unlikely to play. The access points to the underground vault underneath the residential building will be located just inside the garage would lie in high-traffic areas so unofficial entry to the vault would be easily noticed.

If it is the intent of the Board to approve the waiver request, staff recommends the community association provide liability insurance in an amount acceptable to Fairfax County as a waiver condition. A typical liability insurance amount is $1,000,000 against claims associated with underground facilities. The private maintenance agreement should also hold Fairfax County harmless from any liability associated with the facilities. In addition, locking manholes and doors should be provided at each access point.

Impacts on the Environment – The underground facilities would outfall into a piped storm drainage system which would drain to the Reston 913 pond. Since the site is currently developed and the locations where the facilities are proposed are currently paved, there will be no increase in imperviousness as a result of the facilities.

One of the facilities in Block 2 is completely within the Resource Protection Area (RPA). One-half of the other facility in Block 2 is within the RPA. A Water Quality Impact Assessment (WQIA), as described in Article 4 of Chesapeake Bay Preservation Ordinance (CBPO), will be required to be submitted after the Board takes action on this rezoning action; the WQIA must be approved before a site plan to construct these facilities can be approved. The approval of

the WQIA will be conditioned on a set of requirements which will ensure there will be no adverse impact to the RPA from the construction and maintenance of the facilities. Since a decrease in impervious area within the RPA has been proposed, the redevelopment adding these facilities could be an allowed used in the RPA as described in CBPO 118-3-3(c). Staff does not believe that there will be any adverse impact on the environment from the construction and maintenance of any of the underground facilities.

Burden of Maintenance and Replacement – Proffer IV.23 (February 1, 2010) states that the maintenance of the vaults would be the responsibility of the Community Association and that no individual residential unit owner or future condominium association would be required to contribute to the maintenance or replacement of the underground facilities. Proffer IV.43, however, indicates that any condominium association formed would become a part of the Community Association and the Community Association will be responsible for all maintenance obligations listed in the proffers.

A residential property owner is usually required, as a waiver condition, to address annual maintenance costs as part of its private maintenance agreement with the County. A financial plan for the operation, inspection, and maintenance of the underground facilities is usually required to be established. An initial deposit in an escrow account in an amount equal to the estimated costs for the first 20 years of maintenance of the facility is also a usual requirement.

A residential property owner is also usually required, as a waiver condition, to address future replacement of the underground facilities as part of its private maintenance agreement with the County. In order to maximize the useful life of the underground facility, the property owner must be required to construct the underground facilities with reinforced concrete products only. A replacement cost fund, based on an estimated 50-year lifespan for concrete products, is usually established. The replacement reserve fund is usually separate from the annual maintenance fund to ensure the monies are available at the time replacement is necessary and have not been previously spent on maintenance activities.

The applicant has not provided an estimate of the annual maintenance cost or the replacement costs for the facilities with the explanation that commercial entities will own the residential units and commercial entities are not normally required to provide such information. In its waiver request, the applicant states it ". . . intends to exclude any residential unit owners from recurring maintenance and future replacement costs."

Maintenance on the vaults proposed for Block 2 will be accessible from paved areas and would be configured for standard maintenance. The vault proposed for Block 1 would be under the ground floor of Building 4. Since the access points for the facility will be in close proximity to Reston Station Boulevard, the hoses from the maintenance vehicles should be able to extend into the garage entrances and to the maintenance access points.

The replacement of the vault under Building 4, Block 1, will be problematic since it will be completely underneath the building. Some may argue that if the concrete below the building needs to be replaced, then the entire building will need to be replaced. The stormwater stored in the vault will be likely to be polluted with corrosives such as deicing chemicals which would come into contact with the vault's walls and cause failure of the vault. The footings of the buildings, not regularly subjected to the same level of pollution, might fare better.

If it is the intent of the Board to approve the waiver request, staff recommends the community association be required to execute a maintenance agreement prior to site plan approval. The maintenance agreement should expressly exempt the residential units, or any residential condominium owners association formed in the future, from any portion of the shared operation, inspection, maintenance, or replacement costs attributable to the underground vaults. The underground vaults should be constructed with reinforced concrete products.

