



APPLICATION ACCEPTED: March 4, 2011
PLANNING COMMISSION: May 9, 2013
BOARD OF SUPERVISORS: TBD

County of Fairfax, Virginia

April 25, 2013

STAFF REPORT

APPLICATION PRCA B-846

HUNTER MILL DISTRICT

APPLICANT: JBG/RIC, LLC and RIC Retail, LLC

PRESENT ZONING: PRC – Planned Residential Community

PARCELS: 17-3 ((3)) 1C and 1D

LOCATION: 11800 and 11842 Sunrise Valley Drive

ACREAGE: 9.96 acres

OPEN SPACE: 20% (1.99 acres)

PLAN MAP: Residential Planned Community

PROPOSAL: To construct a mixed use development of residential, office, and commercial uses across five buildings at a 2.80 Floor Area Ratio (FAR)

STAFF RECOMMENDATIONS:

Staff recommends approval of PRCA B-846, subject to the proposed development conditions set forth in Appendix 1.

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 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.

Nick Rogers, AICP

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

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

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.



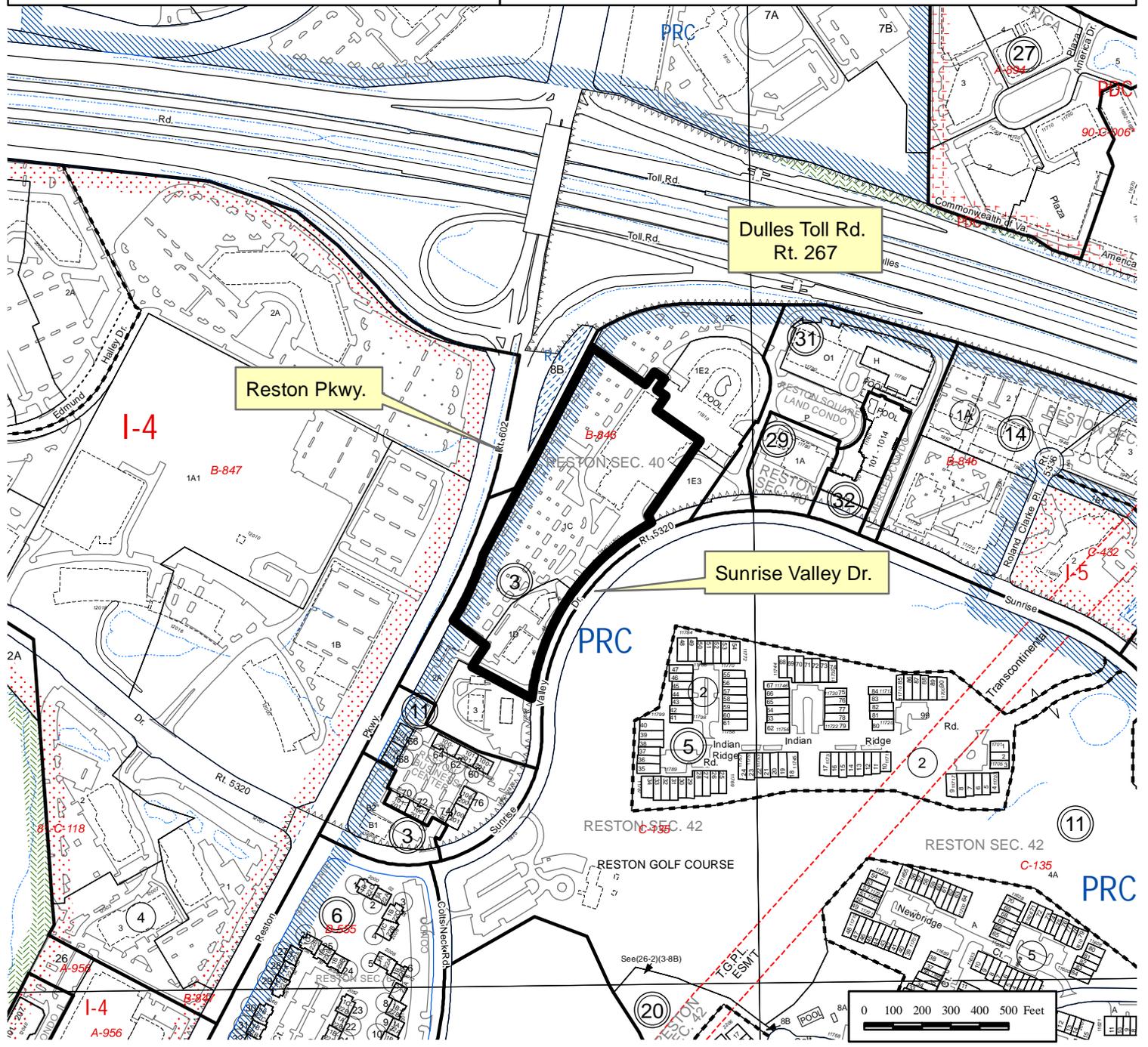
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Planned Residential Community

