



PRC PLAN APPLICATION FILED: January 19, 2011  
PLANNING COMMISSION: June 16, 2011  
BOARD OF SUPERVISORS: Not yet scheduled

## County of Fairfax, Virginia

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June 10, 2011

### STAFF REPORT

APPLICATION PRC 85-C-088-02

HUNTER MILL DISTRICT

**APPLICANT:** South of Market Lot 16, LLC

**PRESENT ZONING:** PRC

**PARCEL:** 17-3-(10)-16

**ACREAGE:** 2.51 acres

**DENSITY:** Application Site: 144.03 du/ac  
Overall DPA 85-C-088-03: 79 du/ac

**OPEN SPACE:** 15%

**PLAN MAP:** Town Center

**PRC PROPOSAL:** To construct a 15-story building containing 359 multi-family dwelling units and 29,145 square feet of ground floor commercial space with an attached six-story parking garage.

### STAFF RECOMMENDATIONS:

Staff recommends approval of PRC 85-C-088-02, subject to the development conditions set forth in Appendix 1 of the Staff Report.

Erin Grayson

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



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 recommendations of staff; it does not reflect the position of the Board of Supervisors.

The approval of this PRC Plan 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.

O:\legrays\PRC\PRC 85-C-088-02 Section 91A, Block 16\PRC 85-C-088-02 Reston Block 15 Final Staff Report 6.8.11.doc

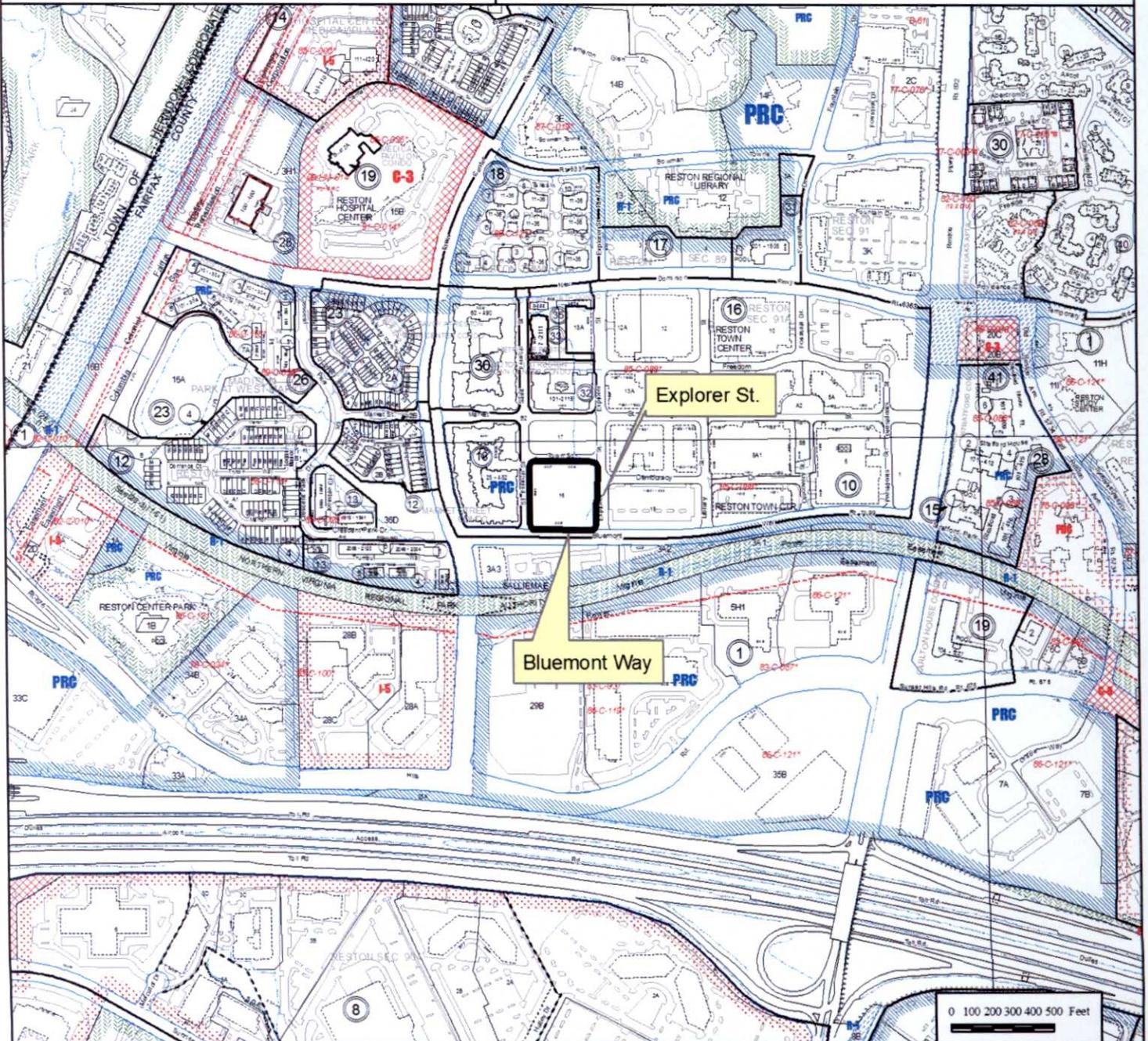


Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

# Planned Residential Community

PRC 85-C-088-02

Applicant: SOUTH OF MARKET LOT 16 LLC  
Accepted: 01/19/2011  
Proposed: MIXED USE  
Area: 2.51 AC OF LAND;  
DISTRICT - HUNTER MILL  
Located: NORTHWEST QUADRANT OF THE  
INTERSECTION OF BLUEMONT WAY  
AND EXPLORER STREET  
Zoning: PRC  
Plan Area: 3  
Map Ref Num: 017-3- /10/ /0016

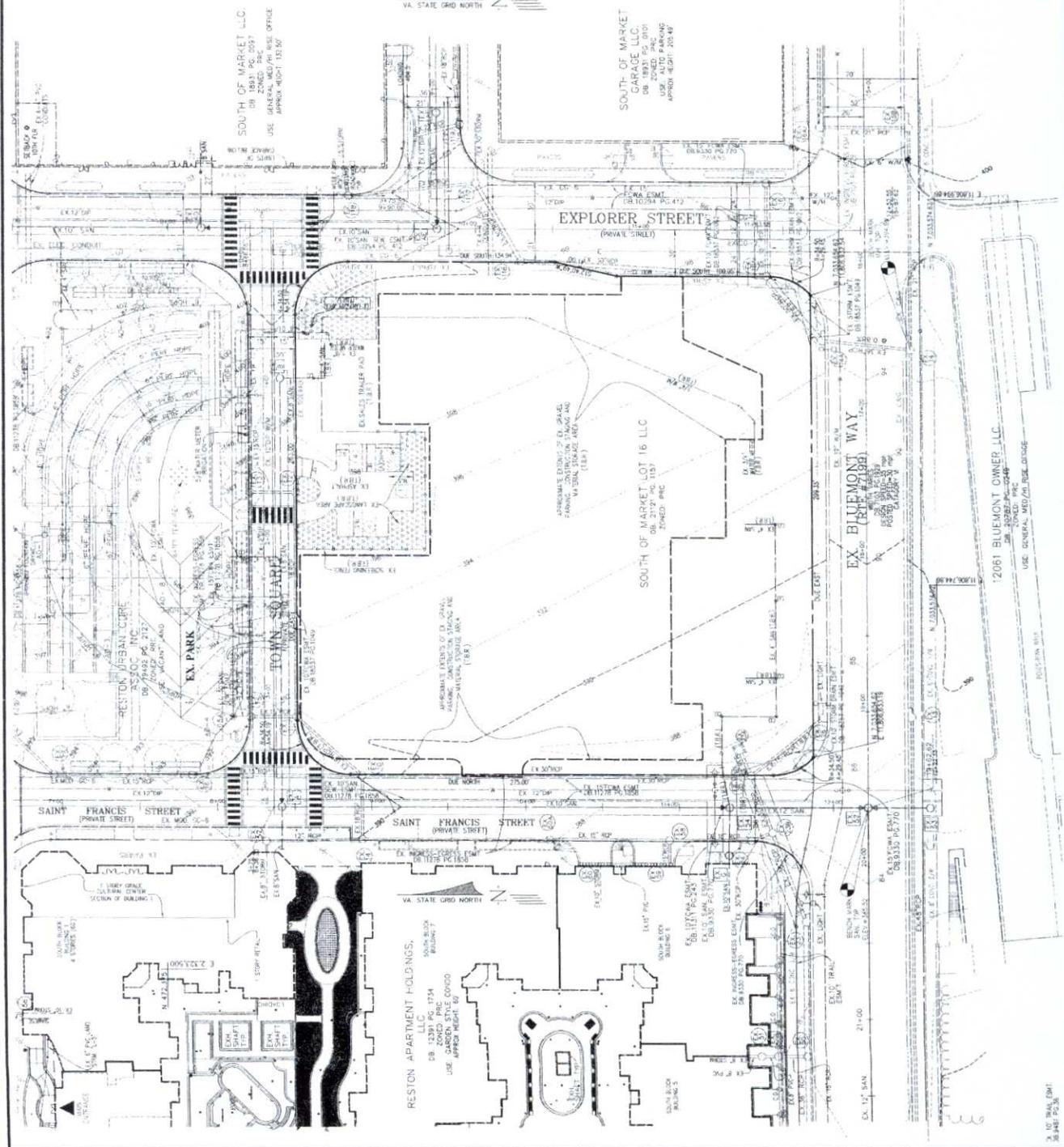








**urban**  
 URBAN DESIGN & ARCHITECTURE  
 7711 LAKESHORE DRIVE  
 SUITE 100  
 FARMERS MARKET CENTER  
 FARMERS MARKET CENTER  
 12000 MARKET STREET  
 FARMERS MARKET CENTER  
 12000 MARKET STREET  
 FARMERS MARKET CENTER  
 12000 MARKET STREET



NO.	DATE	DESCRIPTION	BY	APPROVED
01	07-11-10	REVISION APPROVED BY DIVISION OF DESIGN REVIEW		
02	09-14-10			
03	11-26-10			
04	01-14-11			
05	03-04-11			
06	07-11-11			

SOUTH OF MARKET LLC  
 DB 2007  
 ZONED PRC  
 USE: GENERAL MEDIUM DENSE OFFICE  
 APPROX. HEIGHT 133.50'

SOUTH OF MARKET GARAGE LLC  
 DB 1983B PG. 010  
 ZONED PRC  
 USE: GARAGE  
 APPROX. HEIGHT 200.40'

SOUTH OF MARKET LOT 15 LLC  
 DB 2117 PG. 157  
 ZONED PRC  
 USE: RESIDENTIAL RETAIL  
 APPROX. HEIGHT 200.40'

12061 BLUEMONT OWNER, LLC  
 DB 2012 PG. 204F  
 ZONED PRC  
 USE: GENERAL MED/ED USE OFFICE

RESTON APARTMENT HOLDINGS, LLC  
 DB 12381 PG. 1724  
 ZONED M-1  
 USE: GARDEN STYLE CONDO  
 APPROX. HEIGHT 90'

PROPOSED PARKING DECK  
 8 LEVELS (80')  
 (W/ PARTIAL UNDERGROUND PARKING)

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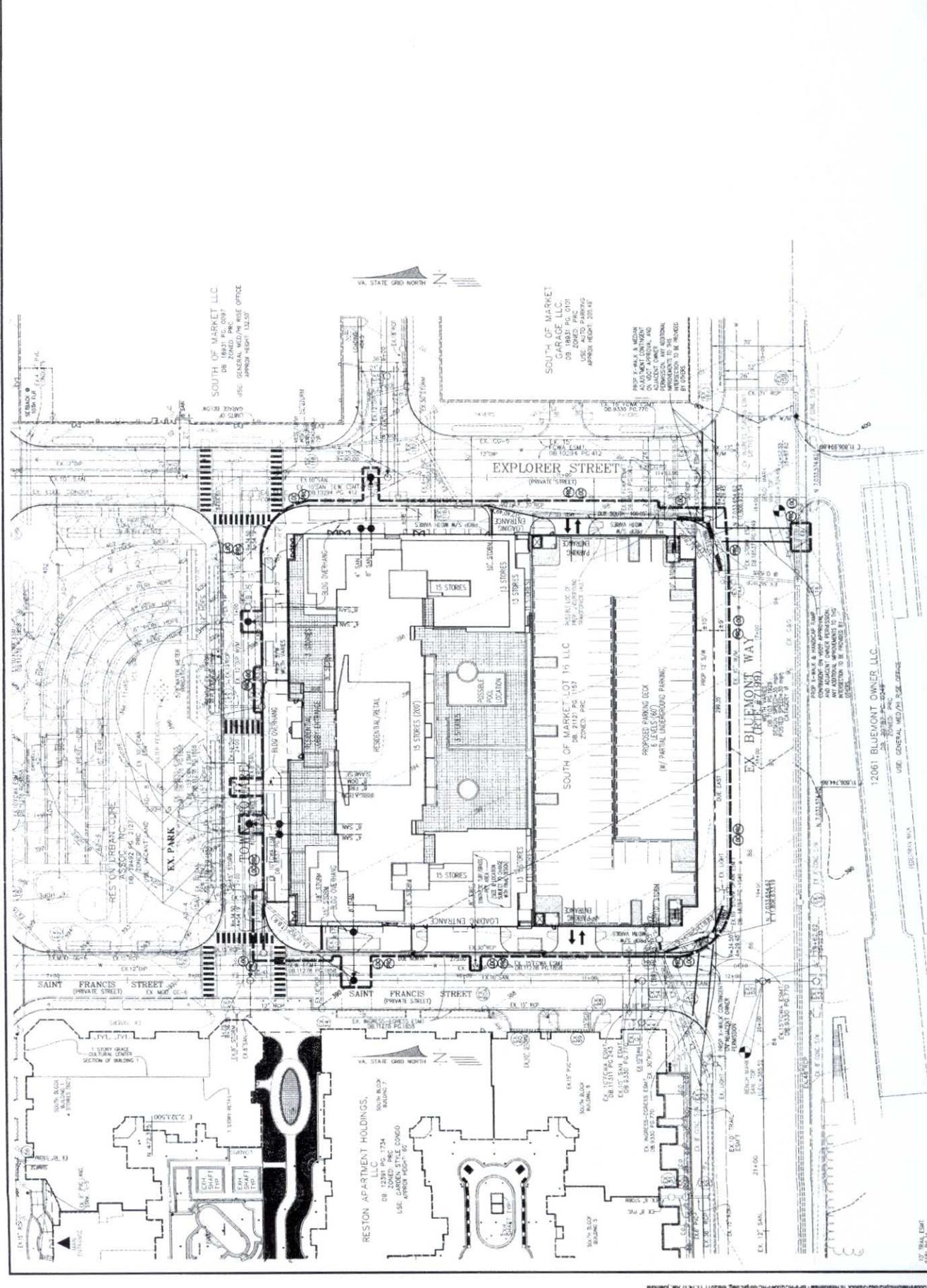
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UTPALL / SWM / BMP PLAN  
 RESTON TOWN CENTER  
 URBAN DESIGN  
 LANDSCAPE ARCHITECTURE  
 www.urbandesign.com

### OUTFALL NARRATIVE

This PRC application proposes a mixed-use residential and retail building within Reston Town Center. The proposed building takes up the majority of the footprint of the site. The runoff from the building and the site is directed to the site to the existing stormwater management system. The stormwater management system consists of a stormwater pond, a stormwater wet pond, and a stormwater wet pond.

The runoff from the site takes two different paths to the existing stormwater management system. The stormwater management system consists of a stormwater pond, a stormwater wet pond, and a stormwater wet pond. The stormwater management system consists of a stormwater pond, a stormwater wet pond, and a stormwater wet pond.

### SWM/BMP NARRATIVE

Stormwater Management and Best Management Practices are provided for this development by the existing off-site stormwater management system. The stormwater management system consists of a stormwater pond, a stormwater wet pond, and a stormwater wet pond.

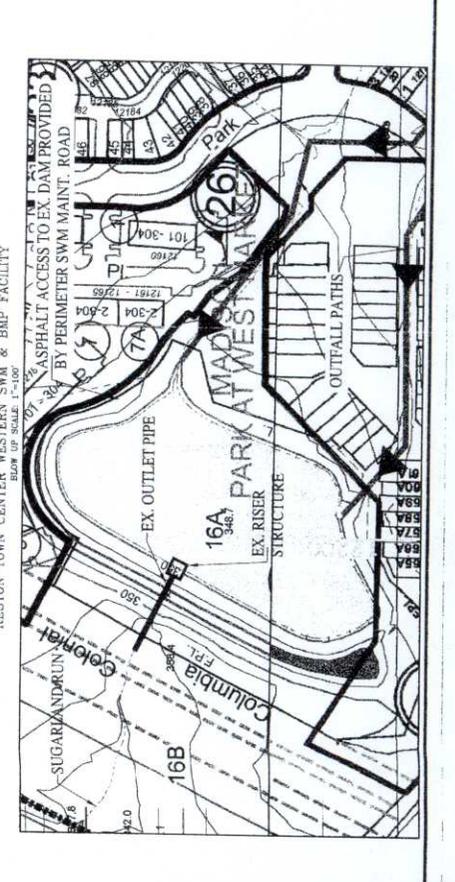
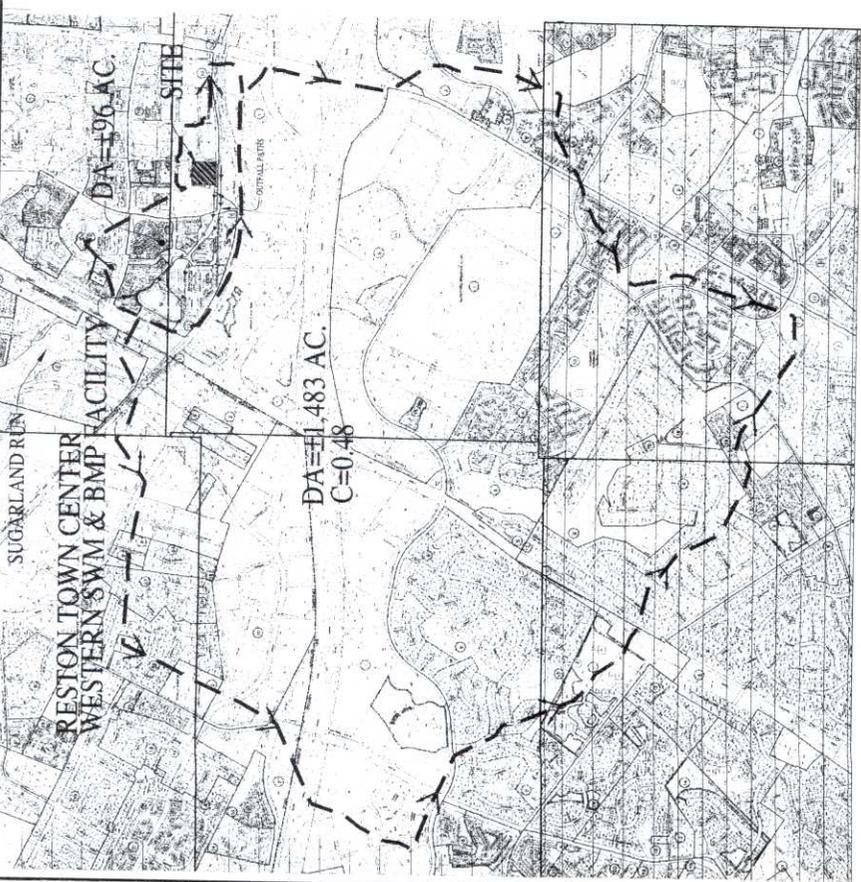
### BMP ANALYSIS FOR RESTON TOWN CENTER WESTERN STORMWATER MANAGEMENT FACILITY

1.  $V_p = 18.3$  ac-ft  
 2.  $V_p = 18.3$  ac-ft  
 3.  $V_p = 2.56$  ac-ft  
 4.  $V_p = 2.56$  ac-ft

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

The following information is required to be shown on all zoning applications for a stormwater management system. Failure to adequately address the required information may result in a delay in processing the application.