RECOMMENDATION

DPWES recommends that the Board approve the waiver to locate up to three underground facilities at Reston Station, a mixed-use development. If it is the intent of the Board to approve the waiver, DPWES recommends the approval be subject to Waiver #2615-WPFM-002-1 Conditions, Reston Station, dated February 12, 2010, as contained in Attachment A.

If you have any questions, or need further assistance, please contact me at 4-1720.

ATTACHED DOCUMENTS:

Attachment A – Waiver #2615-WPFM-002-1 Conditions, Reston Station, dated February 12, 2010

Attachment B – PFM Section 6-0303.8

cc: Robert A. Stalzer, Deputy County Executive
James Patteson, Director, DPWES
Michelle Brickner, Acting Director, Land Development Services, DPWES
Steve Aitcheson, Director, Maintenance and Stormwater Management Division, DPWES
Jeremiah Stonefield, Chief, Stormwater & Geotechnical Section, ESRD, DPWES
Zoning Application File (2615-ZONA-001)
Waiver File

Waiver #2615-WPFM-002-1 Conditions

Reston Station
Rezoning/Final Development Plan Application #RZ 2009-HM-019
February 12, 2010

1. The underground facilities shall be constructed in accordance with the development plan and these conditions as determined by the Director of the Department of Public Works and Environmental Services (DPWES).

2. To provide greater accessibility for maintenance purposes, the underground facilities shall have a minimum height of 72 inches.

3. The underground facilities shall be constructed of reinforced concrete products only and incorporate safety features, such as including locking manholes and doors, as determined by DPWES at the time of construction plan submission.

4. The underground facilities shall be privately maintained and shall not be located in a County storm drain easement.

5. A private maintenance agreement, as reviewed and approved by the Fairfax County Attorney's Office, shall be executed and recorded in the Land Records of the County. The private maintenance agreement shall be executed prior to final plan approval.

   The private maintenance agreement shall address:
   - County inspection and all other issues as may be necessary to insure that the facilities is maintained by the community association in good working condition acceptable to the County so as to control stormwater generated from the redevelopment of the site and to minimize the possibility of clogging events.
   - A condition that the community association and its successors or assigns shall not petition the County to assume maintenance of or to replace the underground facilities.
   - Establishment of procedures to facilitate inspection by the County, i.e. advance notice procedure, whom to contact, who has the access keys, etc.
   - A condition that the community association provide and continuously maintain liability insurance. The liability insurance amount shall be at least $1,000,000 against claims associated with underground facilities.
   - A condition that all operation, inspection, maintenance, and replacement costs shall be the responsibility of the community association and no individual residential unit, or any residential condominium owners association which may be formed in the future, shall be responsible for these costs as described in Proffer IV.23.
   - A statement that Fairfax County shall be held harmless from any liability associated with the facilities.

6. Operation, inspection, and maintenance procedures associated with the underground facilities shall be incorporated into the site construction plan and private maintenance agreement which insure safe operation, inspection, and maintenance of the facilities.

Fairfax County Government
Public Facilities Manual
Chapter 6 – Storm Drainage

§6-0303.8 (24-88-PFM, 83-04-PFM) Underground detention facilities may not be used in residential developments, including rental townhouses, condominiums and apartments, unless specifically waived by the Board of Supervisors (Board) in conjunction with the approval of a rezoning, proffered condition amendment, special exception, or special exception amendment. In addition, after receiving input from the Director regarding a request by the property owner(s) to use underground detention in a residential development, the Board may grant a waiver if an application for rezoning, proffered condition amendment, special exception, and special exception amendment was approved prior to, June 8, 2004, and if an underground detention facility was a feature shown on an approved proffered development plan or on an approved special exception plat. Any decision by the Board to grant a waiver shall take into consideration possible impacts on public safety, the environment, and the burden placed on prospective own ers for maintenance of the facilities. Any property owner(s) seeking a waiver shall provide for adequate funding for maintenance of the facilities where deemed appropriate by the Board. Underground detention facilities approved for use in residential developments by the Board shall be privately maintained, shall be disclosed as part of the chain of title to all future homeowners (e.g. individual members of a homeowners or condominium association) responsible for maintenance of the facilities, shall not be located in a County storm drainage easement, and a private maintenance agreement in a form acceptable to the Director must be executed before the construction plan is approved. Underground detention facilities may be used in commercial and industrial developments where private maintenance agreements are executed and the facilities are not located in a County storm drainage easement.