PRC-B-846-03



Applicant: JBG/RIC, L.L.C. AND RIC RETAIL, L.L.C
Accepted: 2/23/2011
Proposed: MIXED USE
Area: 9.96 AC OF LAND;
DISTRICT - HUNTER MILL
Located: WEST SIDE OF SUNRISE VALLEY
DRIVE APPROXIMATELY 900 FEET
NORTHWEST OF ITS INTERSECTION
Zoning: PRC
Plan Area: 3
Map Ref Num: 017-3- /3/ /001C /3/ /001D



PRC PLAN REVISION NOTE:

THIS APPLICATION IS A REVISION TO THE PRC PLAN, PRC 8-846, APPROVED ON 01-28-06. THERE IS NO CHANGE IN THE DENSITY OR INTENSITY PROPOSED WITH THIS DEVELOPMENT AND NO CHANGE TO THE PROPOSED USE ALLOCATIONS.

GENERAL PROJECT DESCRIPTION

THIS PROJECT IS FOR THE CONSTRUCTION OF AN OFFICE, MULTI-FAMILY RESIDENTIAL AND MINOR COMMERCIAL MIXED USE DEVELOPMENT WITH STRUCTURED PARKING. THE EXISTING RESTON INTERNATIONAL CENTER OFFICE BUILDING ON THE SITE WILL REMAIN AND BE EXPANDED.