This information is required under the following zoning ordinances: 200-100, 200-101, 200-102, 200-103, 200-104, 200-105, 200-106, 200-107, 200-108, 200-109, 200-110, 200-111, 200-112, 200-113, 200-114, 200-115, 200-116, 200-117, 200-118, 200-119, 200-120, 200-121, 200-122, 200-123, 200-124, 200-125, 200-126, 200-127, 200-128, 200-129, 200-130, 200-131, 200-132, 200-133, 200-134, 200-135, 200-136, 200-137, 200-138, 200-139, 200-140, 200-141, 200-142, 200-143, 200-144, 200-145, 200-146, 200-147, 200-148, 200-149, 200-150, 200-151, 200-152, 200-153, 200-154, 200-155, 200-156, 200-157, 200-158, 200-159, 200-160, 200-161, 200-162, 200-163, 200-164, 200-165, 200-166, 200-167, 200-168, 200-169, 200-170, 200-171, 200-172, 200-173, 200-174, 200-175, 200-176, 200-177, 200-178, 200-179, 200-180, 200-181, 200-182, 200-183, 200-184, 200-185, 200-186, 200-187, 200-188, 200-189, 200-190, 200-191, 200-192, 200-193, 200-194, 200-195, 200-196, 200-197, 200-198, 200-199, 200-200.











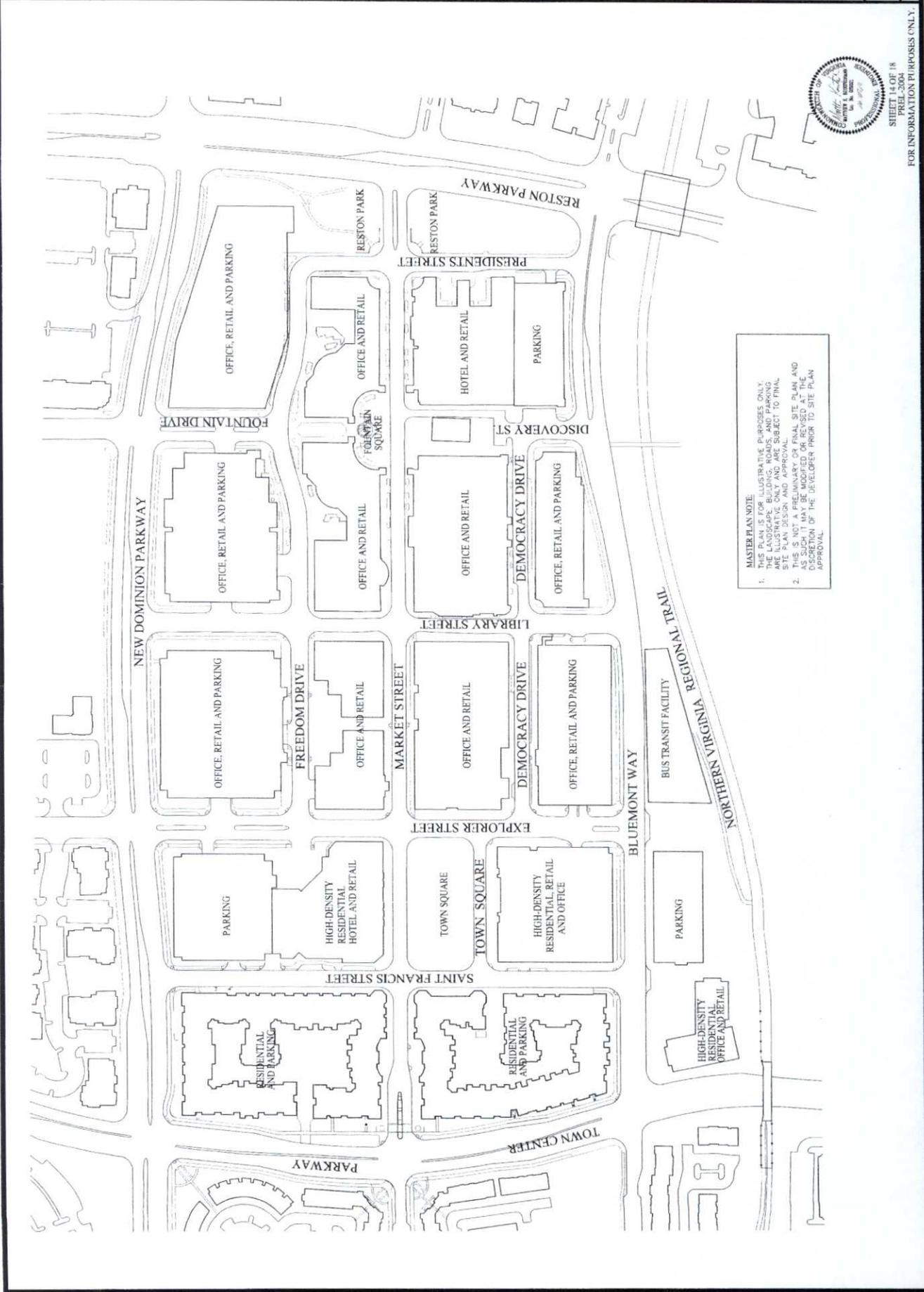








URBAN ENGINEERING & ASSOC., INC. 7212 LITTLE RIVER TURNPIKE ANNAPOLIS, VIRGINIA 22003 (703) 642-0000		DATE: JAN. 2002 CT. NO.	SCALE: 1"=100' SHEET 14 OF 18 PREL. 2004
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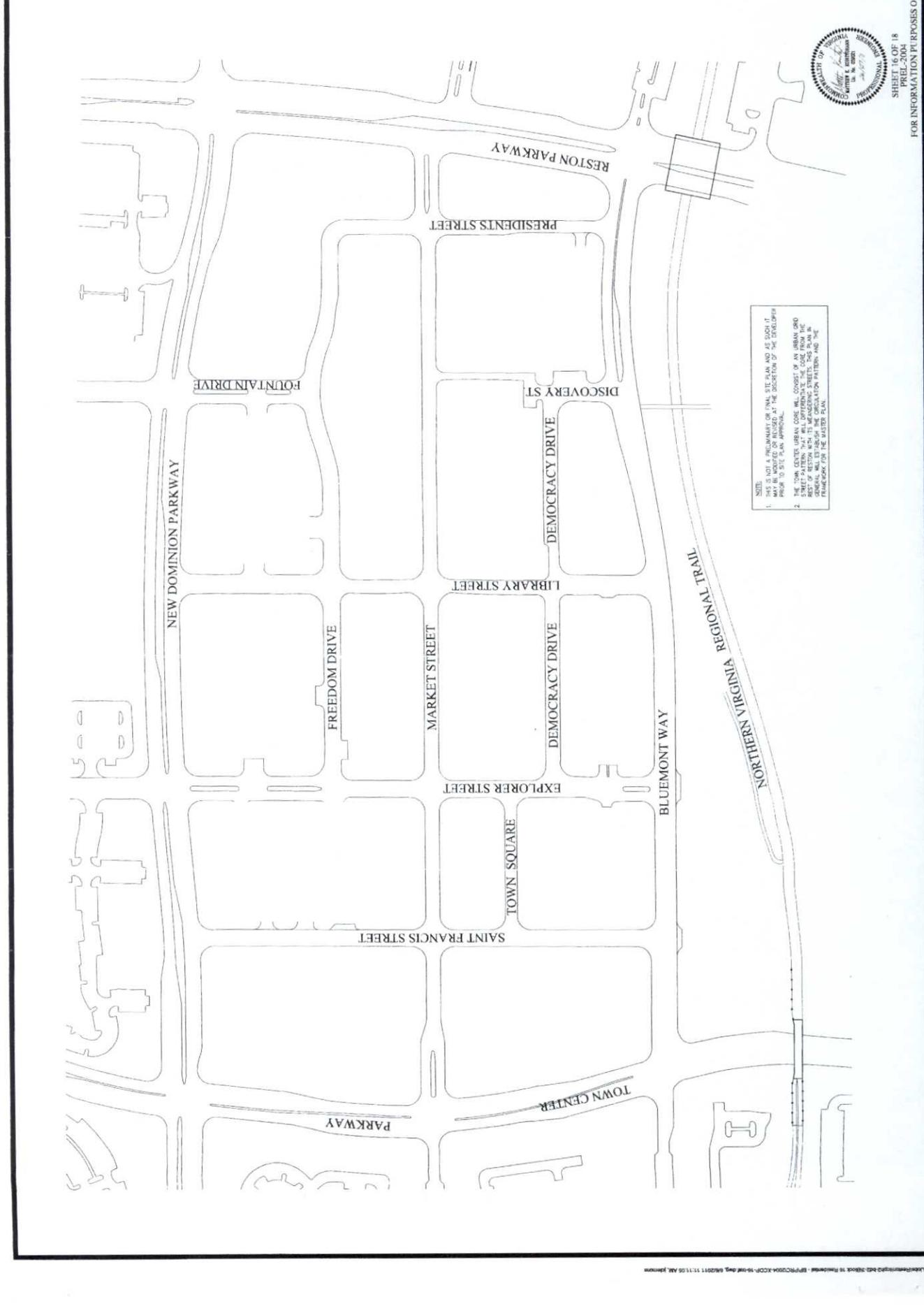
**MASTER PLAN NOTE:**

1. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. THE LANDSCAPE, BUILDING, ROADS, AND PARKING ARE PRELIMINARY AND SUBJECT TO FINAL SITE PLAN DESIGN AND APPROVAL.
2. THIS IS NOT A PRELIMINARY OR FINAL SITE PLAN AND AS SUCH IT MAY BE MODIFIED OR REVISED AT THE DISCRETION OF THE DEVELOPER PRIOR TO SITE PLAN APPROVAL.



FOR INFORMATION PURPOSES ONLY.









**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, South of Market Lot 16, LLC is requesting approval of a PRC Plan, associated with a portion of the Development Plan (DP) approved by the Board of Supervisors concurrent with the approval of rezoning application 85-C-088. The subject property is currently vacant but has been graded for use as a staging area for other activities within the town center. The site is approximately 2.51 acres in size, and is proposed to be developed with a 15-story structure containing 359 multi-family dwelling units and 29,145 square feet of ground floor commercial uses.

**LOCATION AND CHARACTER**

**Site Description:**

Figure 1: Aerial Image of Subject Property (view looking north)



The 2.51-acre subject property is located in the 84.25-acre urban core of Reston Town Center in a block bounded by Saint Francis Street, Explorer Street, Bluemont Way, and Town Square Street. The site is currently vacant and there are no environmental features on the property. There is a downward slope from the northeastern to the southwestern portion of the property.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Development Plan
North	Park	PRC	Block 17: Pedestrian Plaza
South	Mid-rise office	PRC	Section 89-A: High Density Residential, Office, Retail, and Parking up to 15 stories
East	Hi-rise office; South of Market parking garage	PRC	Block 14: Office and Retail up to 10 stories; Block 15: Office, Retail, and Parking up to 15 stories
West	Reston Apartment Holdings garden condominiums	PRC	Block 20: Residential and Parking up to 15 stories

**BACKGROUND**

**Site History:**

RZ 85-C-088: On March 9, 1987, the Board of Supervisors approved four concurrent rezonings with one combined set of proffers, on a total of 343 acres of land collectively known as the "Reston Town Center Rezoning": RZ 85-C-088 (84.25 ac urban core), RZ 86-C-119 and RZ 86-C-121 to the PRC District and RZ 86-C-118 to the I-3 District. On October 2, 1989, the Board of Supervisors approved RZ 89-C-025, which rezoned the property zoned I-3 (RZ 86-C-118) to the PRC District in addition to approving Proffered Condition Amendment (PCA) application on the three other Reston Town Center rezoning cases. On October 15, 1990, the Board of Supervisors approved Proffered Condition Amendments on the four Reston Town Center rezonings to expedite construction of the Fairfax County Parkway interchange at Sunset Hills Road and permitted a revised layout of the western portion of the urban core. One set of proffers dated February 27, 1987 as revised through October 3, 1990 and October 4, 1990 currently governs the Reston Town Center rezonings.

The original development plan approved in conjunction with RZ 85-C-088 consisted of a general "blob" plan with specific uses, permitted FAR, and building heights for each block and section. In addition, conceptual plan sheets identified pedestrian and vehicular circulation patterns and landscape plans. The proffers required that copies of all architectural renderings and landscape plans be submitted to the Planning Commission for review and approval concurrent with site plan review.

DPA 85-C-088: DPA 85-C-088 was approved in October of 1990 to permit a design change to extend Market Street from Reston Parkway to Town Center Parkway. Section 91A, Blocks 16 and 17 were approved for residential, retail, office and parking up to 15 stories and a pedestrian plaza.

DPA 85-C-088-02: On September 22, 1997, DPA 85-C-088-02 was approved to permit high-density residential development on Section 85, "The Stratford", allowing an increase in building height from 10 stories to 14 stories. The remainder of the Development Plan, including the application property, was not affected by this application.

DPA 85-C-088-03: On May 20, 2002, DPA 85-C-088-03 was approved to permit mixed use development with an overall FAR of 0.95 exclusive of residential use, west of Library St, east of Town Center Pkwy, south of New Dominion Pkwy, and north of Washington & Old Dominion Trail. A maximum of 1,000 high-density residential dwelling units were approved for Section 89A, Block 1 and Section 91A Blocks 16, 17, 18. Building heights of up to 15 stories on Block 16 and 21 stories on Block 18 were also approved. The development plan and development conditions are included in Appendix 2 of this report.

7067-PRC-015-1: On June 6, 2005, Fairfax County DPWES approved the PRC plan that permitted development of 1,000 residential units on Blocks 16 and 18. Block 18 has been developed with 641 units, allowing 359 units to be constructed on the subject property. Block 17 contains the pedestrian plaza identified in the original development plan and the Sally Mae office building was constructed on Section 89A, Block 1 but does not include a residential component.

ZO-07-397: On March 26, 2007, the Board of Supervisors adopted Zoning Ordinance Amendment ZO-07-397, which modified the Planned Residential Community (PRC) District provisions as they relate to the review and approval of PRC plans detailed in Articles 6, 16, and 18. Prior to this approval, a PRC Plan, was submitted to, and approved administratively by, the Department of Public Works and Environmental Services (DPWES). With the adoption of Zoning Ordinance Amendment ZO-07-397, which became effective March 27, 2007, PRC Plans are submitted to DPZ for review by the Zoning Evaluation Division (ZED), the Planning Commission, and final action by the Board of Supervisors. The evaluation process requires public hearings before both the Planning Commission and the Board of Supervisors.

**Waivers and Modifications:**

There are no waivers or modifications requested with this PRC plan application:

**COMPREHENSIVE PLAN PROVISIONS**

**Plan Area:** Area III

**Planning District:** Upper Potomac

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

**Plan Map:** Residential Planned Community

In the Fairfax County Comprehensive Plan, 2011 Edition AREA III Upper Potomac Planning District, Amended through 7-27-2010, Reston-Herndon Suburban Center and Transit Station Areas, Land Unit D, Sub-unit D-4, on page 47, the Plan states:

*Sub-unit D-2 (part of Reston Parkway Transit Station Area)*

*Sub-unit D-2 is the Town Center Urban Core of the Reston Town Center and consists of approximately 85 acres. In the Town Center Urban Core, a commercial intensity of up to .95 FAR may be appropriate and is consistent with the Town Center rezonings of March 1987 and subsequently approved Proffered Condition Amendments. Individual blocks or parcels may exceed this intensity, so long as the overall intensity of .95 FAR is not exceeded. In addition, it may be appropriate to allow up to 500,000 square feet of approved non-residential intensity from outside the Town Center Urban Core but from within the larger Reston Town Center area to be transferred to the Urban Core if it can demonstrated that such square footage is available within the Reston Town Center as a whole and appropriate amendments to the approved 1987 rezonings can be achieved.*

**ANALYSIS**

**PRC PLAN** (Copy at front of staff report)

**Title of PRC Plan:** "PRC 85-C-088-02 Reston Town Center Section 91A, Block 16"

**Prepared By:** Urban, Ltd.

**Original and Revision Dates:** November 26, 2010 as revised through June 7, 2011.

The PRC Plan for the proposed 15-story structure consists of 18 sheets:

<b>PRC 85-C-088-02 Reston Town Center Section 91A, Block 16</b>	
<b>Sheet #</b>	<b>Description of Sheet</b>
1 of 18	Cover Sheet
2 of 18	Site Tabulations
3 of 18	Correspondence
4 of 18	Existing Conditions Plan
5 of 18	PRC Plan
5A of 18	Pedestrian Circulation Exhibit
6 of 18	Outfall/SWM/BMP Plan
7 of 18	Open Space Exhibit
8 of 18	Preliminary Landscape Plan
9 of 18	Preliminary Landscape Schedule and Details
10-11 of 18	Preliminary Garage Layout Plan
11A of 18	Building Elevations
12-18 of 18	Approved Development Plan

The PRC Plan depicts a site layout as follows:

***Proposed Structure***

The applicant is proposing to construct a 15-story building with exterior cladding consisting of coral-colored oversize brick, several shades and textures of cast stone, low-e glazing, and selected use of both solid and perforated metal panels to accentuate the building's unique architectural features. Three hundred fifty-nine multi-family dwelling units will be located within the building with adequate on-site parking provided in the adjacent parking garage. Amenities for residents of the building include: meeting rooms, an indoor fitness facility, and an outdoor swimming pool.

***Parking and Access***

All parking on-site will be located in a parking structure adjacent to the building. The structure will contain 815 spaces: 575 spaces for the residential portion of the project; 79 spaces for 18,145 square feet of support retail; and 161 spaces for an eating establishment occupying the remaining 11,000 square feet of commercial space. Five loading spaces are also proposed to meet the applicable Zoning Ordinance requirement. Vehicular ingress and egress to the 6-story parking structure as well as three loading bays are located along St. Francis Street, next to the vehicular entrance. Along Explorer Street, a second point of vehicular ingress and egress is proposed with two adjacent loading bays.

Stairwells are provided within the garage at the corner of Explorer Street and Bluemont Way and at the corner of St. Francis Street and Bluemont Way. Residents can directly access the garage from within the residential building, and customers of the retail and eating establishment can directly access these uses from the garage as well.

### ***Pedestrian Circulation***

The sidewalk width varies from 10 feet to 18 feet along the perimeter of the building. The primary pedestrian entrance to the residential units will be from Town Square Drive. Future commercial tenants will have pedestrian entry points from Town Square Drive and Explorer Street, which will continue the commercial presence that already exists on blocks to the north and east within the urban core. There will be four pedestrian entrances to the parking garage at street level.

### ***Open Space & Landscaping***

The PRC District zoning provisions impose no open space requirement on the project, nor is there a development plan condition. Nevertheless, the proffers for RZ-85-C-088 require that the Town Center Core Area contain at least 15% open space. In accordance with this general requirement, approximately 15% of the site will contain open space consisting of generous sidewalks surrounding the building. According to the landscape plan, 28 deciduous trees (ginko, London planetree, linden, zelkora) will be planted along these sidewalks and on the roof top level of the parking garage. The trees will be planted in nine-foot wide planter sections, of which five feet is visible at street level.