County of Fairfax, Virginia

MEMORANDUM

DATE: August 25, 2009

TO: Staff Coordinator
Zoning Evaluation Division
Department of Planning & Zoning

FROM: Lana Tran (Tel: 703 324-5008)
Wastewater Planning & Monitoring Division
Department of Public Works & Environmental Services

SUBJECT: Sanitary Sewer Analysis Report

REFERENCE: Application No. RZFDP2009-HM-019

Tax Map No. 017-4- /01/ /0017A; 017-4- /24/ /0003

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

1. The application property is located in the Colvin Run (D-2) watershed. It would be sewered into the Blue Plains Treatment Plant.

2. Based upon current and committed flow, there is excess capacity in the Blue Plains at this time. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.

3. An existing 8" inch line located on the property is adequate for the proposed use at this time.

4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

	Existing Use +Application		Existing Use + Application Previous Rezonings		Existing Use + Application + Comp Plan	
Sewer Network	Adeq.	Inadeq.	Adeq.	Inadeq.	Adeq.	Inadeq.
Collector	X	____	X	____	X	
Submain	X	____	X	____	X	
Main/Trunk	X	____	X	____	X	
Interceptor	____	____	____	____		
Outfall	____	____	____	____		

5. Other pertinent information or comments:

Department of Public Works and Environmental Services
Wastewater Planning & Monitoring Division
12000 Government Center Parkway, Suite 358
Fairfax, VA 22035-0052
Phone: 703-324-5030, Fax: 703-324-3946

Department of Facilities and Transportation Services

FAIRFAX COUNTY
PUBLIC SCHOOLS

Office of Facilities Planning
10640 Page Avenue
Fairfax, Virginia 22030

TO: Regina C. Coyle, Director
Fairfax County Department of Planning & Zoning
Zoning Evaluation Division

FROM: Denise M. James, Director
Office of Facilities Planning Services

SUBJECT: RZ/FDP 2009-HM-019

DATE: July 29, 2009

ACREAGE: 12.47 acres

TAX MAP: 17-4 ((24)) 3 & 17-4 ((1)) 17A

PROPOSAL: To rezone property from the I-4 District to the PDC District.

COMMENTS: The proposed rezoning area is within the Sunrise Valley Elementary School, Langston Hughes Middle School, and South Lakes High School boundaries. The chart below shows the existing school capacity, enrollment, and projected five year enrollment.

School	Capacity	Enrollment (9/30/08)	2009-2010 Projected Enrollment	Capacity Balance 2009-2010	2013-14 Projected Enrollment	Capacity Balance 2013-14
Sunrise Valley ES	625	630	666	-41	781	-156
Hughes MS	1,000	923	981	19	1,020	-20
South Lakes HS	2,250	1,633	1,861	389	2,295	-45

Capacity and enrollment are based on the FCPS FY 2010-14 CIP and spring update.

The application proposes two residential buildings with one building located on Block 1 containing 256 multi-family units and another residential building located on Block 2 containing 188 multi-family units for a total of 444 multi-family units. Based on this, the chart below shows the anticipated student yield.

School level	Mid/high-rise multi-family ratio	Proposed number of multi-family units	Student yield	Existing number of residential units	Student yield
Elementary	.043	444	19	0	0
Middle	.011	444	5	0	0
High	.024	444	11	0	0
			35 total		

SUMMARY:

Suggested Proffer Contribution

A total of 35 new students is anticipated from this rezoning application based on the County-wide student yield ratio. Based on the approved proffer formula guidelines, the students generated would justify a proffer contribution of $404,180 (35 students x $11,548) in order to offset the impact to the receiving schools.

It is recommended that all proffer contributions be directed to the South Lakes HS pyramid and/or to Cluster VIII schools that encompass this area at the time of site plan approval. It is also recommended that notification be given to FCPS when construction is anticipated to commence in order for FCPS to include the timely projection of students into its five year Capital Improvement Program.

In addition, because the timeframe for development is unknown and the suggested proffer contribution is updated on an annual basis to reflect current market conditions, in this down economy, the proffer contribution is likely to decrease to reflect current construction costs. As the economy rebounds, it is likely that costs will increase. For this reason, it is recommended that in addition to a monetary proffer contribution that an escalation clause be included as part of the developer's proffer in order to reflect the suggested proffer contribution amount at the time of development.