GENERAL NOTES

- 1. STORM WATER MANAGEMENT AND BEST MANAGEMENT PRACTICES ARE PROVIDED BY AN EXISTING OFFSITE SWM/BMP FACILITIES. A WAIVER OF ON-SITE SWM AND BMP IS PROVIDED ON THIS SHEET. SEE ENGINEER'S OPINION OF ADEQUATE OUTFALL, THIS SHEET.
2. AIR QUALITY PERMIT NOT REQUIRED PER STATE AIR POLLUTION CONTROL BOARD REGULATION ACR. 16, SECTION 2.706 (03/07).
3. U.S.G.S. DATUM - 1' CONTOUR INTERVAL.
4. SLOPE CONTROL, DIVIDES AND PRACTICES, AS WELL AS CLEARING AND GRADING LIMITS WILL BE CLEARLY DEPICTED ON THE PLANS TO BE SUBMITTED FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION.
5. VEGETATION COVER CONSISTS GENERALLY OF HARDWOODS AND GRASSED AREAS.
6. THE PROPERTY DELINEATED ON THIS PLAN IS LOCATED ON ASSESSMENT MAP 07-3-(11)-(0000 AND 07-3-(11)-(0000).
7. SITE DATA AND OTHER PLAN FEATURES ARE SUBJECT TO MAPPING WITH FINAL DESIGN.
8. TOPOGRAPHY, BOUNDARY & SURVEY DATA PROVIDED BY JRS INC. L.L.C. THE COMPUTED ERROR OF CLOSURE WAS LESS THAN 1 IN 65,000.
9. THE PROPERTY IS ZONED PRC (82-B-846). THE PROPOSED USES ARE OFFICE SERVICE CENTER, RESIDENTIAL AND MINOR COMMERCIAL.
10. TREE COVER CALCULATIONS AND OPEN SPACE AREAS ARE SHOWN ON SHEET#2.
11. THE DISTURBANCE ASSOCIATED WITH THE PROPOSED IMPROVEMENTS DOES NOT EXCEED ON ANY FAIRFAX COUNTY MAPPED RESOURCE PROTECTION AREAS.
12. THE SITE IS TO BE SERVED BY PUBLIC SEWER AND WATER. AT THE TIME OF SUBMISSION OF A SITE PLAN CORRESPONDING TO THIS PRC PLAN, THE APPLICANT SHALL PROVIDE WITH AN ANALYSIS OF THE CAPACITY OF THE SANITARY SEWER LINES SERVING THE PROPERTY. IF THE COUNTY DETERMINES THAT ANY SEWER LINE SERVING THE PROPERTY IS INADEQUATE, THE APPLICANT SHALL UPGRADE OR IMPROVE OFFSITE SANITARY SEWER LINES, AS NECESSARY, TO ACCOMMODATE ALL FUTURE PHASES OF THE PROPOSED DEVELOPMENT IN CONFORMANCE WITH THIS PRC PLAN.
13. A SOILS REPORT WILL BE PROVIDED AT THE TIME OF FINAL SITE PLAN.
14. AVAILABLE FIRE FLOW WILL BE DETERMINED BY FAIRFAX WATER PRIOR TO FINAL SITE PLAN.
15. ALL REQUIRED UTILITY EASEMENTS WILL BE PROVIDED WITH THE FINAL SITE PLAN. THERE ARE NO KNOWN EXISTING UTILITY EASEMENTS GREATER THAN 25' WIDE OF ANY UTILITY EASEMENTS ON THIS SITE.
16. THERE ARE NO GRAVE SITES KNOWN TO EXIST ON THIS SITE.
17. SOLID WASTE WILL BE COLLECTED ON-SITE BY A PRIVATE CONTRACTOR. THE TYPE AND SIZE OF CONTAINERS WILL BE PROVIDED WITH THE FINAL SITE PLAN.
18. PROPOSED UTILITY ADJUSTMENTS ARE ILLUSTRATIVE AND SUBJECT TO CHANGE WITH FINAL ENGINEERING DESIGN. FULL DESIGNS WITH REQUIRED COMPUTATIONS TO BE PROVIDED WITH FINAL SITE PLAN.
19. ALL NECESSARY EASEMENTS WILL BE PROVIDED AT TIME OF SITE PLAN.
20. THE LANDSCAPING CONCEPTS, SCREENING MEASURES AND TREE COVER PROVIDED WITH THE FINAL SITE PLAN FOR THIS PROJECT SHALL COMPLY WITH THE DEVELOPMENT CONDITIONS ASSOCIATED WITH THIS PRC PLAN.
21. THE ARCHITECTURE FOR THE PROJECT SHALL BE REVIEWED BY THE DESIGN REVIEW BOARD OF THE RESTON ASSOCIATION.
22. BUILDING LABELS ARE FOR IDENTIFICATION PURPOSES ONLY AND DO NOT INDICATE A SEQUENCE OF CONSTRUCTION. THE APPLICANT ANTICIPATES THAT THIS PROJECT WILL BE CONSTRUCTED IN SEVERAL PHASES AND THE FINAL APPROVAL IS OBTAINED. HOWEVER, THIS PROJECT WILL BE BUILT IN ACCORDANCE WITH MARKET DEMAND AND, THEREFORE, THE SEQUENCE OF CONSTRUCTION IS SUBJECT TO CHANGE WITHOUT AMENDMENT OF THIS PRC PLAN.
23. THIS PRC PLAN IS OBSERVED TO ME 80.
24. THE RECREATIONAL FACILITIES WILL BE GENERALLY PROVIDED AS SHOWN ON THIS PLAN AND CONTAINED WITHIN THE DEVELOPMENT CONDITIONS.
25. THIS SITE IS LOCATED IN FLOOD PLAIN ZONE "X" ON MAP# 555555 ROAD REVEALED MARCH 5, 1999 AS DESIGNATED BY THE FEDERAL INSURANCE ADMINISTRATION. THIS SITE IS NOT WITHIN THE 100 YEAR FLOOD PLAIN. THIS EXISTING SITE IS COMPLETELY DEPAVED WITH A LARGE SURFACE PARKING LOT, OFFICE AND RETAIL BUILDINGS AND THERE ARE NO KNOWN WETLANDS ON SITE.
26. POSSIBLE TRANSPORTATION IMPROVEMENTS AT THE TIME OF SITE PLAN, SUBJECT TO VDOT AND FAIRFAX COUNTY APPROVAL, MAY INCLUDE:
A. PROVISION OF RIGHT TURN LANES INTO THE SITE ENTRANCES ON SUNSHINE VALLEY DRIVE.
B. EXTENSION OF THE LEFT TURN LANE INTO THE SITE'S CENTRAL ENTRANCE ON SUNSHINE VALLEY DRIVE AS SHOWN HEREON.
C. CROSSWALK ACROSS SUNSHINE VALLEY DRIVE.
D. BICYCLE RAMPWAYS TOGETHER WITH CROSSWALKS.
E. DESIGNATION OF A TRANSPORTATION COORDINATOR TO WORK WITH VDOT TO IMPLEMENT A VOLUNTARY TDM PROGRAM.
F. A TRAFFIC SIGNAL AT THE CENTRAL SITE ENTRANCE ON SUNSHINE VALLEY DRIVE.