### **Land Use Analysis**

#### **Issue: Affordable Housing (Appendix 5)**

Affordable housing recommendations are included in the Policy Plan of the Fairfax County Comprehensive Plan. More specifically, on page 2, Countywide Objectives and Policies are described: *Workforce Housing is an initiative of Fairfax County to encourage more affordable housing in the County's high-density Mixed-Use Centers, including Tysons Corner Urban Center, Transit Station Areas, Suburban Centers, and Community Business Centers. Workforce Housing units are typically smaller in size than market rate units and are targeted to households with incomes above those required by the Affordable Dwelling Unit Program. Workforce Housing is defined as rental or for-sale housing that is affordable to households with specified maximum income limits, adjusted for household size. Workforce Housing units provided within for-sale developments of all construction types or within rental developments of steel and concrete construction should be affordable to households with income up to and including 120 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area, adjusted for household size.*

**Resolution:**

The applicant has agreed to provide twelve percent of the total number of units as workforce housing units, which equates to 44 units. However, the applicant proposes to allocate the twelve percent as follows:

- 2% of the units to households with income @ 80% AMI
- 3% of the units to households with income @ 100% AMI
- 7% of the units to households with income @ 120% AMI

The applicant has indicated that because a DPA and PRC plan were previously approved without workforce housing, this is a reasonable contribution.

Staff acknowledges the benefit to the community that will result from the applicant's proposal to provide 12% of the multi-family units as workforce housing.

However, staff strongly believes to achieve the affordable housing goals outlined in the Comprehensive Plan and to realize a balanced Reston Town Center community with families of all ages and income levels as noted in the purpose and intent of the PRC District the proposed 12% workforce housing units should be allocated in three equal groupings or tiers and be available to households with income below and up to the cap for each tier as follows:

- 4% of units to households with income up to and including 80 percent of the AMI, adjusted for household size.
- 4% of units to households with income up to and including 100 percent of the AMI, adjusted for household size.
- 4% of units to households with income up to and including 120 percent of the AMI, adjusted for household size.

Staff continues to encourage the applicant to allocate the proposed 12% workforce housing units in three equal tiers to more equitably address the need to provide housing options for all income levels within in Reston Town Center.

**Transportation Analysis (Appendix 6)**

The Fairfax County Department of Transportation has reviewed the PRC plan and determined that all streets on which the property fronts have adequate right-of-way. The crosswalks proposed by the applicant have also been deemed acceptable. The applicant has committed to incorporating certain TDM measures into the development. The applicant will incorporate strategies such as ride matching, car sharing information, preferential parking for vanpools/carpools, distribution of SmartTrip cards, and bicycle racks to reduce vehicle trips generated by Block 16 residents. There are no outstanding transportation issues associated with this application.

**Environmental Analysis (Appendix 7)**

The Fairfax County Planning Division staff reviewed the application and determined the plan will comply with the applicable Comprehensive Plan objectives for the Reston-Herndon Suburban Center & Transit Station Areas planning sector. In the Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010 on pages 19 and 20, Objective 13 states: 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. Fairfax County Planning Division staff determined the proposed PRC plan will have no adverse environmental effects but did raise a concern regarding the incorporation of green building measures into the project.

**Issue: Green Building measures**

The applicant has indicated that they will seek USGBC LEED certification for the proposed development. Staff strongly encourages this effort. Staff has included a development condition to ensure that LEED certification under USGBC's LEED-New Construction program is ultimately achieved as part of the proposed development. In keeping with the green building policy, the applicant was asked to provide a green building escrow based on an assessment of \$2.00 per square foot of the proposed gross floor area of the building.

**Resolution:**

The applicant has agreed to pursue LEED Silver certification from the USGBC for the project and provide the required documentation demonstrating that the project is on track to attain this certification level. Because there is a significant difference in total credits necessary to achieve a LEED Silver building versus a LEED Certified building, Staff reasonably expects that if the project falls short of LEED Silver certification, the applicant will still attain a LEED Certified building. As a result, an escrow is no longer necessary with a commitment to a higher level of LEED certification.

**Urban Forest Management (Appendix 8)**

The PRC plan sheet #8 depicts the streetscape trees and landscaping that will be planted as part of this application. The proposed plantings will conform to the current Reston streetscape standards.

**Public Facilities Analyses (Appendices 9 through 14)****Fairfax County Park Authority (Appendix 9)**

Fairfax County Park Authority (FCPA) staff reviewed the application and determined the plan will have no adverse impacts on the land or resources of the Park Authority.

**Fairfax County Public Schools** (Appendix 10)

Fairfax County Public Schools (FCPS) calculates a yield of 32 additional students from the 359 proposed multi-family units and recommends a monetary contribution of \$300,096 to address capital improvements for South Lakes High School Pyramid. FCPS recognizes this application is a PRC plan and not a rezoning application. However, FCPS requests the applicant make a contribution since neither the rezonings of 1987 nor DPA 85-C-088-03 required contributions to address public school capacity. The applicant has received a copy of the FCPS request, but has not agreed to make a contribution to the Fairfax County Board of Supervisors.

**Fire and Rescue** (Appendix 11)

The subject property is serviced by the Fairfax County Fire and Rescue Department Station #25, Reston. The Fire and Rescue Department has determined the requested improvements currently meet fire protection guidelines and the applicant must comply with Public Facilities Manual Section 9-0202.2J (7) for pool access.

**Sanitary Sewer Analysis** (Appendix 12)

The subject property is located in the Sugarland Run watershed. The Blue Trains Treatment Plant has adequate capacity to serve the site for sewer service.

**Fairfax County Water Authority** (Appendix 13)

The subject property is located within the Fairfax County Water Authority Service Area. Although there are no issues associated with this application at this time, the applicant must fully comply with all applicable standards and regulations at the time of site plan.

**Stormwater Analysis** (Appendix 14)

The site contains no protected resources and is not located on a regulated floodplain. Best Management Practices (BMPs) for water quality controls are required for this development project. The applicant intends to provide BMPs using off-site ponds. At the time of site plan, the applicant must demonstrate that these off-site ponds were designed to serve the project for water quality control, and a maintenance agreement between the owner of the off-site pond and owner of the proposed development will also be required. The applicant also intends to meet the stormwater detention requirement using existing off-site ponds. Again, at the time of site plan review, the applicant must demonstrate that the ponds were designed to provide adequate detention, obtain an off-site detention waiver from DPWES and show evidence of a maintenance agreement between the owner of the off-site pond and owner of the subject property.

## ZONING ORDINANCE PROVISIONS (Appendix 15)

### **Bulk Regulations**

The PRC District requires that the location and arrangement of structures shall not be detrimental to existing or prospective adjacent dwellings, or the existing or prospective development of the neighborhood. The district does not impose minimum lot sizes, building heights, and maximum or minimum yard requirements for either residential or commercial structures. As discussed previously, the application property is a 2.51- acre parcel, located within the Reston Town Center urban core, an area which is currently developed with a mix of uses. The proposed building would be similar in height and bulk to other high-rise buildings located in the Town Center core. Staff believes the proposal is in character with the existing development in the area and will not adversely impact surrounding developments.

### **P-District Standards**

The PRC District regulations are designed to permit a greater flexibility to a developer of a planned community by removing many of the restrictions of conventional zoning. According to the Purpose and Intent of the PRC District as contained in the Zoning Ordinance, this flexibility is intended to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning. With every step of the planning, design and development within the PRC District (including the review of the PRC Plan), the applicant must demonstrate the achievement of the PRC objectives, which are contained in the Purpose and Intent of the PRC District (Sect. 6-301), as well as the P-District Standards, including the General and Design Standards (Sects. 16-101 and 16-102).

#### 6-301 Purpose and Intent

*Objective 1: A variety of housing types, employment opportunities and commercial services to achieve a balanced community for families of all ages, sizes and levels of income.* The applicant is proposing to add residents and commercial services to the Town Center area, as previously contemplated by the entire Town Center zonings. The applicant has also committed to providing twelve percent workforce housing to achieve a variety of housing types by income. As stated previously staff strongly believes an equitable distribution of the proposed workforce housing units should be provided to achieve a more balanced residential community with a variety of income levels. A project in this location will allow residents to readily access nearby commercial services and jobs within the urban core by multiple modes of transportation.

*Objective 2: An orderly and creative arrangement of all land uses with respect to each other and to the entire community.* The proposal will be similar to nearby mixed-use development in the Town Center and represents a furtherance of the stated intensification contemplated by the Comprehensive Plan for the Town Center. In staff's opinion, the proposed PRC Plan meets this objective.

*Objective 3: A planned and integrated comprehensive transportation system providing for a separation of pedestrian and vehicular traffic, to include facilities such as mass transportation, roadways, bicycle or equestrian paths and pedestrian walkways.* The application includes improvements to the pedestrian network in the area by providing sidewalks 10 feet to 18 feet wide along the site frontage where there currently are none. Vehicular traffic to the site will be concentrated at two entrance points to the parking garage on St. Francis Street and Explorer Street to minimize potential conflicts with pedestrians and bicyclists. The bus station southeast of the site across Bluemont Way, proximity to the Washington & Old Dominion bicycle trail, and completion of construction of the Reston Parkway Metro Station will allow both residents of the building and visitors to the site to pursue a variety of transportation options.

*Objective 4: The provision of cultural, educational, medical, and recreational facilities for all segments of the community.* The development is located within the Reston Town Center urban core, and is also located within close proximity to the Reston Library and the Reston Hospital, which will provide educational, cultural, medical, and recreational facilities. In staff's opinion, the proposed PRC Plan meets this objective.

*Objective 5: The location of structures to take maximum advantage of the natural and manmade environment.* While there are no particular natural features associated with this site, the proposed structure takes advantage of the street pattern in the manmade environment, and will further activate the streetscape in the urban core. The applicant has agreed to achieve LEED certification with this proposal. Therefore, staff believes that this objective has been satisfied with the proposed development condition.

*Objective 6: The provision of adequate and well-designed open space for the use of all residents.* The subject application has been filed on 2.51 acres and proposes 15 percent open space, although a specific open space requirement is not specified for properties in the urban core. This open space includes the streetscape that will surround the building and connect residents to other uses within the urban core, including the park directly north of the site across Town Square Drive. Staff believes this objective is satisfied.

*Objective 7: The staging of development in a manner which can be accommodated by the timely provision of public utilities, facilities and services.* All public utilities, facilities, and service-related accommodations will be addressed at the time of site plan approval.

### Section 16-101 General Standards

General Standard 1 states that 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.

The Comprehensive Plan map designates the subject area as Town Center in Land Unit D of the Reston-Herndon Suburban Center & Transit Station Areas. For this sector, the Comprehensive Plan emphasizes that 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. Furthermore, the plan text states that each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development, and the town center should develop as planned in order to provide a viable residential and commercial mix.

The proposal will substantially conform to the Comprehensive Plan because the application proposes to develop a vacant site in conformance with the approved development plan to achieve a mixed use project that will include amenities for residents such as meeting rooms, a fitness facility, and a swimming pool. Twelve percent of the units are proposed as affordable housing to better serve the needs of the community.

General Standard 2 states that 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.

As previously discussed, this PRC plan generally complies with all seven objectives of Section 6-301, which outlines the purpose and intent of Planned Residential Districts.

General Standard 3 states that 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.

The subject property was previously graded and there are no trees or vegetation on the site. The proposed project will efficiently utilize the land in this location by constructing a 15-story mixed use building that meets the requirements of the previously approved development plan and extends the Reston streetscape, including sidewalks and plantings, in the town center urban core.

General Standard 4 states that 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.

The intensity of development is compatible to the existing scale of development that surrounds the site. Construction of the proposed project will complete development of Block 16 of the urban core and provide additional residents who will patronize commercial businesses in the urban core as well as the future Reston Parkway metrorail station. Improvements to the site will not hinder, deter, or impede any future redevelopment of adjacent and confronting properties.

General Standard 5 states that 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.

The subject property is located in an area where all the identified public facilities and utilities are currently available.

General Standard 6 states that 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.

Future residents in the proposed building will be able to access garage parking, ground floor commercial tenants, and indoor and outdoor recreation amenities from readily accessible locations within the building. Sidewalks immediately adjacent to the building and on all surrounding blocks will provide an external pedestrian link to services that include offices, retail stores, and restaurants, as well as public transit. The site's close proximity to the Washington & Old Dominion Trail and the Dulles Toll Road will allow for easy access to major bicycle and vehicular travel ways as well.

The requested PRC Plan must also comply with Section 16-102, Design Standards.

#### Section 16-102 Design Standards

Design Standard 1 states that 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.

The proposed structure will be surrounded by property zoned PRC on all sides. The applicant is not proposing to exceed the height as allowed by the most recent development plan amendment (15 stories), and the building will be similar architecturally to other high rise buildings in the Town Center. Therefore, staff finds that Design Standard 1 has been satisfied.

Design Standard 2 states that other than those regulations specifically set forth in Article 6 for a particular P district, the open space, off-street parking, sign and all other similar regulations set forth in this Ordinance shall have general application in all planned developments. The application contains 15% open space. In addition, the applicant currently proposes to meet the minimum parking requirements via structured parking adjacent to the building. The applicant is requesting no additional signage and would be held to the standards as described by the Zoning Ordinance. Staff notes that, as a PRC district, the applicant could seek a Comprehensive Sign Plan for greater signage than allowed by the Zoning Ordinance. However, no such approval has been requested. Therefore, this standard has been met.

Design Standard 3 states that 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. This standard has been satisfied, as previously discussed in the project's conformance with Objective 3 of the Purpose and Intent of the PRC district and General Standard 6 of the General Standards Section of 16-101.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff concludes that the subject application request to construct a 15-story building containing 359 multi-family dwelling units and 29,145 square feet of ground floor commercial space with an attached six-story parking garage is in harmony with the approved development plan and in conformance with the applicable Zoning Ordinance provisions.

Staff continues to recommends the following modifications to the application

- An equitable allocation of the workforce housing units
- A monetary contribution to off-set impacts to Fairfax County Public Schools

### **Recommendation**

Staff recommends approval of PRC 85-C-088-02, subject to the development conditions set forth in Appendix 1 of the Staff Report.

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 recommendations of staff; it does not reflect the position of the Board of Supervisors.

The approval of this PRC Plan 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.

### **APPENDICES**

1. Proposed Development Conditions
2. DPA 85-C-088-03 Development Conditions & Development Plan
3. RZ 85-C-088 (1987 Proffers)
4. Statement of Justification
5. Workforce Housing Policy
6. Transportation Analysis
7. Environmental Analysis
8. Urban Forest Management Division
9. Fairfax County Park Authority
10. Fairfax County Public Schools
11. Fire and Rescue
12. Sanitary Sewer Analysis
13. Fairfax County Water Authority
14. Stormwater Analysis
15. Zoning Ordinance Provisions
16. Glossary

**PROPOSED DEVELOPMENT CONDITIONS**

**PRC 85-C-088-02**

**June 10, 2011**

If it is the intent of the Board of Supervisors to approve PRC 85-C-088-02, located at Tax Map 26-1-((11))-0005, then staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. Any plan submitted pursuant to this PRC Plan shall be in substantial conformance with the approved PRC Plan entitled "Reston Town Center Section 91A, Block 16" prepared by Urban Ltd., consisting of 18 sheets, and dated November 26, 2010 as revised through May 26, 2011. Minor modifications to the approved PRC Plan may be permitted pursuant to Sect. 16-203 of the Zoning Ordinance.
2. The limits of clearing and grading shall be in substantial conformance with the limits of clearing and grading shown on the PRC Plan, subject to modification for the installation of utilities and/or trails as determined necessary by the Director of DPWES.
3. A landscape plan shall be submitted as part of the first and all subsequent site plan submissions that is in substantial conformance with the landscaping shown on Sheet 8 of the PRC Plan for the review and approval of the Urban Forest Management Division (UFMD), DPWES.
4. The maximum height of the residential buildings shall not exceed 15 stories.
5. A minimum of twelve percent (12%) of the total number of dwelling units constructed on the Property shall be provided as workforce dwelling units ("WDUs"). Provision of the WDUs shall be generally administered pursuant to the "Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines" adopted October 15, 2007.
6. If a waiver of on-site stormwater management is not granted by DPWES, then required on-site facilities shall be provided, as determined by DPWES.
7. Parking shall be provided in accordance with Article 11 of the Zoning Ordinance.

8. As stated in Note #34 on Sheet 1 of the PRC plan, the applicant shall coordinate with the existing LINK program and the Fairfax County Department of Transportation (FCDOT) to develop and implement mutually agreed upon Transportation Demand Management (TDM) strategies to encourage the use of transit (metrorail and bus), other high occupancy vehicle commuting modes, walking, and biking in order to reduce automobile trips generated by residential units developed on the property. The TDM strategies shall include, but not be limited to, the following:
  - a. Information Dissemination. The applicant shall provide, or shall coordinate with LINK to provide, transportation information including transit maps, schedules and forms, ride-sharing, and other relevant transit option information in residential sales/rental kits and in a centralized area of the residential building, such as the lobby or community room;
  - b. Ride Matching. The applicant shall coordinate with LINK to assist residents with vanpool and carpool formation programs, ride matching services, and established guaranteed ride home programs;
  - c. Car Sharing Information. The applicant shall provide, or shall coordinate with LINK to provide, information regarding the availability of car sharing programs such as (ZipCar/FlexCar) to all new residents;
  - d. Preferential Parking. The applicant shall provide dedicated preferential parking spaces for carpools/vanpools if any such carpools/vanpools are formed by residents;
  - e. Fare Cards. The applicant shall distribute SmarTrip cards (or similar transit fare cards) in the amount of at least \$25.00 per unit, upon the execution of the initial lease or upon the initial closing of each unit, as applicable; and
  - f. Bicycle Parking. The applicant shall provide bicycle racks as generally shown on this PRC plan.
  
9. The applicant shall include, as part of the final site plan submission and building plan submission, a list of specific credits within U.S. Green Building Council's Leadership in Energy and Environmental Design—New Construction 2009 (LEED®-NC 2009) rating system. A LEED-accredited professional (LEED-AP) who is also a professional engineer or licensed architect shall provide certification statements at both the time of final site plan review and the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED certification of the project.

In addition, prior to final site plan approval, the applicant shall 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 shall have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.

Prior to the building plan approval, the applicant shall 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 shall 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 project, the applicant shall provide documentation to the Environment and Development Review Branch of DPZ demonstrating the status of attainment of LEED certification or a higher level of certification from the U.S. Green Building Council for the building. If the applicant is unable to provide the preliminary review of the design-related credit documentation prior to the building permit approval but does anticipate receiving the documentation prior to the attainment of the certification, the applicant may, prior to the issuance of the building permit, post an escrow identical to the one described in the following paragraph. This escrow shall be released upon submission of the documentation to the Environment and Development Review Branch of DPZ from the U.S. Green Building Council demonstrating that the building is anticipated to attain a sufficient number of design-related credits that, along with the anticipated construction-related credits, shall be sufficient to attain LEED Silver certification.

As an alternative to the actions outlined in the above paragraphs, or if the U.S. Green Building Council review of design-oriented credits indicates that the project is not anticipated to attain a sufficient number of design-related credits to support attainment of LEED Silver certification, the applicant shall execute a separate agreement and post, a "green building escrow," in the form of cash or a letter of credit from a financial institute acceptable to DPWES as defined in the Public Facilities Manual, in the amount of (\$2/square foot). This escrow shall be in addition to and separate from other bond requirements and shall be released upon demonstration of attainment of LEED certification or higher level of certification, by the U.S. Green Building Council, under the most current version of the LEED-NC

rating system or other LEED rating system determined, by the U.S. Green Building Council. The provision to the Environment and Development Review Branch of DPZ of documentation from the U.S. Green Building Council that the building has attained LEED Silver certification shall be sufficient to satisfy this commitment.

If the applicant provides to the Environment and Development Review Branch of DPZ, within one year of issuance of the final RUP/non-RUP for the building, documentation demonstrating that LEED certification for the building has not been attained but that the building has been determined by the U.S. Green Building Council to fall within three points of attainment of LEED certification, 50% of the escrow shall be released to the applicant; the other 50% will be released to Fairfax County and shall be posted to a fund within the county budget supporting implementation of county environmental initiatives.