School Capacity

The charts above represent a snapshot in time for student enrollment and school capacity. Student enrollment projections are done in a five year timeframe, currently through school year 2013-14 and are updated annually. Sunrise Valley ES is projected to have a capacity deficit for the upcoming school year and this capacity deficit is projected to continue to the 2013-14 school year. Hughes MS and South Lakes HS are projected to have a slight capacity deficit for the 2013-14 school year. It is anticipated that the proposed development will likely impact the three receiving schools and further exacerbate the projected capacity deficits. Beyond the five year projection horizon, enrollment projections are not available.

Future Development Impacts

There are two North County APR nominations that are currently pending and under VDOT review that propose new residential units within the boundaries of all three schools. In addition, Hughes MS and South Lakes HS are the receiving schools for several significant developments that have been approved, but not constructed. Student yields from these developments are likely to further exacerbate the projected capacity deficit at the schools. These developments include:

- Lerner at Oracle Way (457 multi-family units)
- Linden Springs (60 multi-family units)
- Athena Renaissance (350 multi-family units)
- Four Seasons at Old Reston Ave. (11 multi-family units)
- Spectrum (1,442 multi-family units)
- Comprehensive Plan changes for the Lake Anne area, which shares the same school boundaries as Reston Town Center

If construction of these developments begin within the same timeframe, then there may be a surge in student enrollment at Hughes MS and South Lakes HS. For this reason, monetary proffer contributions are recommended at the time of site plan or building permit approval in order for proffer contributions to be received and used towards capital improvements at the schools. Proffer contributions made at the time of occupancy may not provide adequate time for capital improvement construction/renovation that may be needed at the schools.

Attachment: Locator Maps

cc: Stuart D. Gibson, School Board Member, Hunter Mill District
Illryong Moon, School Board Member, At-Large
James L. Raney, School Board Member, At-Large
Martina A. Hone, School Board Member, At-Large
Dean Tistadt, Chief Operating Officer, FCPS
Fabio Zuluaga, Cluster VIII, Assistant Superintendent
Elizabeth English, Principal, Sunrise Valley Elementary School
Aimee Monticchio, Principal, Langston Hughes Middle School
Bruce Butler, Principal, South Lakes High School

FAIRFAX COUNTY PARK AUTHORITY

M E M O R A N D U M

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

FROM: Sandy Stallman, Manager
Park Planning Branch, PDD

DATE: January 21, 2010

SUBJECT: RZ/FDP 2009-HM-019, Reston Station at Wiehle Metro
Tax Map Number(s): 17-4((24)) 3; 17-4 ((1)) 17A
ADDENDUM to FCPA comments dated December 17, 2009

The Park Authority staff has reviewed the revised Development Plan and Draft Proffers dated January 14, 2010, for the above referenced application. Previous comments have been submitted for this site and are still valid. This memo addresses the most recent plan changes and proffers.

The revised plan set includes additional recreation amenity information as requested by the Park Authority in its previous comments. Specifically, the revised plans show rooftop recreational amenities located on Block 1 between Building 3 and 4 including a pool, game courts, turf areas, seating walls, running track and full size basketball court. For the residential tower for Block 2 and for Building 6, applicant shows a pool and notation of amenities that are not specified. Additional detail on rooftop amenities for these two buildings should be provided in a like manner as Block 1. The applicant should provide a commitment to provide specific on-site recreation amenities in addition to the pool for these two buildings. The recreational amenities should be included in the proffers.

Draft Proffer 39 *Amenities and Facilities for Residents* commits to on-site recreational expenditure of the ordinance required $1,500 per unit. However the applicant has not addressed comments in the January 14 memo concerning mitigation of impacts to parks and recreation through a Fair Share contribution. The proffers should be amended to include a contribution to Fairfax County Park Authority of $893 per resident and $0.27 per square foot of commercial space. In addition, there is still no information on if this project will be part of the Reston Association.

The applicant has not addressed the previous urban park comments in either the revised plans or proffers. The urban park areas do not meet the urban park standards or the Reston Urban Design Guidelines. In addition, there are no plan details or proffers that address what elements will be included in the public plaza. These comments should be addressed in both the CDP/FCP and proffers.