If the applicant fails to provide, within one year of issuance of the final RUP/non-RUP for the building, documentation to the Environment and Development Review Branch of DPZ demonstrating attainment of LEED certification or demonstrating that the building has fallen short of LEED certification by three points or less, the entirety of the escrow for that building shall be released to Fairfax County and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.

If the Applicant provides documentation from the USGBC demonstrating, to the satisfaction of the Environment and Development Review Branch of DPZ, that USGBC completion of the review of the LEED certification application has been delayed through no fault of the Applicant, the Applicant's contractors or subcontractors, the time frame may be extended as determined appropriate by the Zoning Administrator, and no release of escrowed funds shall be made to the Applicant or to the County during the extension.

10. Prior to submission of site plans to DPWES for development on Section 91A Block 16, proposed site plans, landscape plans, and architectural elevations shall be presented to the Board of Directors of the West Market Property Owners Association and other immediately adjacent residential property owners associations for their review and comment.



# FAIRFAX COUNTY

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

V I R G I N I A

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FAX: 703-324-3926

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August 9, 2002

Mark C. Looney, Esquire  
Cooley Godward LLP  
One Freedom Square / Reston Town Center  
11951 Freedom Drive Suite 1500  
Reston, Virginia 20190-5601

RE: Development Plan Amendment  
Number DPA 85-C-088-3

Dear Mr. Looney:

At a regular meeting of the Board of Supervisors held on May 20, 2002, the Board approved Development Plan Amendment DPA 85-C-088-3 to permit the 3<sup>rd</sup> amendment of the Development Plan for RZ 85-C-088 to permit mixed use development with an overall Floor Area Ratio (FAR) of 0.95, in the name of Westerra Reston, LLC, located west of Library Street, east of Town Center Parkway, south of New Dominion Parkway and north of the Washington and Old Dominion Trail, Tax Map 17-1 ((16)) 17, 18; 17-3 ((1) 3A; 17-3 ((10)) 16. consisting of 12.68 acres in Hunter Mill District, subject to the following development conditions.

1. Any plan submitted pursuant to this Development Plan Amendment shall be in conformance with the approved Development Plan Amendment entitled "Reston Town Center Urban Core" prepared by Urban Engineering & Assoc., Inc., which is dated January, 2002, as revised through May 17, 2002, and consists of seven sheets (the "Development Plan"), and the following conditions.
2. The maximum permitted building height on Section 91A, Block 18 shall be limited to 21 stories, except that the finished building height of any structure(s) constructed within 100 feet of the north frontage of Section 91A Block 18 on New Dominion Parkway shall not exceed the height above sea level of the finished building height of the existing parking structure constructed on Blocks 12 and 12A. This existing height of the parking structure on Blocks 12 and 12A shall be demonstrated to the Office of Building Code Services, Department of Public Works and Environmental Services (DPWES) at the time of submission of building plans.

3. The maximum permitted building height on Section 89A Block 1 shall be limited to 15 stories, including any above-ground parking levels.
4. Irrespective of the notes listed in the Development Plan, a Landscape Plan consistent with the quantity and quality of plantings shown on Sheet 4 of the Development Plan shall be submitted for review and approval by the Urban Forestry Division of DPWES at the time of site plan approval.
5. a. Pursuant to Proffer B1 of the Reston Town Center Proffers: prior to site plan approval for the development of Section 89A Block 1 or upon demand by the Director of the Fairfax County Department of Transportation, whichever occurs first, a minimum of 1.07 acres of land area in the eastern portion of Section 89A Block 1, as shown on Sheet 7 of the Development Plan (the "Dedication Area"), shall be dedicated and conveyed at no cost to the Board of Supervisors, in fee simple, for the construction of a bus transit station. Density credit shall be retained by the applicant for the area dedicated consistent with the provisions of the Fairfax County Zoning Ordinance. All necessary easements, as determined by the Fairfax County Department of Transportation (DOT) in consultation with "LINK", for transit vehicle access within the private street network of the Town Center Urban Core, shall also be granted to the County at no cost, prior to the commencement of operations of the bus transit facility.
- b. The applicant at its sole expense shall provide to the County the complete design and construction plans for the County bus transit station facility including the kiosk structure in Section 89A Block 1, subject to review and approval by DOT and the Office of Capital Facilities and Office of Site Development Services (OSDS), DPWES. The applicant shall be responsible for submitting the required plans to OSDS and obtaining all required OSDS permits for construction. The OSDS submissions shall be made using a Designated Plans Examiner (DPE) selected by the applicant. The applicant shall pay all required review and waiver fees. These services shall include preliminary design through full construction drawings, as well as the services of the applicant's engineer to address revisions during construction and for up to one year following the completion of construction of the site. As-built drawings shall also be provided within thirty (30) days of final bond release. The preliminary (35% complete), intermediate (75% complete), pre-final (95% complete), and final designs (100% complete) shall be completed and submitted to the Office of Capital Facilities, DPWES, to include 25 copies of plans at each submission for its review and approval. The preliminary design (35% complete) shall be completed

within three (3) months of the date that the County provides written notification to the applicant that the Dedication Area is acceptable as a transit station facility pursuant to condition 5d. Preliminary, intermediate, pre-final, and final design plans shall be prepared in the format and on a schedule mutually agreed upon between the applicant and the Office of Capital Facilities, DPWES, for bid advertisement as a Fairfax County funded construction project. All DPWES comments at each review phase shall be addressed at no cost to the County and the disposition of all comments shall be documented to the County.

- c. PRC plan approval, Town Center Design Review Board approval, and site plan approval for the proposed County bus transit facility, shall be diligently pursued to completion by the applicant, either prior to or concurrently with securing these approvals for the applicant's proposed development on the remainder of Section 89A Block 1, with an approval date of six (6) months from the date of approval by the Office of Capital Facilities, DPWES of the final designs (100% complete) construction drawings as referenced in condition 5b above, unless delays are mutually agreed upon by the applicant and the County. Site plan approval shall not be deemed to include bonding for the proposed transit station construction.
- d. Upon the approval of this DPA and the expiration of any applicable appeal periods, permission shall be granted in writing by the applicant for the County to enter the Dedication Area to conduct physical inspection and any testing deemed necessary to determine the property's suitability for the County's intended use. Such testing shall not be funded by the applicant; mitigation of the property, if necessary, shall not be funded by the applicant. If the County determines in its sole discretion that the Dedication Area is not suitable for its use, the County may refuse to accept the dedication, and conditions 5a through 5g shall be nullified, except that all necessary easements, as determined by the Fairfax County Department of Transportation (DOT) in consultation with "LINK", for transit vehicle access within the private street network of the Town Center Urban Core, shall be granted to the County at no cost.
- e. Assessments levied by the Urban Core Association on the 1.07 acre property to be dedicated to the County pursuant to condition 5a above shall be paid fully by the applicant, unless waived by the Reston Town Center Urban Core Association.

- f. Provision of stormwater management and BMP facilities, if deemed necessary by DPWES, shall be provided off-site from the property to be dedicated to the County for a bus transit facility pursuant to condition 5a above by the applicant at no cost to the County. Any necessary public utility or other easements to serve the bus transit station shall also be provided at no cost to the County. BMP and stormwater management facilities shall be maintained by the applicant at no cost to the County.
  - g. If not provided by others, a bus layover parking area shall be provided to the County by the applicant on the north side of Bluemont Way, between Library Street and Discovery Street opposite the County bus transit facility at no cost to the County, if required by the County. If the layover parking area has not been provided by others, the designs provided in condition 5b shall be modified by the applicant at no cost to the County to accommodate a bus layover on the north side of Bluemont Way between Library Street and Explorer Street, consistent and compatible with the applicant's proposed development of Section 91A Block 15, or in a mutually agreeable location. All necessary dedications and/or easements for this bus layover shall be provided to the Fairfax County Board of Supervisors by the applicant at no cost to the County.
  - h. If the County refuses to accept the Dedication Area pursuant to condition 5d, the 1.07 acre parcel shall be maintained as open space.
6. Parking for all uses shall be provided in accordance with Article 11 of the Zoning Ordinance.
  7. Prior to site plan approval for development of residential building(s) or commercial building(s) greater than ten (10) stories in height on the western portion of Section 89A Block 1, the applicant shall submit architectural renderings for the proposed building(s), which shall be compatible in style, color and construction materials with the existing development in the Town Center Urban Core, to the Planning Commission for review and approval.
  8. A maximum of 1,000 high-density residential dwelling units shall be permitted on the property subject to this DPA application within Section 89A Block 1 and Section 91A Blocks 16, 17, and 18.

DPA 85-C-088-3  
August 9, 2002

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9. If a waiver of on-site BMP and stormwater management is not granted by DPWES for the property subject to this DPA application, the required on-site facilities shall be provided by the applicant, as determined by DPWES, at no cost to the County.
10. Prior to submission of site plans to DPWES for development on Section 89A Block 1 and/or Section 91A Blocks 16, 17, or 18, proposed site plans, landscape plans, and architectural elevations shall be presented to the Board of Directors of the West Market Property Owners Association and other immediately adjacent residential property owners associations for their review and comment.

Sincerely,

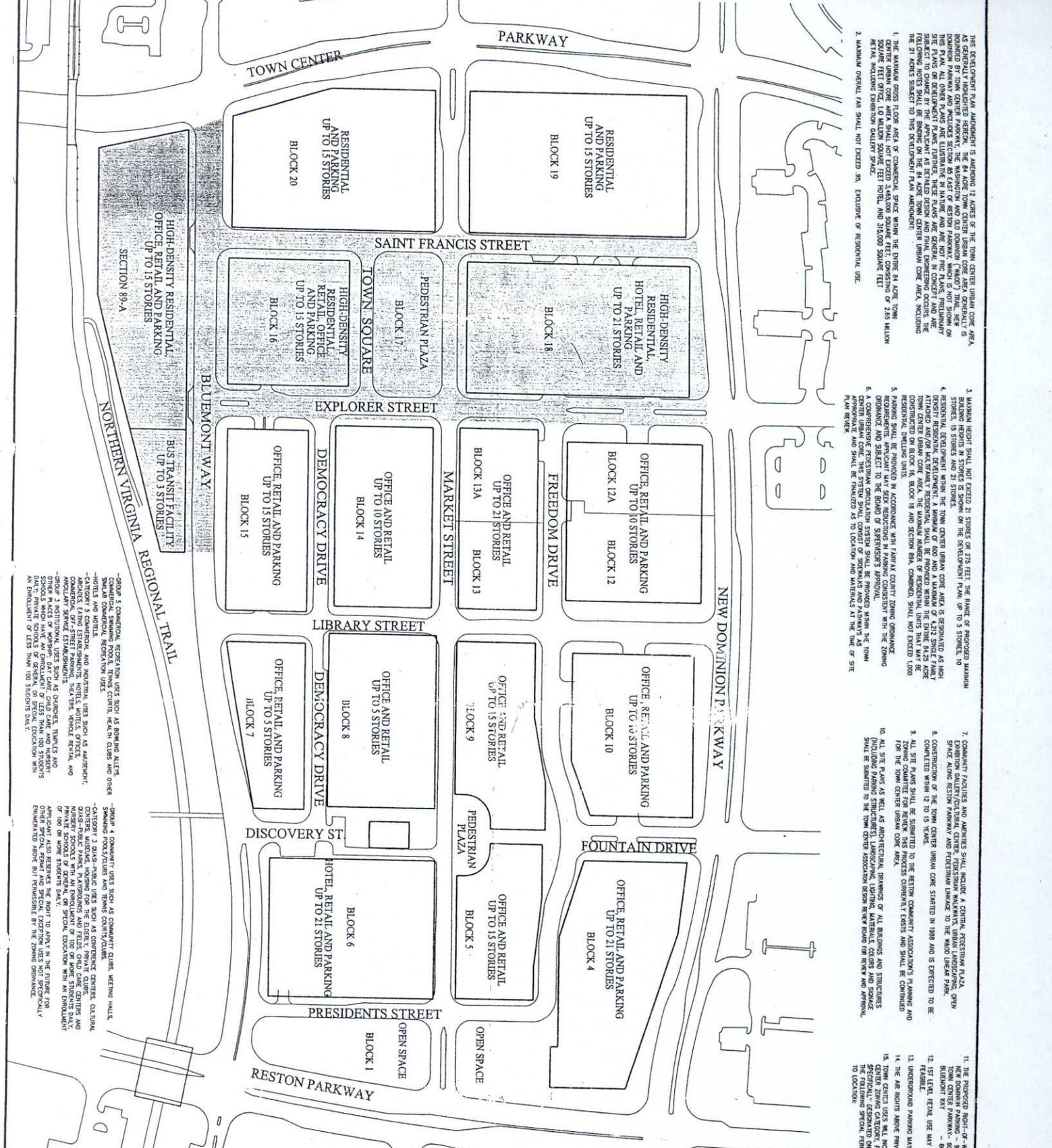


Nancy Vehrs  
Clerk to the Board of Supervisors

NV/ns

cc: Chairman Katherine K. Hanley  
Supervisor-Hunter Mill District  
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration  
Michael R. Congleton, Deputy Zoning Administrator  
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ  
Thomas Conry, Dept. Mgr. - GIS - Mapping/Overlay  
Angela K. Rodeheaver, Section Chief, Trnsprt'n. Planning Div.  
Charles Strunk, Project Planning Section, Dept. of Transportation  
Michelle Brickner, Deputy Director, DPWES  
Kenny King, Proffer Administrator, Plans & Document Control, OSDS, DPWES  
Frank Edwards, Department of Highways - VDOT  
Land Acqu. & Planning Div., Park Authority  
District Planning Commissioner  
James Patteson, Director, Facilities Mgmt. Div., DPWES





1. THE DEVELOPMENT PLAN AMOUNTING TO 12 ACRES OF THE TOWN CENTER URBAN CORE AREA, AS DESIGNATED BY THE PLAN, IS SUBJECT TO THE 84 ACRE TOWN CENTER URBAN CORE AREA GENERAL PLAN, WHICH IS PART OF THE RESTON PARKWAY AND INCLUDES SECTION 85 EAST OF RESTON PARKWAY, WHICH IS NOT SHOWN ON THIS PLAN. ALL OTHER PLANS ARE SUBMITTED IN WITNESS AND ARE NOT THE PLAN'S PRELIMINARY SUBJECT TO CHANGE BY THE APPLICANT AS DEFINED DESIGN AND FINAL ENGINEERING COORDINATE THE FOLLOWING NOTES SHALL BE SHOWN ON THE 84 ACRE TOWN CENTER URBAN CORE AREA, INCLUDING THE 21 ACRES SHOWN TO THIS DEVELOPMENT PLAN AMOUNTING TO:
2. MAXIMUM GROSS FLOOR AREA OF COMMERCIAL SPACE WITHIN THE ENTIRE 84 ACRE TOWN CENTER URBAN CORE AREA SHALL NOT EXCEED 2,460,000 SQUARE FEET, COMPOSING OF 245 MILLION SQUARE FEET OF COMMERCIAL SPACE, HOTEL AND 315,000 SQUARE FEET OF COMMERCIAL SPACE INCLUDING COMMERCIAL OFFICE SPACE.
3. MAXIMUM HEIGHT SHALL NOT EXCEED 21 STORIES OR 275 FEET. THE RANGE OF PROPOSED MAXIMUM BUILDING HEIGHT IN STORIES IS SHOWN ON THE DEVELOPMENT PLAN. UP TO 3 STORIES, 10 STORIES, 15 STORIES AND 21 STORIES.
4. RESIDENTIAL DEVELOPMENT WITHIN THE TOWN CENTER URBAN CORE AREA IS RESERVATED AS HIGH-DENSITY RESIDENTIAL, HOTEL, RETAIL AND PARKING UP TO 21 STORIES. THE ENTIRE 21 STORIES ARE ATTACHED AND/OR MULTIFAMILY RESIDENTIAL SHALL BE PROVIDED WITHIN THE ENTIRE 21 STORIES URBAN CORE AREA. THE MAXIMUM NUMBER OF RESIDENTIAL UNITS THAT MAY BE PROVIDED WITHIN BLOCK 18, BLOCK 19 AND SECTION 85A, COMBINED SHALL NOT EXCEED 1,000 RESIDENTIAL UNITS.
5. PARKING SHALL BE PROVIDED IN ACCORDANCE WITH FREDERICK COUNTY ZONING ORDINANCE REQUIREMENTS. APPLICANT MAY SEEK REDUCTIONS IN PARKING CONSISTENT WITH THE ZONING ORDINANCE AND SUBJECT TO THE BOARD OF SUPERVISORS' APPROVAL.
6. A COMMERCIAL PRESTRESSING PRODUCTION SYSTEM SHALL BE PROVIDED WITHIN THE TOWN CENTER URBAN CORE AREA. THE SYSTEM SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE BOARD OF SUPERVISORS' APPROVAL AND SHALL BE FINISHED AS TO LOCATION AND MATERIALS AT THE TIME OF SITE PLAN REVIEW.
7. COMMUNITY FACILITIES AND AMENITIES SHALL INCLUDE A CENTRAL PEDESTRIAN PLAZA, COMMUNITY CENTER, COMMUNITY CENTER, COMMUNITY CENTER, COMMUNITY CENTER, OPEN SPACE ALONG RESTON PARKWAY AND FREEDOM DRIVE TO THE WEST OF THE PLAN.
8. CONTRIBUTION OF THE TOWN CENTER URBAN CORE STARTED IN 1988 AND IS EXPECTED TO BE COMPLETED WITHIN 12 TO 15 YEARS.
9. ALL SITE PLANS SHALL BE SUBMITTED TO THE RESTON COMMUNITY ASSOCIATION'S PLANNING AND ZONING COMMITTEE FOR REVIEW. THIS REVIEW COMMITTEE'S REPORTS AND SHALL BE COMPLETED FOR THE TOWN CENTER URBAN CORE AREA.
10. ALL SITE PLANS AS WELL AS ARCHITECTURAL DRAWINGS OF ALL BUILDINGS AND STRUCTURES (INCLUDING PARKING STRUCTURES), LANDSCAPING, LIGHTING MATERIALS, AND SIGNAGE SHALL BE SUBMITTED TO THE TOWN CENTER ASSOCIATION DESIGN REVIEW BOARD FOR REVIEW AND APPROVAL.
11. THE PROPOSED RIGHT-OF-WAY WIDTH OF MAJOR PUBLIC STREETS SHALL BE AS FOLLOWS:  
 TOWN CENTER PARKWAY - 80'  
 RESTON PARKWAY - 80'  
 BLUEMONT WAY - 60'
12. 1ST LEVEL RETAIL USE MAY BE INCLUDED IN THE GROUND FLOOR OF PARKING STRUCTURES WHERE FEASIBLE.
13. UNDERGROUND PARKING MAY BE PROVIDED BY RIGHT ON ANY BUILDING PAD AS NECESSARY.
14. THE AIR RIGHTS ABOVE PRIVATE STREETS MAY BE DEVELOPED AS NECESSARY.
15. TOWN CENTER USES WILL INCLUDE ALL OF THOSE PERMITTED BY RIGHT UNDER THE PREC TOWN CENTER ZONING CATEGORY, PLUS ALL OF THE SPECIAL PERMIT AND SPECIAL EXCEPTION USES OF THE TOWN CENTER ZONING CATEGORY. THE CONCEPTUAL DEVELOPMENT PLAN AS TO GENERAL LOCATION AND THE FOLLOWING SPECIAL PERMIT AND SPECIAL EXCEPTION USES WHICH THE CITY OF RESTON AS TO LOCATIONS:

- GROUP 3 COMMERCIAL, RESIDENTIAL, USES SUCH AS RESTAURANT, CATERING, COMMERCIAL, SMOKING ROOMS, TENSIS CENTERS, HEALTH CLUBS AND OTHER COMMERCIAL RECREATION USES.
- HOTELS AND MOTELS.
- OFFICES AND BUSINESS SERVICES.
- OFFICES, FINANCIAL INSTITUTIONS, HOTELS, MOTELS, OFFICES, COMMERCIAL, OFFICE BUILDINGS, RETAIL, VEHICLE RENTAL, AND OTHER COMMERCIAL USES.
- GROUP 4 INSTITUTIONAL USES SUCH AS CHURCHES, THEATERS AND OTHER PLACES OF WORSHIP, DAY CARE, CHILD CARE, AND NURSERY, DAY CARE, AND OTHER INSTITUTIONAL USES.
- DAY CARE, PRIVATE SCHOOLS OF GENERAL OR LESS THAN 100 STUDENTS, AN ENROLLMENT OF LESS THAN 100 STUDENTS DAILY.
- GROUP 4 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING ROOMS/CLUBS AND TENSIS COURTS/CLUBS.
- CATERING.
- GROUP 3 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING ROOMS/CLUBS AND TENSIS COURTS/CLUBS.
- CATERING.
- GROUP 4 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING ROOMS/CLUBS AND TENSIS COURTS/CLUBS.
- CATERING.
- GROUP 4 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING ROOMS/CLUBS AND TENSIS COURTS/CLUBS.
- CATERING.
- GROUP 4 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING ROOMS/CLUBS AND TENSIS COURTS/CLUBS.
- CATERING.