Copy: Chron Binder
File Copy

FAIRFAX COUNTY PARK AUTHORITY

M E M O R A N D U M

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

FROM: Sandy Stallman, Manager
Park Planning Branch, PDD

DATE: December 17, 2009

SUBJECT: RZ/FDP 2009-HM-019, Reston Station at Wiehle Metro
Tax Map Number(s): 17-4((24)) 3; 17-4 ((1)) 17A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated December 4, 2009, for the above referenced application. The Development Plan shows two blocks for development. Block 1 is the Board of Supervisor owned parcel and proposes development of 369 new multi-family dwelling units and 520,134 square feet of commercial space. Block 2 is the Comstock parcel and proposes development of 144 new-multi-family units and 125,000 square feet of commercial space. The applicant requests a rezoning from I-4 to PDC with proffers. Based on an average multi-family household size of 2.15 in the Upper Potomac Planning District, the development could add 1,013 new residents to the Hunter Mill Supervisory District and outside the Reston Planned Residential Community.

COMPREHENSIVE PLAN CITATIONS

1. **Park Services and New Development (The Policy Plan, Parks and Recreation Objective 6, p. 8)**

"Objective 6: Ensure the mitigation of adverse impacts to park and recreation facilities and service levels caused by growth and land development through the provision of proffers, conditions, contributions, commitments, and land dedication."

"Policy a: Offset residential development impacts to parks and recreation resources, facilities and service levels based on the adopted facility service level standards (Appendix 2). The provision of suitable new park and recreational lands and facilities will be considered in the review of land development proposals in accordance with Residential Development Criteria - Appendix 9 of the Land Use element of the Countywide Policy Plan."

"Policy b: To implement Policy a. above, residential land development should include provisions for contributions, or dedication, to the Park Authority of usable parkland

and facilities, public trails, development of recreational facilities on private open space, and/or provision of improvements at existing nearby park facilities."

"Policy c: Non-residential development should offset significant impacts of work force growth on the parks and recreation system."

2. **Urban Park Development (The Policy Plan, Parks and Recreation, Park Classification System, Local Parks, p. 10-11,)**

"In urban areas, urban-scale local parks are appropriate. These publicly accessible urban parks should include facilities that are pedestrian-oriented and provide visual enhancement, a sense of identity, opportunities for social interactions, enjoyment of outdoor open space and performing and visual arts. Urban parks are generally integrated into mixed use developments or major employment centers in areas of the County that are planned or developed at an urban scale. Areas in the County that are generally appropriate for urban parks include Tysons Corner Urban Center, Transit Station Areas, Suburban Centers, Community Business Centers and identified "Town Centers" or mixed-use activity centers. Urban parks can be administered by private land owners, Fairfax County Park Authority, or through joint public and private sector agreements for public benefit.

Primary elements of urban-scale local parks are ease of non-motorized access and a location that complements, or is integrated with, surrounding uses. Features may include urban style plazas, mini-parks, water features and trail connections, oriented to pedestrian and/or bicycle use by employees and residents. Park architectural characteristics reflect the built environment. Short-term, informal activities and programmed events during lunch hours and after-work hours are intended to foster social interactions among users, provide leisure opportunities, and create a visual identity to strengthen sense of place and orientation. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance from nearby offices, retail and residences. Well-conceived and executed design is critical to the viability of this type of park. To be successful urban parks need high visibility, easy access, lots of pedestrian traffic, immediacy of casual food service, access to basic utilities, landscaped vegetated areas, ample seating, high quality materials, a focal point or identity, regular custodial maintenance, and an inviting and safe atmosphere."

3. **Comprehensive Plan, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Center Areas, Sub Unit G-3 pp. 62)**

"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."

4. **Comprehensive Plan, Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Center Areas, Design Guidelines, pp. 73)**

"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."

5. **Comprehensive Plan, Area III, Upper Potomac Planning District, UP5-Reston Community Planning Sector, Land Use Recommendations, pp. 132)**

"6. Recognizing the unique nature of the Reston Association in the development of natural and open areas and recreation amenities within the boundaries of the Reston Master Plan, the County and the Reston Association should work together in a public/private partnership in attaining the goals and objectives outlined in the Comprehensive Plan under Land Use, Goals 14 and 15; Parks and Recreation; Public Facilities; Environment, and Transportation."

6 **Comprehensive Plan, Area III, Upper Potomac Planning District, UP5-Reston Community Planning Sector,, Parks and Recreation Recommendations pp. 161**

"Acquire an additional Community Park site in the Reston area for development of active recreation facilities."

ANALYSIS AND RECOMMENDATIONS

Zoning Ordinance Park and Recreation Requirements
The Fairfax County Zoning Ordinance requires provision of open space and recreational features within Planned Development Districts (see Zoning Ordinance Sections 6-110 and 16-404). The minimum expenditure for park and recreational facilities within these districts is set at $1,500 per non-ADU residential unit for outdoor recreational facilities to serve the development population. Whenever possible, the facilities should be located within the residential development site. With 513 non-ADUs proposed, the Ordinance-required amount to be spent on-site is $769,500. Any portion of this amount not spent on-site should be conveyed to the Park Authority for recreational facility construction at one or more park sites in the service area of the development.

The most recent plan set shows rooftop recreation facilities to be developed on the county parcel. The facilities shown include a pool, running track and green space/open activity area. It is unclear whether these facilities would be public or private. The proffers should include language that commits to the development of these facilities. Recreation facilities on the Comstock parcel are noted, but no details are given. The residential tower proposed for the Comstock parcel shows no recreation facilities. The $1,500 per unit funds required by Ordinance offset only a portion of the impact to provide recreational facilities for the new residents generated by this development. Typically, a large portion if not all of the Ordinance-required funds are used for outdoor recreational amenities onsite. As a result, the Park Authority is not compensated for the increased demands caused by residential development for other recreational facilities that the Park Authority must provide.

Needs Assessment and Facility Standards Analysis:
There is a need for all types of parkland and recreational facilities in this area that are not proposed to be provided as part of the application. Currently, there are eight Fairfax County parks serving the

Reston Herndon Suburban Center area including nearby parks (Stratton Woods, Reston North, Baron Cameron, South Lakes Drive, Lake Fairfax District, Fox Mill District and Difficult Run Stream Valley Parks) meet only a portion of the recreation needs generated in this area. Reston Association supplements County parks with parkland and facilities. Recreational facilities in greatest need in this area include trails, rectangle fields, tennis courts and basketball courts. Parkland suitable for building these needed facilities must be attained to serve the increasing needs.

No local serving parks or park facilities are located within close proximity to the site or proposed in the development. The development provides a connection to the W & OD Regional Trail which will enhance access to transit and a major recreational amenity. The additional development proposed will exacerbate park and recreation needs at existing parks. This area is located within the Reston Industrial and Commercial Area and is outside the Planned Residential Community. This Area limits residential uses and is therefore not adequately served by County or Reston Association parks and facilities.

The County Plan (Area III Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, Page 28) states:

> "Since the Reston Master Plan designates much of this area for industrial use, the recommendations for the Reston-Herndon Suburban Center will need to be reconciled with the Reston Master Plan which is incorporated into the Comprehensive Plan by reference. It should be noted that the Reston Industrial and Commercial Area Covenants, which govern the use of most of the land not zoned Planned Residential Community (PRC) in the Wiehle Avenue and Reston Parkway Transit Station Areas contain limitations on residential uses. Implementation of the residential mixed-use recommendations for these TSAs will need to include amending the covenants."

With the Comprehensive Plan text citations in the first section above and County adopted park facility service level standards as a guide, the Park Authority requests a fair share contribution of $893 per new resident with any residential rezoning application to offset impacts to park and recreation service levels. This allows the Park Authority to build additional facilities needed as the population increases. To offset the additional impact caused by the proposed development, the applicant should contribute $904,609 (or $1,764 per unit) to the Park Authority for recreational facility development at one or more park sites located within the service area of the subject property.

Recreational Impact of Commercial Development:
In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with recreational activities. The Comprehensive Plan for the Fairfax Center area calls for a combination of private and public funding to contribute toward new facilities to serve both residents and workers. Recent monetary contributions to offset the impacts of commercial development in Suburban Centers have averaged $0.27 per square foot. Applying this rate to the proposed 645,134 square feet of new non-residential uses proposed, the Park Authority requests a contribution of $174,186 for recreational facility development at one or more park sites located within the service area of the subject property.