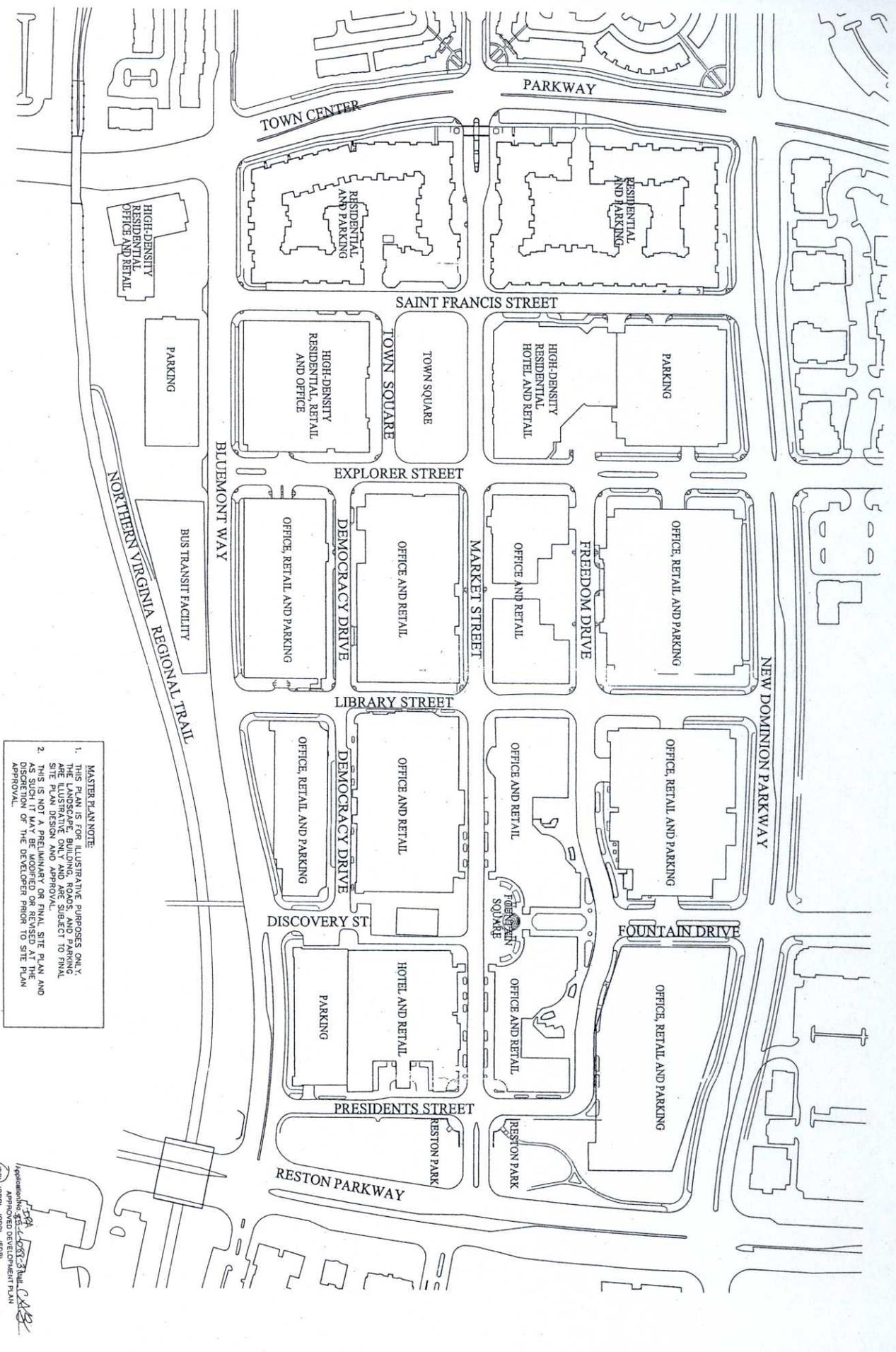
Application No. 2014-003-03-01  
 APPROVED DEVELOPMENT PLAN  
 DATE OF REVIEW: 10/15/14  
 DATE OF REVISION: 10/15/14  
 SHEET NO. 2 OF 2

SECTION/BLOCK	RESIDENTIAL UNITS
SECTION 85	344
SECTION 91A, BLOCK 19 A20	699
TOTAL	1042

Block	Other	Hotel	Resid
Block 1-10	531,683 s.f.	428,078 s.f.	312,243 s.f.
Block 13	302,257 s.f.	-	15,008 s.f.
Block 12A	390,314 s.f.	-	18,289 s.f.

NOTE: THESE FIGURES REPRESENT ESTIMATES OF THE NUMBER OF RESIDENTIAL UNITS AND NON-RESIDENTIAL SQUARE FOOTAGE CONSTRUCTED OR UNDER CONSTRUCTION WITHIN THE URBAN CORE AT THE TIME THIS PLAN WAS SUBMITTED. THESE FIGURES ARE SUBJECT TO CHANGE THROUGH APPROVAL AND ARE NOT TO BE USED AS A BASIS FOR ANY TABLETIONS ARE FOR INFORMATIONAL AND ILLUSTRATIVE PURPOSES ONLY AND ARE NOT BINDING ALLOCATIONS OF DEVELOPMENT DENSITIES.



MASTER PLAN NOTE:

1. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. THE LANDSCAPE, BUILDING, ROADS, AND PARKING ARE ILLUSTRATIVE ONLY AND ARE SUBJECT TO FINAL SITE PLAN DESIGN AND APPROVAL.
2. THIS IS NOT A FINAL SITE PLAN AND AS SUCH, NOT A REQUIREMENT FOR FINAL SITE PLAN AND APPROVAL OF THE DEVELOPER PRIOR TO SITE PLAN APPROVAL.

Approved for the City of Reston, VA  
 Date of (609) (FCI) approval 5/12/07  
 Date of (609) (FCI) approval 5/12/07  
 SHEET 3 of 7  
 DR-1279

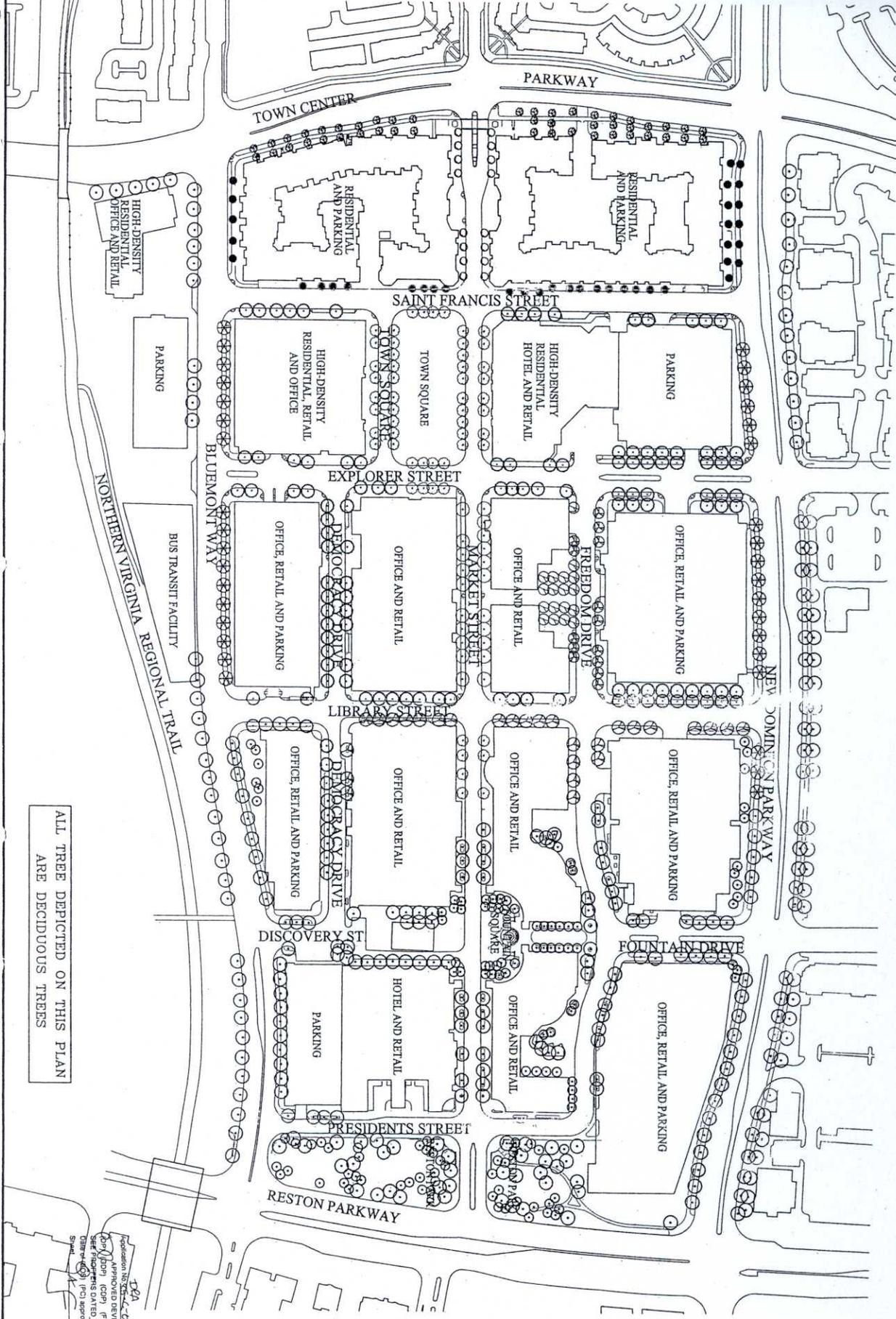
MASTER PLAN  
**RESTON TOWN CENTER URBAN CORE**  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=100' C.I. N/A DATE: JAN. 2002



**URBAN ENGINEERING & ASSOC., INC.**  
 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 1715 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22003 (703) 642-8080

PLAN DATE	NO.	DATE	DESCRIPTION	REVIEWER	APPROVED	DATE
01-25-02						
04-04-02						



**LANDSCAPE PLAN NOTE:**

1. THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. THE LANDSCAPE, BUILDING, ROADS, AND PARKING ARE SUBJECT TO FINAL SITE PLAN DESIGN AND APPROVAL.
2. THIS IS NOT A PRELIMINARY OR FINAL SITE PLAN AND AS SUCH IT MAY BE MODIFIED OR REVERSED AT THE DISCRETION OF THE DEVELOPER PRIOR TO SITE PLAN APPROVAL.
3. THE TOWN CENTER URBAN CORE WILL HAVE A HIGHLY INTEGRATED PEDESTRIAN CIRCULATION PATTERN AND LANDSCAPING ALONG THE STREETS. THE LOCATION OF THE STREETS THROUGHOUT THE CORE AND THE INCREASED INTENSITY OF LANDSCAPING PROPOSED FOR THE HIGHLY PEDESTRIAN MARKET STREET.

ALL TREE DEPICTED ON THIS PLAN ARE DECIDUOUS TREES

APPROVED DEVELOPMENT PLAN  
 HUNTER HILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA  
 04/04/02

PEDESTRIAN CIRCULATION & LANDSCAPE PLAN  
**RESTON TOWN CENTER URBAN CORE**  
 HUNTER HILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA



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 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7112 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22005 (703) 642-8060

PLAN DATE	REVISION	DATE	DESCRIPTION	REV BY	APPROVED	DATE
01-25-02						
04-04-02						

SHEET  
 7  
 OF  
 7  
 FILE NO. DP-1219

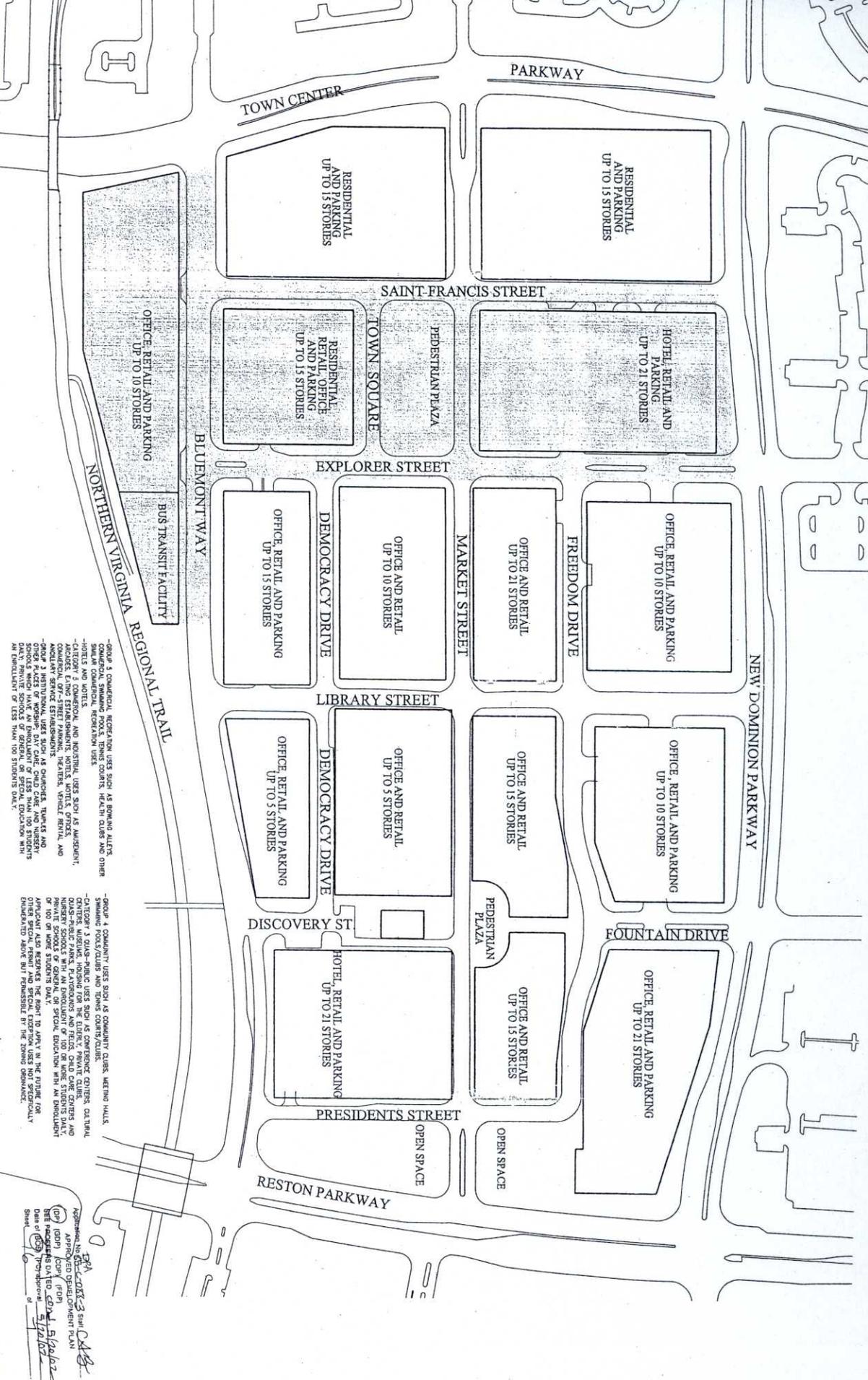


- MAXIMUM HEIGHT SHALL NOT EXCEED 21 STORIES OR 275 FEET, THE HAZEL OF PROPOSED MAXIMUM BUILDING HEIGHTS IN STORIES IS SHOWN ON THE DEVELOPMENT PLAN: UP TO 3 STORIES, 10 STORIES, 15 STORIES AND 21 STORIES.
- MINIMUM OF 400 SQUARE FEET AND/OR MULTIPLE FAMILY RESIDENTIAL UNITS WILL BE PROVIDED WITHIN THE ENTIRE 54 ACRE TOWN CENTER URBAN CORE AREA.
- PARKING SHALL BE PROVIDED IN ACCORDANCE WITH FAIRFAX COUNTY ZONING ORDINANCE REQUIREMENTS. APPLICANT MAY SEEK REDUCTIONS IN PARKING CONSISTENT WITH THE ZONING ORDINANCE AND SUBJECT TO THE BOARD OF SUPERVISORS' APPROVAL.
- COMPREHENSIVE PEDESTRIAN CIRCULATION STUDY SHALL BE PROVIDED WITHIN THE TOWN CENTER URBAN CORE. THIS STUDY SHALL CONSIST OF: SIGNAGE SYSTEMS, CROSSINGS, AND OTHER PEDESTRIAN FACILITIES. THE STUDY SHALL BE PROVIDED TO THE BOARD OF SUPERVISORS AT THE TIME OF SITE PLAN REVIEW.
- COMMUNITY FACILITIES AND AMENITIES SHALL INCLUDE: A CENTRAL RECREATION PLAZA, COMMUNITY CENTER/CULTURAL CENTER, RECREATION WALKWAYS, URBAN LANDSCAPING, OPEN SPACE ALONG RESTON PARKWAY AND PEDESTRIAN LINKAGE TO THE WOOD LEAF PARK.
- CONSTRUCTION OF THE TOWN CENTER URBAN CORE STARTED IN 1989 AND IS EXPECTED TO BE COMPLETED WITHIN 12 TO 15 YEARS.
- ALL SITE PLANS SHALL BE SUBMITTED TO THE RESTON COMMUNITY ASSOCIATION'S PLANNING AND ZONING COMMITTEE FOR REVIEW. THIS PROCESS CURRENTLY EXISTS AND SHALL BE CONTINUED FOR THE TOWN CENTER URBAN CORE AREA.
- ALL SITE PLANS AS WELL AS ARCHITECTURAL DRAWINGS OF ALL BUILDINGS AND STRUCTURES (INCLUDING PARKING STRUCTURES), LANDSCAPING, LIGHTING, MATERIALS COLORS AND SHADINGS SHALL BE SUBMITTED TO THE TOWN CENTER ASSOCIATION DESIGN REVIEW BOARD FOR REVIEW AND APPROVAL.
- THE PROPOSED RIGHT-OF-WAY WIDTH OF MAJOR PUBLIC STREETS SHALL BE AS FOLLOWS:  
NEW DOMINION PARKWAY - 60'  
RESTON PARKWAY - 60'  
BLUEMONT WAY - 60'
- 1ST LEVEL RETAIL USE MAY BE INCLUDED IN THE GROUND FLOOR OF PARKING STRUCTURES WHERE FEASIBLE.
- UNDERGROUND PARKING MAY BE PROVIDED BY RIGHT ON ANY BUILDING PAD AS NECESSARY.
- THE AIR RIGHTS ABOVE PRIVATE STREETS MAY BE DEVELOPED BY RIGHT UNLESS NECESSARY.
- TOWN CENTERS USES WILL INCLUDE ALL OF THOSE PERMITTED BY RIGHT UNLESS THE TOWN CENTER ZONING ORDINANCE, PLANS ALL OF THE SPECIAL PERMIT AND SPECIAL EXCEPTION USES SPECIFICALLY ENUMERATED ON THE CONCEPTUAL DEVELOPMENT PLAN AS TO GENERAL LOCATION AND CHARACTER OF USES. SPECIAL TOWNHOMES AND SPECIAL LOCATION USES WHICH ARE NOT IDENTICAL AS TO LOCATION.

MIN. GROSS FLOOR AREA OF COMMERCIAL SPACE WITHIN THE ENTIRE 54 ACRE TOWN CENTER URBAN CORE SHALL NOT EXCEED 3,600,000 SQUARE FEET. COMMENSURATE WITH THE TOWN CENTER ASSOCIATION DESIGN REVIEW BOARD FOR REVIEW AND APPROVAL.

EXISTING CONCEPT AND SUBJECT TO CHANGE AS DETAILED DESIGN PROGRESSES. THE DATES SHALL BE SPECIFIC AND BINDING TO THE ENTIRE 54 ACRE TOWN CENTER URBAN CORE DEVELOPMENT PLAN.

THE 43,000 SQUARE FEET GROSS AREA, ONLY, SHALL BE DEVELOPED IN ACCORDANCE WITH THE DEVELOPMENT PLAN.



-GROUP 3 COMMERCIAL, RECREATION USES SUCH AS BOWLING ALLEYS, SMALL COMMERCIAL, RECREATION USES, HEALTH CLUBS AND OTHER HOTELS AND MOTELS.

-CATEGORY 2 COMMERCIAL AND INDUSTRIAL USES SUCH AS AMUSEMENT, OFFICE, SERVICE ESTABLISHMENTS, CHANGEOVER, THEATRE AND OTHER PLACES OF WORKING, DAY CARE, CHILD CARE AND NURSERY AND OTHER USES AS DETAILED IN THE SPECIAL ORDINANCE WHICH AN ENROLLMENT OF LESS THAN 100 STUDENTS AN ENROLLMENT OF LESS THAN 100 STUDENTS DAILY.

-GROUP 4 COMMUNITY USES SUCH AS COMMUNITY CLUBS, MEETING HALLS, SMOKING POLLS/CLUBS AND TOWN CENTERS/CLUBS.

-CATEGORY 3 QUASIPUBLIC USES SUCH AS CONFERENCE CENTERS, CULTURAL, QUASIPUBLIC PARKS, PLAYGROUNDS AND FIELDS, CHILD CARE CENTERS AND NURSERY SCHOOLS WITH AN ENROLLMENT OF 100 OR MORE STUDENTS DAILY, OR 100 OR MORE STUDENTS DAILY. SPECIAL EXCEPTION WITH AN ENROLLMENT OF 100 OR MORE STUDENTS DAILY.

APPLICANT SHALL RESERVE THE RIGHT TO APPLY IN THE FUTURE FOR OTHER USES AND SPECIAL EXCEPTION USES NOT SPECIFICALLY ENUMERATED HERE BUT PERMITTED BY THE SPECIAL ORDINANCE.

APPROVED AND SUBMITTED FOR DEVELOPMENT PLAN  
 SHEET 6  
 DATE OF 05/12/02  
 SHEET 7  
 FILE NO. DP-1279

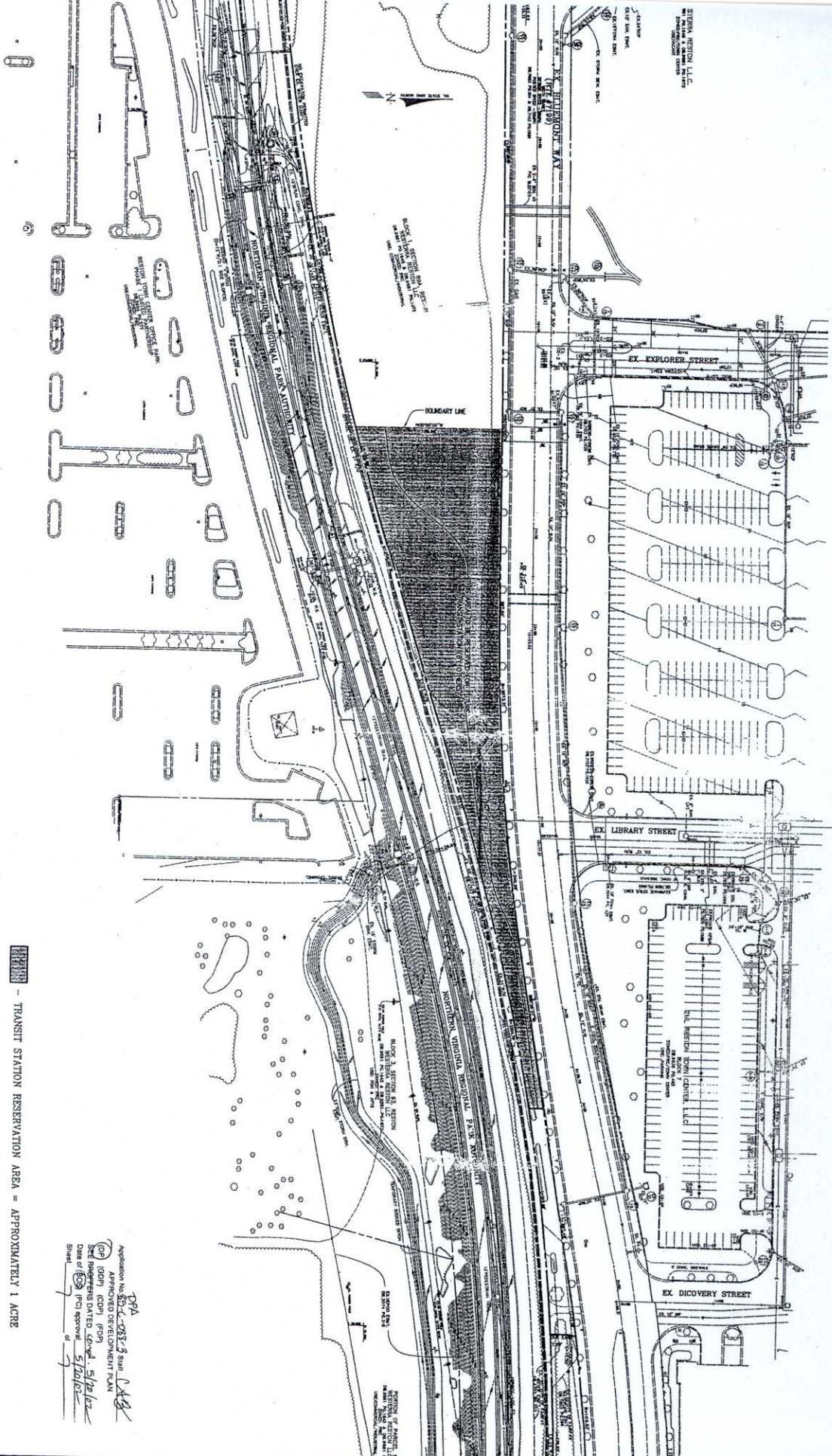
EXISTING CONCEPTUAL DEVELOPMENT PLAN  
**RESTON TOWN CENTER URBAN CORE**  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=100' C.I. N/A DATE: JAN. 2002



**URBAN ENGINEERING & ASSOC., INC.**  
 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS  
 7712 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22003 (703) 642-8080

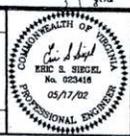
FILE NO.	DATE	DESCRIPTION	REVISION APPROVED BY	DATE
DP-1279	01-25-02	EXISTING CONCEPTUAL DEVELOPMENT PLAN		



TRANSIT STATION RESERVATION AREA = APPROXIMATELY 1 ACRE

Application No. 88-C-0323 Seal: *LAG*  
 APPROVED DEVELOPMENT PLAN  
 (DP) (ODP) (CDP) (FDP) (FOP)  
 SEE PREPARETS DATED 05/12/02  
 DATE OF (FOP) APPROVAL 5/20/02

TRANSIT STATION RESERVATION EXHIBIT  
 RESTON TOWN CENTER  
 SECTION 89-A  
 HUNTER MILL DISTRICT  
 FAIRFAX COUNTY, VIRGINIA  
 SCALE: 1"=50' C.I.N/A DATE: JAN., 2002



**URBAN ENGINEERING & ASSOC., INC.**  
 CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - LAND SURVEYORS  
 7712 LITTLE RIVER TURNPIKE  
 ANNANDALE, VIRGINIA 22003 (703) 642-8080

PLAN DATE	NO.	DATE	DESCRIPTION	REVIEWER	APPROVED	DATE
01-24-02						
05-07-02						
05-17-02						
REVISION APPROVED BY DIVISION OF DESIGN REVIEW						

SHEET  
 OF  
 7  
 FILE No.  
 DP-1279



COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**

4100 CHAIN BRIDGE ROAD  
 FAIRFAX, VIRGINIA 22030



March 25, 1987

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

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

Dear Mr. Prichard:

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

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

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

Very truly yours,

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

EWR:ns

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

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

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

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

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

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

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

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

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

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

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

RESTON LAND CORPORATION

Reston Town Center Rezoning

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

Revised February 27, 1987

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

A. DEFINITIONS

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

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

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

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

Commercial

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

Housing Units

1,400 dwelling units  
(minimum)

Hospital

127 beds (minimum)

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

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

Commercial

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

Housing Units

1,400 dwelling units  
(minimum)

Hospital

127 beds (minimum)

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

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

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

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

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

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

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

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

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

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

FDOT: - Fairfax County Office of Transportation

VDOT: - Virginia Department of Transportation or its successor.

#### B. TRANSPORTATION SYSTEM

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- (a) Town Center Parkway as 4-lane divided section from East-West Connector to Sunset Hills Road.
- b) two additional lanes of Reston Avenue, one in either direction, from the East-West Connector to Baron Cameron Avenue.
- (c) complete Vail Avenue and remainder of core area streets.

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

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

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

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

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

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

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

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

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

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

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

C. DEVELOPMENT PLAN FOR RZ 85 C-088

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

a. Conceptual Plan - The Conceptual Plan shows the generalized location of the various buildings in the Town Center Core Area; their proposed uses, proposed building heights; and provides an overview of the interrelationship of all the components.

b. Master Plan - The Master Plan shows the generalized location of the various buildings in the Town Center Core Area and their proposed uses and provides an overview of the interrelationship of all the components.

c. Phase I Development Plan - The Phase I Development Plan shows the proposed surface parking for Phase I. As development proceeds, parking garages will be substituted for surface lots.

d. Landscape Plan - The Landscape Plan shows the location of the urban parks, the continuity of the urban streetscapes throughout the Urban Core and the increased intensity of landscaping proposed for the highly pedestrian "Market Street". (Although these plans do not reflect the revisions in building sites and to streets 1.a, 1.b, 1.c, and 1.e, they are representative of the quality and character of the Landscape Plan proposed.)

e. Pedestrian Circulation/Parking Garage Entrance-Exit Plan - The Pedestrian Circulation/Parking Garage Entrance-Exit Plan shows the primary and secondary circulation patterns, the pedestrian linkages to the surrounding area and the circulation from the parking structures to the buildings. It also shows the proposed entrances and exits from the parking structures. (Although these plans do not reflect the revisions in building sites and to streets 1.a, 1.b, 1.c and 1.e, they are representative of the quality and character of the Pedestrian Circulation/Parking Garage Entrance-Exit Plan proposed.)

f. Right of Way/Traffic Circulation Plan - The Urban Core shows the urban grid street pattern that will differentiate the Urban Core from the rest of Reston with its meandering streets.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Reston Land Corporation

by Gregory J. Frless  
Gregory J. Frless  
Executive Vice President

Optionee

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

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

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

CENTENNIAL DEVELOPMENT CORPORATION

By. 

Pete T. Scamardo, President

**SECTION 91A, BLOCK 16  
PLANNED RESIDENTIAL COMMUNITY PLAN  
STATEMENT OF JUSTIFICATION**

March 10, 2011

**I. Introduction**

South of Market Lot 16 LLC (the "Applicant") seeks approval of a Planned Residential Community plan (the "PRC Plan") for Section 91A, Block 16 of the Reston Town Center. The subject property is located in the block bounded by Explorer Street, Bluemont Way, Saint Francis Street, and Town Square, and identified on the Fairfax County Tax Map as parcel 17-3 ((10)) 16 (the "Property"). The Applicant proposes to amend a previously approved PRC plan for the Property in order to implement the development of 359 multi-family residential units and 29,145 square feet of retail and restaurant uses.

**II. Background**

On March 9, 1987, the Fairfax County Board of Supervisors rezoned approximately 449 acres of land, including the Property, to the PRC zoning district in a series of four rezoning applications collectively referred to as the "Reston Town Center rezonings." More specifically, the Property is within the 84.25 acres of the Reston Town Center subject to rezoning application RZ 85-C-088 and known as the Town Center Urban Core. As part of RZ 85-C-088, the Property is subject to the consolidated set of proffers associated with the Reston Town Center rezonings (the "Proffers").

On May 20, 2002, the Board of Supervisors approved Development Plan Amendment DPA 85-C-088-3 to permit mixed-use development consisting of residential and retail uses on Blocks 16 and 18 of the Urban Core and a park/plaza on Block 17. The Development Plan Amendment permits a maximum of 1,000 residential units on Blocks 16 and 18 with building heights of up to 15 stories on Block 16 and up to 21 stories on Block 18.

On June 6, 2005, the Fairfax County Department of Public Works & Environmental Services approved PRC Plan 7067-PRC-015-1 (the "Approved PRC Plan") for the development of 1,000 residential units on Blocks 16 and 18. Since the approval of the Development Plan Amendment and the Approved PRC Plan, Block 18 has been developed with 641 residential units and Block 17 has been developed as a pedestrian plaza/park. Block 16 currently contains a surface parking lot with minimal landscaping.

**III. Overview of the PRC Plan**

The Applicant seeks approval of the PRC Plan to implement the development approved for the Property under DPA 85-C-088-3 with modifications to the design of the Block 16 building shown on the Approved PRC Plan. The development of 359 multi-family residential units and 29,145 square feet of retail and restaurant uses is in substantial conformance with the approved Development Plan Amendment and the Proffers.

The multi-family residential units and the retail and restaurant uses to be developed on the Property will be located in a 15-story mixed-use building fronting on Town Square. The retail and restaurant uses will be located on the ground-floor of the building along Saint Francis Street, Town Square, and Explorer Street. The building also will have an outdoor swimming pool and courtyard area for the enjoyment of the residents. The Property will have wide sidewalks, landscaping/streetscaping, and pedestrian-oriented retail storefronts and restaurants consistent with the attractive, high-quality pedestrian environment in the Town Center Urban Core. The Property will have approximately fifteen percent open space.

Parking will be provided in a six-level parking structure that is integrated into the mixed-use building such that the retail stores on Saint Francis Street and Explorer Street conceal a portion of the parking structure. Based on the grade sloping downward from the northeastern to the southwestern portion of the Property, the parking structure will have six levels of parking above grade along Saint Francis Street and five levels of parking above grade along Explorer Street. The parking structure will have vehicular ingress and egress on both Explorer Street and Saint Francis Street.

The Applicant's PRC Plan will achieve the vision for the Property established with the Development Plan Amendment and the Approved PRC Plan and will provide additional high-quality residential units, restaurants, and retail stores within the Reston Town Center. The development will complement the exiting pedestrian-oriented, mixed-use live, work, and play environment in the Urban Core and further the Reston Town Center's continued success as the nation's premier mixed-use planned community. The Property's proximity to the planned Reston Parkway Metro Station and convenient pedestrian connections along Bluemont Way to the pedestrian bridge crossing the Washington & Old Dominion Trail will encourage residents to use Metrorail. Further, the Property is adjacent to the existing bus transit center that will provide additional transit options for the residents. Therefore, the PRC Plan will support Fairfax County's vision for the Reston Town Center and its transit-oriented development objectives for the area surrounding the Reston Parkway Metro Station.

#### **IV. Conclusion**

The PRC Plan is in substantial conformance with the approved Development Plan Amendment and the Proffers, and will fulfill the vision of the Property for high-density, high-quality residential development with ground-floor retail and restaurant uses that complement the existing pedestrian-oriented, mixed-use development in the Reston Town Center. In addition, the PRC Plan supports Fairfax County's efforts to achieve transit-oriented development proximate to the planned Reston Parkway Metro Station. The Applicant, therefore, respectfully requests the support of the Fairfax County Staff, the Planning Commission, and approval of the PRC Plan by the Board of Supervisors.

Respectfully submitted,



Brian J. Winterhalter  
Cooley LLP

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## HOUSING

### INTRODUCTION

Since 1975, there have been several significant trends which have shaped the character of housing in Fairfax County. The most dramatic trends have been those associated with the growth in the number of housing units and the increasing cost of housing in the County. The number of housing units in the County has more than doubled since 1970. This increase in housing units has been accompanied by a dramatic shift away from the almost exclusive production of single-family detached housing toward townhouse style units. Between 1970 and 1988, townhouses grew at a rate that was roughly twelve times greater than that for single-family detached homes. Despite this recent trend, 55 percent of all housing in the County is composed of single-family detached units.

Fairfax County is recognized as an area that has some of the highest housing costs in the nation. Much of the escalation in the cost of homes in Fairfax County has been attributed to the high costs of land and development. According to a recent survey by the Metropolitan Washington Council of Governments, which included over 238,000 apartment units, Fairfax County had the highest median rent of all jurisdictions in the region. The median rent recorded was over \$700 per month.

Recent market conditions and forces in Fairfax County have not been conducive to the production of a variety of housing types, offering a broad range of housing prices. Multifamily housing, either as rental apartments or as condominiums, has not been produced at a rate comparable to other housing types. As a result, the proportion of multifamily housing units to overall housing has declined. Single-family housing predominates, even in areas where higher residential densities would be appropriate, such as near transit facilities or in close proximity to employment and commercial areas. A possible reason for the imbalance between single-family and multifamily housing is the short supply of appropriate sites that are planned and/or zoned for multifamily development. The production of multifamily housing is also hampered by the high costs of land and construction which necessitate rents and sales prices that are not competitive with existing multifamily units in the market and are unaffordable to many who would desire this housing type.

Housing affordability is a growing problem for many residents of the County. A significant number of people in various circumstances cannot afford to rent or purchase a home. The high sales prices of homes often require down payments far exceeding what many young families can afford. Those working in lower-paying or entry level jobs are likely to experience difficulty in affording to buy or rent in the County. The gap in housing affordability can affect the ability of employers, including the County, to attract employees crucial to the health and safety of the community as well as to the area's economic growth and prosperity. The lack of affordable housing has been cited as a factor contributing to the current shortage of workers in the County's service sector.

The objectives and policies put forth below are designed to respond to the County's adopted goals and the following critical housing issues:

- Housing for sale or rent in Fairfax County has become increasingly unaffordable.
- Declining federal support has made it more difficult to meet the housing needs of low- and moderate-income households.
- Ensuring neighborhood stability and conservation will be of increasing importance to the County.

- There is only a limited supply of housing for special populations, such as the physically and mentally disabled, the homeless, and the low-income elderly.
- There has been and continues to be a shortage of sites for affordable housing.