Urban Parks and Facilities:
Using urban parkland standards, this development creates a need for public parkland of 1.62 acres. In addition, the Reston Design Guidelines and the Park and Recreation element of the Policy Plan support the concept of integrating urban-scale public open spaces into proposed mixed-use developments.

The 7,500 square foot plaza area is designated as the main open space for this development, but is inadequate due to:

- Failure to meet the urban parkland service level standard.
- Vehicle travel lanes on both sides of the plaza and large service bays including the escalators and elevators, greatly reduce the safety and usability of the area.
- The majority of the plaza space is retail serving and not conducive to gathering or casual recreation opportunities.
- Little or no green space or landscaping to alleviate the bulk of the paving or offer respite areas for the users.
- No public art is incorporated into this public plaza.

The Park Authority recommends that the Ordinance-required contribution of $1,500 per unit be spent on developing a more usable destination-oriented urban park that includes active recreation and public plaza space on-site. Urban public space or plazas should be publicly accessible.

SUMMARY OF RECOMMENDATIONS

The section summarizes the recommendations included in the preceding analysis section.

1. To mitigate the park service level impacts, the following table summarizes the required and recommended recreation contribution amounts:

Proposed Uses	P-District Expenditure	Fair Share Proffer Amount*	Total
Block 1			
Multifamily units -369	$553,500	$709,042	$1,262,542
Commercial use-520,134 GSF	0	$140,436	$140,436
Block 2			
Multifamily units -144	$216,000	$276,830	$492,830
Commercial use-125,000 GSF	0	$33,750	$33,750,
Total	**$769,500**	**$1,160,058**	**$1,929,558**

*Average of $1,764 per dwelling unit and $0.27 per sq. ft. of commercial use

2. The urban plaza should be redesigned to address the deficiencies identified and to create a more usable, destination-oriented urban place.

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File Copy

County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

TO: William O'Donnell, Land Use Coordinator, Zoning Evaluation Division, DPZ

FROM: Charlene Fuhrman-Schulz, Affordable Dwelling Unit Project Administrator, HCD

DATE: December 16, 2009

SUBJECT: Wiehle Avenue Metro Station (RZ/FDP 2009-HM-019)

This rezoning is comprised of two properties, Parcel 17-4((1)) 17A which is approximately 9 acres is owned by Fairfax County and Parcel 17-4((24)) 3 is approximately 3.5 acres is owned by Comstock. The County has entered into an agreement with Comstock Reston Station (CRS) to construct Metrostation Facilities and a Deed of Lease that is intended to allow CRS the right to develop a mixed use development on the County Parcel above the Metrostation Facilities. As such the applicant is collectively the Board of Supervisor and Comstock.

The Fairfax County Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. A critical aspect of the vision for Reston is to provide housing choices that ensure that a population with a variety of income levels has the ability to live and work in Reston and benefit from transit oriented development. As the Tysons Land Use Citizens Task Force is suggesting for the Tysons Corner transit station areas, the provision of 20% affordable housing may be more appropriate for this project. In addition, the greatest need is to serve low and moderate income households; however, this project is anticipated to be of a building type (6 or more stories) that is not subject to the Affordable Dwelling Unit Ordinance. As such, it is recommended that the applicant proffer to serve those at up to 80% of the area median income and that a portion of the affordable units be proffered to serve those at or below 60% of the area median income as stated in the draft proffer below.

> "Workforce Dwelling Units (WDUs). The applicant shall provide WDUs on the Property in an amount equal to twenty percent (20 %) of all dwelling units to be constructed on the Property to provide housing opportunities to households whose income do not exceed eighty percent (80 %) of the Area Median Income (AMI) for the Washington Standard Metropolitan Statistical Area, as specified annually by the Department of Housing and Urban Development (HUD). A minimum of ten percent (10%) of the WDUs shall be affordable to households whose income does not exceed sixty (60%) of the AMI. The WDUs shall be administered as set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007"

If I can be of further assistance, please do not hesitate to call at 703-246-5164.