### BOARD OF SUPERVISORS GOAL

**Affordable Housing** - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

### COUNTYWIDE OBJECTIVES AND POLICIES

A key recommendation of the Fairfax County Affordable Housing Task Force (1986) was the need for an annual numerical production objective to signify the commitment of the County and its citizens to provide affordable housing. This objective should increase public awareness regarding the issue of affordable housing and stimulate public and private efforts to create more affordable housing options and opportunities. Also, it should be a useful yardstick by which to measure the performance of the entire community in responding to this critical housing need.

The affordable housing objective set forth below is a community objective that involves the private, non-profit and public sectors. It will not be achieved by the County Government and Housing Authority alone. It is anticipated that the affordable housing units needed to meet this annual objective will be derived from federal, state and County housing assistance programs, commitments from developers, and other public and private efforts to create affordable housing.

Affordable housing, for the purposes of the Comprehensive Plan, is defined as housing that is affordable to households with incomes which are up to 120 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA), as determined periodically by the U.S. Department of Housing and Urban Development. One of the Fairfax County programs designed to produce affordable housing is the Affordable Dwelling Unit (ADU) Program, which produces units that are affordable to households with incomes that are 70 percent or less of the AMI.<sup>1</sup>

For developments subject to the Affordable Dwelling Unit (ADU) Program, notwithstanding specific Plan text or map provisions regarding unit type and/or density, the density range provisions of the Affordable Dwelling Unit Adjuster and the unit types permitted by the zoning district regulations in affordable dwelling unit developments shall apply. The Affordable Dwelling Unit Adjuster provisions state that the lower and upper end of the density ranges shall be increased by a maximum percentage based on the type of unit being constructed. The Zoning Ordinance provisions for affordable dwelling unit developments which include alternative unit types and reduced minimum yard and lot size requirements shall not necessarily be considered incompatible with

<sup>1</sup> As an example, using the 2007 Area Median Income (AMI) of \$94,500 (adjusted for family size), a household of four making 70 percent of AMI has an income of \$66,150. Using the generally accepted guideline of paying no more than 30 percent of gross income for rent, an affordable rent for a two- or three-bedroom apartment would be \$1,654 (including utilities). Using the generally accepted guideline of the purchase price of being 2.5 times a household's annual income, an affordable purchase price would be \$165,375. For updated AMI information, please see [www.fairfaxcounty.gov/rha/adu/aduprogram.htm](http://www.fairfaxcounty.gov/rha/adu/aduprogram.htm) or call the Department of Housing and Community Development at (703) 246-5101 or (703) 385-3578 (TTY).

adjacent development, provided that the flexibilities allowed in the Ordinance are accomplished on the subject parcel in a fashion that creates compatible transitions to adjacent developments.

Workforce Housing is an initiative of Fairfax County to encourage more affordable housing in the County's high-density Mixed-Use Centers, including Tysons Corner Urban Center, Transit Station Areas, Suburban Centers, and Community Business Centers. Workforce Housing units are typically smaller in size than market rate units and are targeted to households with incomes above those required by the Affordable Dwelling Unit Program.

For the purposes of the Comprehensive Plan, Workforce Housing is defined as rental or for-sale housing that is affordable to households with specified maximum income limits, adjusted for household size. Workforce Housing units provided in for-sale developments in all construction types or in rental developments in steel and concrete construction<sup>2</sup> should be affordable to households with income up to and including 120 percent of the AMI, adjusted for household size. Workforce housing units in rental developments in wood and masonry construction<sup>3</sup> should be affordable to households with maximum income limits of up to and including 100 percent of the AMI, adjusted for household size. Workforce units should be divided into groupings or tiers that are affordable to households with various maximum income limits from up to 80 percent of AMI to up to 120 percent of AMI, adjusted for household size, as outlined in Appendix 1 of the Housing Section.

A Workforce Housing Program within the Zoning Ordinance should contain provisions regarding the production, control and administration of proffered Workforce Housing units. The provisions should be similar to those of the Affordable Dwelling Unit Program. Until such time as the Workforce Housing Program provisions of the Zoning Ordinance are in place, proffered Workforce housing units should be administered and controlled under interim guidelines generally comparable to those of the Affordable Dwelling Unit Program.

**Objective 1: The County should increase the supply of affordable housing units each year by an amount that is equal to at least 12 percent of the total housing production in the County for the previous year. These units should serve the full range of incomes of households needing affordable housing and should include units for the disabled and handicapped.**

Policy a. In cases where additional intensities can be supported by existing or planned infrastructure and public facility systems, provide bonus densities in exchange for affordable housing. Affordable housing can be in the form of housing units, free land dedicated to the Fairfax County Redevelopment and Housing Authority, or in limited circumstances, cash contributions to the Housing Trust Fund.

Policy b. Expand affordable housing in the County through the application of the Affordable Dwelling Unit Program, as set forth in the Zoning Ordinance and the Comprehensive Plan.

2 I.e. Building Construction Types 1, 2, 3 & 4, as specified in the Virginia Uniform Statewide Building Code.

3 I.e. Building Construction Type 5, as specified in the Virginia Uniform Statewide Building Code.

- Policy c. Ensure Workforce Housing is provided in the County's Mixed-Use Centers, including Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, where the Areas Plans envision mixed-use or high-density residential development above the baseline recommendation for development and offer a bonus incentive for the production of Workforce housing. The expectation is that in such areas Affordable Dwelling Units and/or Workforce Housing will constitute a minimum of 12 percent of all residential units in all building construction types. For further guidance, see the Guidelines for Provision of Workforce Housing in the Housing Section Appendix 1.
- Policy d. When considering development proposals, residential rezonings should not be approved above the low end of the Plan range unless an appropriate commitment of land, dwelling units, and/or a cash contribution to the Housing Trust Fund is provided. For further guidance, see the Criteria for Assignment of Appropriate Development Intensity included as a part of the Appendix to Countywide Land Use.
- Policy e. Capitalize the Housing Trust Fund through private contributions and general revenue, so that it can be used as a mechanism to fund the development of affordable housing.
- Policy f. Encourage affordable housing as a development option for infill sites, particularly in commercial areas and near employment concentrations.
- Policy g. Give priority for the use of County and other government-owned buildings and land as sites for the provision of affordable housing.
- Policy h. Promote and facilitate innovative site design and construction techniques, as well as encourage the use of manufactured housing and manufactured housing components, when aimed at providing affordable housing.
- Policy i. Support the efforts of the Fairfax County Redevelopment and Housing Authority in producing a portion of these affordable housing units through the provision of County resources and the approval of suitable housing sites.
- Policy j. Encourage and facilitate home sharing as one mechanism for lowering housing costs.
- Policy k. Encourage universal design in the development of affordable housing.

The expanding employment base in the County is one of the factors which creates the need for housing. Forecasts are that jobs will continue to grow at a rate which is higher than that for future housing production. This implies continued pressure on the housing market and an excess of demand for available units. There will be a need to increase the supply of housing in the County in response to this demand.

Prices of new homes and the rents of new apartments are directly related to allowable density. Higher densities can help to support affordability. Determining acceptable locations for higher density residential development will be necessary as part of a strategy to provide more affordable units. The County is committed to both closing the gap between the demand for and supply of affordable housing (as defined in the Glossary) and promoting the location of affordable housing throughout the County.

**Objective 2: The County should encourage the provision of affordable housing (as defined in the Glossary) in all parts of the County.**

- Policy a. Expand housing opportunities in or near Mixed-Use Centers as a way of providing the opportunity for persons employed in the County to live near their jobs.
- Policy b. Promote the development of multifamily housing in both Mixed-Use Centers and existing residential areas, as appropriate, in an effort to diversify the housing stock and expand lower cost housing options. For additional guidance, refer to the Locational Guidelines for Multifamily Residential Development contained in the Appendix to Countywide Land Use.
- Policy c. Promote affordable housing opportunities throughout the County, particularly in areas where existing supply is low.
- Policy d. Encourage the creation of accessory dwelling units as a means of increasing the supply and distribution of affordable housing.

As the County matures, there will be an increasing need to preserve and enhance older residential communities. It will be important to protect existing residential areas from the encroachment of commercial development and the impacts of institutional holdings and uses. The compatibility of infill development will also be of increasing concern. In cases of neighborhood deterioration, this may entail taking actions to promote residential redevelopment and/or revitalization where appropriate.

**Objective 3: The County should conserve stable neighborhoods and encourage rehabilitation and other initiatives that will help to revitalize and promote the stability of older neighborhoods.**

- Policy a. Improve and maintain existing housing and neighborhood quality by upgrading substandard housing and improving physical community facilities (e.g., streets, sidewalks, lighting) in existing neighborhoods.
- Policy b. Maintain housing quality in existing neighborhoods and preserve neighborhood stability through the abatement of "spot" blight.
- Policy c. Facilitate improvement and maintenance of existing neighborhoods by initiating community development programs, in communities where needed, with as little displacement as possible; and incorporating affordable housing units, including universally designed units, as part of all major housing rehabilitation efforts.
- Policy d. Retain existing below market rental housing through acquisition, rehabilitation assistance and other subsidies.
- Policy e. Facilitate the retention of existing mobile home parks which are identified in the Area Plans as appropriate for mobile home park use. For additional guidance, refer to the Guidelines for Mobile Home Retention contained in the Appendix to Countywide Land Use.

Over the years, the County has responded to the housing needs of low- and moderate-income families through a variety of housing assistance programs. Assisted housing programs offer one means of providing affordable housing. The programs limit the amount of rent charged and the eligibility of occupants based on income. These limits are a condition for the provision of financial assistance from federal, state or local sources. For a list of programs that are defined as assisted housing for the purposes of the Comprehensive Plan, see the Glossary. Funding from the federal government has dropped sharply in recent years and the responsibility for providing new assisted housing has shifted to state and local governments. The County has steadily increased its role in providing low- and moderate-income housing.

Despite this continuing effort, there remains a significant need for housing assistance in the County. In 1995, there were approximately 50,000 households who were eligible for housing assistance because their income was 50% or less of the County median income. County efforts to meet the housing needs of low- and moderate-income families have been severely hampered in recent years by the sharp decline in federal housing funds that are available to localities. The decline in those funds that assist in the production of below market rate housing has had a particularly significant effect.

**Objective 4: The County should maximize the use of federal and state housing assistance programs.**

- Policy a. Support the Fairfax County Redevelopment and Housing Authority in its mission to plan, acquire, develop and maintain affordable housing using federal, state and county programs.
- Policy b. Obtain the County's appropriate share of federal housing assistance which is allocated to the Washington region. Continue to support the Metropolitan Washington Council of Government's Fair Share formula.
- Policy c. Use the Virginia Housing Development Authority's financial capability and other state housing assistance programs to address the housing needs of Fairfax County.

Additional efforts need to be taken to ensure that special population groups are able to live and work in Fairfax County. The escalating price and the limited availability of affordable housing is particularly onerous on those with special housing needs. Alternative housing arrangements such as group homes, homesharing, and accessory apartments can be appropriate tools for assisting these populations.

**Objective 5: The County should increase the supply of housing available to special populations, including the physically and mentally disabled, the homeless, and the low-income elderly.**

- Policy a. Locate housing resources for special populations in all parts of the County as a way of improving accessibility to employment opportunities, County services, as well as cultural and recreational amenities.
- Policy b. Facilitate the development of shelters and single room occupancy residences for homeless persons and families, as well as others in need of these housing options.

- Policy c. Enforce fair housing laws and nondiscriminatory practices in the sale and rental of housing to all citizens.
- Policy d. Promote multifamily housing for the elderly and the handicapped that is conveniently located to public transportation and community services.
- Policy e. Encourage the creation of handicapped accessible housing units or units that can be easily modified for use by the disabled.

## APPENDIX 1

### GUIDELINES FOR PROVISION OF WORKFORCE HOUSING

It is a policy of the Board of Supervisors of Fairfax County that Workforce Housing should be provided in the County's Mixed-Use Centers, including Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas, where the Area Plans envision mixed use or high-density residential development above the baseline recommendation for development. The following guidelines should apply in the development of Workforce Housing.

1. Proposals for development that are above the baseline recommendation(s) in the Area Plans should include a minimum of 12 percent of all residential units in all building construction types as affordable housing (Affordable Dwelling Units and/or Workforce Housing) as defined in the Glossary of the Fairfax County Comprehensive Plan.

For proposals that are exempt from the Affordable Dwelling Unit Program, the 12 percent policy should be met by proffered Workforce Housing. As an alternative, the 12 percent policy may be met by any combination of proffered Affordable Dwelling Units and/or Workforce Housing units. For proposals that are not exempt from the Affordable Dwelling Unit Program, the number of Affordable Dwelling Units and the Workforce housing units combined should be equal to 12 percent of the total number of residential units in the proposed development.

Flexibility may be granted regarding the provision of Workforce Housing to the extent that consideration may be given to proposals whereby units available within the same Transit Station Area or Mixed-Use Center may be purchased by the developer of new construction and proffered as Workforce units to meet the requirements of these guidelines, as long as Guidelines 8 and 9 below are met.

2. The provision of Workforce Housing does not exempt an applicant from meeting the requirements of the Affordable Dwelling Unit Program, if applicable.
3. Workforce Housing should be subject to administrative requirements that are set forth in the Zoning Ordinance or interim guidelines generally comparable to those of the Affordable Dwelling Unit Program.
4. To encourage the provision of Workforce Housing, development proposals may realize a bonus of up to one additional market rate unit for each proffered Workforce Housing unit as long as a minimum of 12 percent of the total number of units proposed is affordable housing (i.e. Affordable Dwelling Units and/or Workforce Housing). In a mixed-use development, the bonus may be realized as non-residential square footage that is equal to the square footage of the Workforce Housing provided.

Maximum Number of Units according to Plan Recomm. 1	Percent of Bonus Density	Available Bonus Units	Total Number of Units	Number of Workforce Units Expected	Percentage Workforce Units out of Total Number of Units	Ratio of Bonus Units to Workforce Units
100	12%	12	112	14	12.5%	.85:1
100	13%	13	113	14	12.4%	.93:1
100	14%	14	114	14	12.3%	1:1
100	15%	15	115	15	13.0%	1:1
100	16%	16	116	16	13.8%	1:1
100	17%	17	117	17	14.5%	1:1
100	18%	18	118	18	15.2%	1:1
100	19%	19	119	19	15.9%	1:1
100	20%	20	120	20	16.6%	1:1

5. The maximum achievable bonus for the provision of Workforce Housing is 20 percent in terms of additional residential density (dwelling units per acre) or non-residential intensity (floor area ratio).
6. In accordance with guidance in the Land Use section of the Policy Plan, for developments providing affordable housing, the additional density/intensity achieved with the inclusion of applicable bonus market rate units should not be counted toward the maximum allowable density (dwelling units) or floor area ratio (FAR) designated in the Area Plan recommendation(s). Building height above the maximum designated in the Area Plan recommendation(s) should only be considered if necessary to accommodate the inclusion of bonus market rate units.
7. In all cases, a minimum of 12 percent of all residential units should be Affordable Dwelling Units and/or Workforce Housing regardless of the degree to which the density available in the Plan recommendation(s) is achieved or the bonus provisions are utilized.
8. Workforce Housing should meet the following minimum unit sizes:
  - Efficiency: 450 square feet
  - 1-bedroom: 600 square feet
  - 2-bedroom: 750 square feet
9. The size (in square feet) of the market rate units created with the bonus provision should be within 10 percent of the square footage of the Workforce Housing units with the same number of bedrooms.
10. Workforce Housing should be available to households of varying income levels up to 120 percent of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area (MSA) adjusted for household size, as determined periodically by the U.S. Department of Housing and Urban Development.

1 Maximum residential Plan recommendation may be expressed as a density range or a floor area ratio (FAR). A FAR recommendation would need to be converted to a number of units to ensure the 12% affordable housing goal is met.

Workforce housing provided in “for-sale” developments of all construction types or in rental developments built in steel and concrete should be allocated to three equal groupings or tiers as follows:

- The first tier should be priced so as to be affordable to households making up to and including 80 percent of the AMI, adjusted for household size.
- The second tier should be priced so as to be affordable to households making up to and including 100 percent of the AMI, adjusted for household size.
- The third tier should be priced so as to be affordable to households making up to and including 120 percent of the AMI, adjusted for household size.

However, development proposals may voluntarily designate that more than one-third of the units be provided for households with maximum income limits below 80 percent of the AMI.

Workforce housing in rental developments in wood and masonry building construction types should be allocated to two equal groupings or tiers as follows:

- The first tier should be priced so as to be affordable to households making up to 80 percent of the AMI, adjusted for household size.
- The second tier should be priced so as to be affordable to households making up to 100 percent of the AMI, adjusted for household size.

However, development proposals may voluntarily designate that more than one-half of the units be provided for households with maximum income limits below 80 percent of the AMI.



## County of Fairfax, Virginia

**MEMORANDUM**

DATE: April 21, 2011

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division  
Department of Comprehensive Planning

**FROM:** Angela Kadar Rodeheaver, Chief  
Site Analysis Section  
Department of Transportation

**FILE:** 3-4 (RZ 85-C-088)

**SUBJECT:** Transportation Impact Addendum

**REFERENCE:** PRC 85-C-088-02; South of Market Lot 16 LLC  
Traffic Zone: 1742  
Land Identification Map: 17-3 ((01)) 16

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the revised plan dated March 10, 2011.

The applicant proposes the PRC plan to implement the development approved under DPA 85-C-088-3 with modification to the design of the Block 16 Building. The development provides 359 multi-family residential units and 29, 145 square feet of retail and restaurant use.

This department has reviewed the subject application and offers the following:

- All the issues listed on our previous memo have been resolved.

AKR/ak cc: Michele Brickner, Director, Design Review, DPW & ES

**Fairfax County Department of Transportation**

4050 Legato Road, Suite 400  
Fairfax, Virginia 22033-2898  
Phone: (703) 877-5600 TTY: 771  
Fax: (703) 877 5723  
[www.fairfaxcounty.gov/fcdot](http://www.fairfaxcounty.gov/fcdot)





# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** May 5, 2011

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** ENVIRONMENTAL ASSESSMENT for: **PRC 85-C-088-02**  
Reston, Section 91A, Block 16

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced Development Plan as revised through May 2, 2011. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

### COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, pages 19 and 20:

**“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<sup>®</sup>) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR<sup>®</sup> 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 c.        Ensure that zoning proposals for residential development will qualify for the ENERGY STAR Qualified Homes designation, where such zoning

proposals seek development at the high end of the Plan density range and where broader commitments to green building practices are not being applied.”

#### **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.

#### **Green Buildings**

The proposed multi-story residential development is the result of a density transfer within the Reston Town Center area. The applicant has indicated that they will seek USGBC LEED certification for the proposed development. Staff strongly encourages this effort. However, due to the limitations of the PRC zoning there will be no proffers associated with this commitment. As an alternative, staff will provide a set of development conditions designed to ensure that LEED measures are ultimately achieved as part of the proposed development. Given the type of construction for the proposed development it is staff's intention to provide development conditions consistent with a goal of attaining LEED certification under the USGBC's LEED-New Construction program. As part of this commitment the applicant will be asked to provide a green building escrow based on an assessment of \$2.00 per square foot of the proposed gross floor area of the building. This issue appears to be adequately addressed with the applicant's latest submission. Green building development conditions will be provided by staff as noted.

PGN:JRB



## County of Fairfax, Virginia

**MEMORANDUM**

April 20, 2011

**TO:** Erin Grayson, Staff Coordinator  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** Reston Town Center, Section 1A, Block 16, PRC 85-C-088-02

I have reviewed the above referenced PRC plan, stamped as received by the Zoning Evaluation Division on April 18, 2011.

All Forest Conservation Branch staff comments raised during review of the previous submission of the proposed plan have been adequately addressed.

Forest Conservation Branch staff has no new comments/recommendations regarding this plan.

If there are any questions, please contact me at (703)324-1770.