Cc: John Payne, Deputy Director, Real Estate, HCD
Mary Stevens, Deputy Director, HCD
Cynthia Ianni, Design, Development and Construction Division, HCD

Department of Housing and Community Development
3700 Pender Drive, Suite 300
Fairfax, Virginia 22030-6039
Office: 703-246-5164, Fax: 703-246-5115, TTY: 703-385-3578
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ARTICLE 16

DEVELOPMENT PLANS

PART 1 16-100 STANDARDS FOR ALL PLANNED DEVELOPMENTS

16-101 General Standards

A rezoning application or development plan amendment application may only be approved for a planned development under the provisions of Article 6 if the planned development satisfies the following general standards:

1. The planned development shall substantially conform to the adopted comprehensive plan with respect to type, character, intensity of use and public facilities. Planned developments shall not exceed the density or intensity permitted by the adopted comprehensive plan, except as expressly permitted under the applicable density or intensity bonus provisions.

2. The planned development shall be of such design that it will result in a development achieving the stated purpose and intent of the planned development district more than would development under a conventional zoning district.

3. The planned development shall efficiently utilize the available land, and shall protect and preserve to the extent possible all scenic assets and natural features such as trees, streams and topographic features.

4. The planned development shall be designed to prevent substantial injury to the use and value of existing surrounding development, and shall not hinder, deter or impede development of surrounding undeveloped properties in accordance with the adopted comprehensive plan.

5. The planned development shall be located in an area in which transportation, police and fire protection, other public facilities and public utilities, including sewerage, are or will be available and adequate for the uses proposed; provided, however, that the applicant may make provision for such facilities or utilities which are not presently available.

6. The planned development shall provide coordinated linkages among internal facilities and services as well as connections to major external facilities and services at a scale appropriate to the development.

16-102 Design Standards

Whereas it is the intent to allow flexibility in the design of all planned developments, it is deemed necessary to establish design standards by which to review rezoning applications, development plans, conceptual development plans, final development plans, PRC plans, site plans and subdivision plats. Therefore, the following design standards shall apply:

1. In order to complement development on adjacent properties, at all peripheral boundaries of the planned development district, the bulk regulations and landscaping and screening

provisions shall generally conform to the provisions of that conventional zoning district which most closely characterizes the particular type of development under consideration.

2. Other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, loading, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments.

3. Streets and driveways shall be designed to generally conform to the provisions set forth in this Ordinance and all other County ordinances and regulations controlling same, and where applicable, street systems shall be designed to afford convenient access to mass transportation facilities. In addition, a network of trails and sidewalks shall be coordinated to provide access to recreational amenities, open space, public facilities, vehicular access routes, and mass transportation facilities.

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 s 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 be 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 staggared 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
ADU	Affordable Dwelling Unit
ARB	Architectural Review Board
BMP	Best Management Practices
BOS	Board of Supervisors
BZA	Board of Zoning Appeals
COG	Council of Governments
CBC	Community Business Center
CDP	Conceptual Development Plan
CRD	Commercial Revitalization District
DOT	Department of Transportation
DP	Development Plan
DPWES	Department of Public Works and Environmental Services
DPZ	Department of Planning and Zoning
DU/AC	Dwelling Units Per Acre
EQC	Environmental Quality Corridor
FAR	Floor Area Ratio
FDP	Final Development Plan
GDP	Generalized Development Plan
GFA	Gross Floor Area
HC	Highway Corridor Overlay District
HCD	Housing and Community Development
LOS	Level of Service
Non-RUP	Non-Residential Use Permit
OSDS	Office of Site Development Services, DPWES
PCA	Proffered Condition Amendment
PD	Planning Division
PDC	Planned Development Commercial
PDH	Planned Development Housing
PFM	Public Facilities Manual
PRC	Planned Residential Community
RC	Residential-Conservation
RE	Residential Estate
RMA	Resource Management Area
RPA	Resource Protection Area
RUP	Residential Use Permit
RZ	Rezoning
SE	Special Exception
SEA	Special Exception Amendment
SP	Special Permit
TDM	Transportation Demand Management
TMA	Transportation Management Association
TSA	Transit Station Area
TSM	Transportation System Management
UP & DD	Utilities Planning and Design Division, DPWES
VC	Variance
VDOT	Virginia Dept. of Transportation
VPD	Vehicles Per Day
VPH	Vehicles per Hour
WMATA	Washington Metropolitan Area Transit Authority
WS	Water Supply Protection Overlay District
ZAD	Zoning Administration Division, DPZ
ZED	Zoning Evaluation Division, DPZ
ZPRB	Zoning Permit Review Branch