HCW/  
UFMID #: 158320

cc: RA File  
DPZ File





## FAIRFAX COUNTY PARK AUTHORITY



## M E M O R A N D U M

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:** Sandy Stallman, Manager   
Park Planning Branch, PDD

**DATE:** February 18, 2011

**SUBJECT:** PRC 85-C-088-02, Reston Town Center, South of Market Block 16  
Tax Map Number: 17-3 ((10)) 16

The Park Authority staff has reviewed the above referenced plan. Based on that review, staff has the following comments:

1. The pool depicted on the plan (Sheet #5, 8) will be a central recreational amenity for future residents. The Park Authority recommends that future plan sets include more information about location, relative elevation and any associated amenities (e.g., outdoor eating or picnic tables).
2. The site is less than 0.25 miles from the W&OD trail. It is recommended that the applicant assist future residents in easily accessing this important regional recreational amenity. Incorporating signage or wayfinding elements is one way to accomplish this goal.
3. The Park Authority recommends that future plan sets include more information on pedestrian and bicyclist circulation and amenities, depicting approximate/conceptual locations for any benches, bike rack areas, and similar.
4. It is also recommended that the entry plaza on Town Square mirror the park/town green across the street, providing bench seating, planting areas, and similar.
5. The garage rooftop may offer an opportunity to provide an amenity, such as a green roof, tree plantings, or a sports court. The Park Authority recommends that the applicant consider providing such an amenity.

FCPA Reviewer: Anna Bentley  
DPZ Coordinator: Erin Grayson

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



FAIRFAX COUNTY  
PUBLIC SCHOOLS

Department of Facilities and Transportation Services

Office of Facilities Planning Services  
8115 Gatehouse Road, Suite 3300  
Falls Church, Virginia 22042

February 17, 2011

**TO:** Erin Grayson  
Fairfax County Department of Planning & Zoning  
Zoning Evaluation Division

**FROM:** Denise M. James, Director *DMJ*  
Office of Facilities Planning Services

**SUBJECT:** PRC 85-C-088-02, South of Market Lot 16

**ACREAGE:** 2.51 acres

**TAX MAP:** 17-3 ((10)) 16

**PROPOSAL:** PRC plan to develop 359 multi-family residential units and 29,145 square feet of retail and restaurant uses in conformance with the approved development plan amendment and proffers.

**COMMENTS:** The proposal is within the Lake Anne Elementary School, Langston Hughes Middle School, and South Lakes High School boundaries. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity	Enrollment (9/30/10)	2011-2012 Projected Enrollment	Capacity Balance 2011-2012	2015-16 Projected Enrollment	Capacity Balance 2015-16
Lake Anne ES	729	672	691	38	767	-38
Hughes MS	957	903	941	16	1102	-145
South Lakes HS	2047	2087	2199	-152	2404	-357

Capacity and enrollment are based on the FCPS FY 2012-16 CIP.

The school capacity chart above shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six year timeframe, currently through school year 2015-16 and are updated annually.

It is noted that Lake Anne Elementary School currently is undergoing renovations that are anticipated to be completed for the 2012-13 school year and will provide additional capacity. Currently, South Lakes High School is over capacity. If development occurs within the next six years, Hughes and South Lakes are projected to have a capacity deficit and this plan will contribute to the overcrowding at the schools. Beyond the six year projection horizon, enrollment projections are not available.

The chart below shows the number of projected students by school level based on the current countywide student yield ratio.

School level	Mid/high-rise multi-family unit ratio	Proposed # of units	Student yield
Elementary	.047	359	17
Middle	.013	359	5
High	.027	359	10

32 Total

**SUMMARY:**

While this is a PRC plan proposal and not a zoning request, should the developer be inclined to make a monetary contribution, since a school proffer contribution was not made as part of the original Reston rezoning applications in 1987, the school proffer contribution is used as a guide for suggesting a monetary contribution. The current suggested per student proffer amount is \$9,378 and a contribution of \$300,096 (32 x \$9,378) would be suggested to address capital improvements for the receiving schools. It is recommended that notification be given to FCPS when construction is anticipated to commence. This will assist FCPS by allowing for the timely projection of future students as a part of the Capital Improvement Program.

As the chart on the first page indicates, Hughes Middle School and South Lakes High School are projected to be over capacity and significant overcrowding is projected at these schools. To the extent that the developer is able to, a monetary contribution would be appreciated to address the impact that new students may have on the projected capacity deficit at the receiving schools.

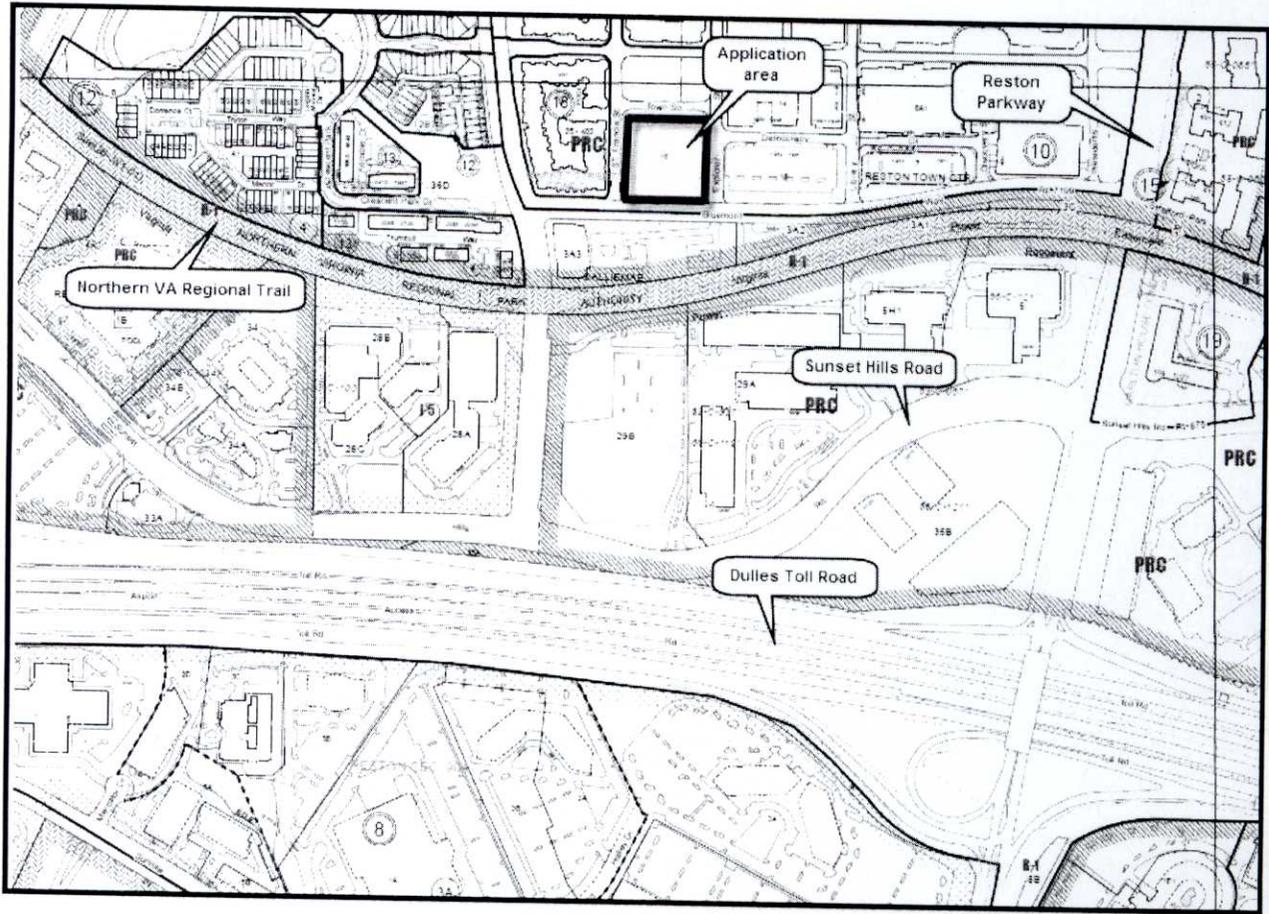
It is noted that Lake Anne Elementary School, Hughes Middle School, and South Lakes High School serve students residing in the Reston Town Center and Lake Anne areas, where significant redevelopment is anticipated. The following lists the anticipated developments in the Lake Anne, Hughes, and South Lakes attendance boundaries. These developments have zoning approvals and have not been constructed.

- Reston Excelsior – 457 multi-family units
- Reston Station at Wiehle Avenue – 444 multi-family units (only impacts Hughes and South Lakes)
- Linden Springs – 60 multi-family units
- Athena Renaissance – 350 multi-family units
- Four Seasons at Old Reston Avenue – 11 multi-family units
- Spectrum – 1,442 multi-family units
- Fairway Apartments – 909 multi-family and 31 townhomes (pending PRC plan approval)
- RPB LLC (Sunset Hills Road) – 520 units (pending)
- Approved Comprehensive Plan changes for Lake Anne area

As this list above indicates, significant student growth would be anticipated from these developments and is anticipated to contribute to the overcrowding at the Hughes and South Lakes and potentially to Lake Anne.

Attachment: Locator Maps

cc: Stuart D. Gibson, School Board, Hunter Mill District  
 Ilryong Moon, School Board, At-Large  
 James L. Raney, School Board, At-Large  
 Martina A. Hone, School Board, At-Large  
 Dean Tistadt, Chief Operating Officer  
 Fabio Zuluaga, Cluster VIII, Assistant Superintendent  
 Linda Hajj, Principal, Lake Anne Elementary School  
 Aimee Monticchio, Principal, Langston Hughes Middle School  
 Bruce Butler, Principal, South Lakes High School





# County of Fairfax, Virginia

## MEMORANDUM

DATE: 1/25/2011

**TO:** Distribution List

**FROM:** Barbara C. Berlin, AICP  
Director  
Zoning Evaluation Division  
Department of Planning and Zoning

**SUBJECT:** Development Plan Analysis

**REFERENCE:** Application No. PRC 85-C-088-02  
(Development Plan: Included  Not Included )

Reviewed By Fire Marshal  
are:  
 Approved  
 Approved as noted  
 Not approved, correct and resubmit  
Date 2-1-11  
Mary Buckley

Attached for your review and comment is the Rezoning Statement/Final Development Plan of Justification, Location map and Development Plans (if available) for the subject application.

Action addressees are requested to provide written comments to this office by 2/15/2011 to be considered in preparing staff's recommendation on this application. Information addressees who wish to submit comments should provide them by the same date.

Development Plans should be reviewed in accordance with the provisions of the Zoning Ordinance, particularly:

- \_\_\_\_\_ Generalized Development Plan, Section 18-203.
- \_\_\_\_\_ Conceptual Development Plan, Sections 16-401, 501.
- \_\_\_\_\_ Final Development Plan, Sections 16-402, 502.
- \_\_\_\_\_ PRC Development Plan, Sections 16-203, 302.
- \_\_\_\_\_ Other Comments: -

### Information Addressees

_____ Clerk to the Board of Supervisors Attn: Nancy Vehrs	_____ Dept. of Information Technology Network Services Div. Radio Engineer, Radio Center	_____ Fire & Rescue Dept. Information & Technology Attn: Eric Fisher	_____ Dept. of Tax Administration Real Estate Division Director Attn: Janet Coldsmith
_____ Planning Commission Executive Director Attn: Barbara Lipka	_____ Southeast Fairfax Dev. Corp. Attn: Tony Fontana	✓ _____ Fire Prevention Div Plans Review Section Attn: Gary Buckley	_____ Dept. of Health Div. of Environmental Health Environmental Hazard Investigations Section Attn: Kevin Wastler
_____ Economic Development Authority Dir. of Market Research and Communication Attn: Nate Edwards	_____ Dept. of Family Services Adult Aging Services AAA, B-3-708 Attn: Jacquie Woodruff	_____ Fairfax County Public Schools Facilities Svcs. Division Office of Design & Construction Services Attn: Weldon Spurling	_____ Fairfax County Park Authority Planning & Development Div. Plan Review Coordinator Attn: Lynne Johnson 4th fl.
_____ DPZ-ZED Division Director Barbara Berlin, AICP	_____ VDOT Attn: Deborah Townley	_____ Fairfax County Public Schools Office of Facilities Planning Attn: Mary Tsai	_____ Virginia Department of Forestry Forester Attn: Jim Mc Glone
_____ DPZ-ZED Branch Chiefs	_____ <b>Action Addressees</b>	_____ Fairfax County Water Authority Planning & Engineering Div. Manger, Planning Dept. Attn: Traci Goldberg	_____ Planning Commissioner <del>Hunter Mill</del> District
_____ DPZ-ZED Chief, Proffer Interpretation Branch Attn: Kevin Guinaw	_____ DPZ- Planning Division Chief, Env. & Dev. Review Br. Attn: Pam Nee	_____ Dept. of Transportation Transportation Planning Chief, Site Analyst Section Angela Rodeheaver	_____ Board of Supervisors <del>Hunter Mill</del> District
_____ DPZ-ZED Admin Asst. 4 Legal Notices Attn: Lori Mallam	_____ DPWES Plan Control Attn: Ken Williams	_____ Dept. of Housing & Comm. Dev. Housing Development Div. Housing Development Officer Attn: Charlene Fuhrman-Schulz	_____ Office of Community Revitalization/Reinvestment Attn: Barbara Byron & Laxmi Nagaraj
_____ DPZ-Planning Division Director Fred Seldon	_____ DPWES Sanitary-Sewer Attn: Gilbert Osei-Kwadwo		
_____ Dept. of Facilities Mgmt. Analyst, Property Mgmt. Div. Attn: Marguerite Guarino	_____ DPWES Office of Site Development Svcs. Chief, Urban Forestry Mgmt. Division Attn: Jim Mc Glone		

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





## County of Fairfax, Virginia

## MEMORANDUM

**DATE:** February 16, 2011

**TO:** Barbara Berlin, Director  
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. PRC85-C-088-2  
Tax Map No. 017-3/10/ /0016

The following information is submitted in response to your request for a sanitary sewer analysis for above referenced application:

- The application property is located in the Sugarland Run (B-2) watershed. It would be sewered into the Blue Plains Treatment Plant.
- Based upon current and committed flow, there is excess capacity in the Blue Plains Treatment Plant. 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.
- An existing 8" inch line located in the street is adequate for the proposed use at this time.
- The following table indicates the condition of all related sewer facilities and the total effect of this application.

<u>Sewer Network</u>	<u>Existing Use +Application</u>		<u>Existing Use + Application Previous Rezonings</u>		<u>Existing Use + Application + Comp Plan</u>	
	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>	<u>Adeq.</u>	<u>Inadeq.</u>
Collector	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>
Submain	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>
Main/Trunk	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>X</u>	<u>---</u>
Interceptor	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
Outfall	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>

- 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





FAIRFAX COUNTY WATER AUTHORITY  
8560 Arlington Boulevard, Fairfax, Virginia 22031  
www.fairfaxwater.org

February 2, 2011

**PLANNING & ENGINEERING  
DIVISION**

Jamie Bain Hedges, P.E.  
Director  
(703) 289-6325  
Fax (703) 289-6382

Ms. Barbara Berlin, Director  
Fairfax County Department of Planning and Zoning  
12055 Government Center Parkway, Suite 801  
Fairfax, Virginia 22035-5505

Re: PRC 85-C-088-02  
Reston Town Center Section  
91A Block 16  
Tax Map: 17-3

Dear Ms. Berlin:

The following information is submitted in response to your request for a water service analysis for the above application:

1. The property can be served by Fairfax Water.
2. Adequate domestic water service is available at the site from existing 12-inch water mains surrounding the site. See the enclosed water system map.
3. 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,

A handwritten signature in cursive script that reads "Traci K. Goldberg".

Traci K. Goldberg, P.E.  
Manager, Planning Department

Enclosures

cc: Matt Korithoyian, Urban, Ltd.  
Mark Looney, Cooley, LLP



# County of Fairfax, Virginia

## MEMORANDUM

**DATE:** April 29, 2011

**TO:** Erin Grayson, Staff Coordinator  
Zoning Evaluation Division  
Department of Planning and Zoning

**FROM:**  Sharad Regmi, Stormwater Engineer  
Environmental and Site Review Division  
Department of Public Works and Environmental Services

**SUBJECT:** PRC Development Plan Application # PRC 85-C-088-02, South of Market, Lot 16, Reston Town Center, Plat dated March 10, 2011, LDS Project # 7067-ZONA-002-3, Tax Map #017-3-10-0016, Hunter Mill District

We have reviewed the subject application and offer the following stormwater management comments.

### Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on this site. Water quality controls (BMP) are required for this development project (PFM 6-0401.1, CBPO 118-3-2(f)(2)). Applicant intends to provide BMP requirement using existing off-site ponds. Applicant needs to demonstrate on the site plan that the off-site ponds were designed to control BMP from the subject site for the proposed development. A maintenance agreement between the owner of the off site pond and owner of the subject site will be required prior to final site plan approval (PFM 6-0303.2).

### Floodplain

There are no regulated floodplains on the property.

### Downstream Drainage Complaints

There are no downstream drainage complaint on file.

### Stormwater Detention

Stormwater detention is required, if not waived (PFM 6-0301.3). The applicant has indicated to provide the stormwater detention requirement using existing off-site ponds. Applicant needs to demonstrate on the site plan that the off-site pond was designed to detain flow from the subject site for the proposed development. An approved off site detention waiver from DPWES and a maintenance agreement between the owner of the off site pond and owner of the subject site will be required prior to final site plan approval (PFM 6-0303.2).



Erin Grayson, Staff Coordinator  
PRC Development Plan Application # PRC 85-C-088-02  
March 21, 2011  
Page 2 of 2

Site Outfall

An outfall narrative has been provided.

Please contact me at 703-324-1720 if you require additional information.

SR/

cc: Craig Carinci, Director, Stormwater Planning Division, DPWES  
Jeremiah Stonefield, Chief, Stormwater & Geotechnical Section, ESRD, DPWES  
Zoning Application File

### 6-301 Purpose and Intent

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

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

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

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

## **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 PDH, PRM, PDC, PRC Districts 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. In the PTC District, such provisions shall only have general applicability and only at the periphery of the Tysons Corner Urban Center, as designated in the adopted comprehensive plan.
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 a submission requirement for rezoning to the PRC District. A **GENERALIZED DEVELOPMENT PLAN (GDP)** is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A **CONCEPTUAL DEVELOPMENT PLAN (CDP)** is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A **FINAL DEVELOPMENT PLAN (FDP)** is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

**EASEMENT:** A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

**ENVIRONMENTAL QUALITY CORRIDORS (EQCs):** An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

**ERODIBLE SOILS:** Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

**FLOODPLAIN:** Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

**FLOOR AREA RATIO (FAR):** An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

**FUNCTIONAL CLASSIFICATION:** A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

**GEOTECHNICAL REVIEW:** An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

**HYDROCARBON RUNOFF:** Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

**IMPERVIOUS SURFACE:** Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

**INFILL:** Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

**INTENSITY:** The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

**Ldn:** Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

**LEVEL OF SERVICE (LOS):** An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

**MARINE CLAY SOILS:** Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

**OPEN SPACE:** That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may function as a buffer between land uses or for scenic, environmental, or recreational purposes.

**OPEN SPACE EASEMENT:** An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

**P DISTRICT:** A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

**PROFFER:** A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

**PUBLIC FACILITIES MANUAL (PFM):** A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

**RESOURCE MANAGEMENT AREA (RMA):** That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**RESOURCE PROTECTION AREA (RPA):** That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

**SITE PLAN:** A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

**SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP):** Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

**STORMWATER MANAGEMENT:** Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

**SUBDIVISION PLAT:** The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

**TRANSPORTATION DEMAND MANAGEMENT (TDM):** Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

**TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS:** This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggered work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

**URBAN DESIGN:** An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

**VACATION:** Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

**VARIANCE:** An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

**WETLANDS:** Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

**TIDAL WETLANDS:** Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

#### Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		