SITE DATA

(SEE NOTE #7, THIS SHEET)
CURRENT ZONE: PRC
SITE AREA: BLOCK 10 = 369,280 S.F. (8,478 AC.)
BLOCK 10 = 64,721 S.F. (1,486 AC.)
TOTAL = 434,001 S.F. (9,963.33 AC.)
PROPOSED USES: OFFICE SERVICE CENTER (428,225 GSF)
MINOR COMMERCIAL (143,000 GSF)
HIGH DENSITY RESIDENTIAL (675,000 GSF) (EXCLUDING CELLAR SPACE)
PROPOSED RESIDENTIAL DENSITY = 498 MULTI-FAMILY UNITS
PROPOSED RESIDENTIAL UNITS = 50 DU/AC
OPENSPACE TABULATION:
SEE TABULATION, SHEET#1#2
BUILDING DATA:
SEE CHART, THIS SHEET.
PARKING TABULATION:
SEE TABULATION, SHEET#1#3
LOADING TABULATION:
SEE TABULATION, SHEET#1#3

FAR TABULATIONS

MAXIMUM FAR = NO MAXIMUM (SEE LETTERS DATED FEBRUARY 22, 2006 AND JUNE 29, 2006 ON SHEET#2#3.
EXISTING FAR = (183,150 SF EX. OFFICE) + (14,332 SF RETAIL) + (8,769 EX. RESTAURANT) + (3,675 EX. CONVENIENCE STORE) + (2,970 EX. BANK) / 434,001 SF SITE AREA = 214,836 EX. GFA/434,001 at site area = 0.50
** SEE EXISTING BUILDING GROSS FLOOR AREA CERTIFICATION SHEET #3
** DEMOLITION OF 14,332 SF RETAIL COMPLETED IN 2012 WITH 6734-MSP-001-1 (APPR. 05/03/2010)
PROVED FAR = 1,213,200 GSF / 434,001 SF SITE AREA = 2.80
NON RESIDENTIAL FAR = 573,225 OFFICE SERVICE CENTER + MINOR COMMERCIAL GFA/434,001 SF OF SITE AREA = 1.32

WATERSHED MAP



BUILDING DATA CHART

Table with columns: Building, Type of Construction, Use Group Classification, Gross Floor Area, Residential Units, Number of Stories, Building Height, Max Height Above Grade. Rows include various building types like Office, Retail, and Multi-Family.

LEED CERTIFICATION NOTE:

THIS PROJECT IS A LEED SILVER CERTIFIED PLAN THROUGH THE U.S. GREEN BUILDING COUNCIL'S LEED FOR NEIGHBORHOOD DEVELOPMENT PROGRAM AS SHOWN BY THE LETTER ON SHEET #3. FURTHER, THE APPLICANT INTENDS TO ACHIEVE AT LEAST LEED SILVER CERTIFICATION FOR ALL COMMERCIAL BUILDINGS ON SITE.



County of Fairfax, Virginia

To protect and uplift the quality of life for the people, neighborhoods and diverse communities of Fairfax County

AUG 28 2006

Shawn Bratton, Project Engineer
Urban Engineering & Associates, Inc.
7112 Little River Turnpike
Arlington, Virginia 22200

Subject: Reston Section 40, Blocks I-C and I-D, Tax Map #017-3-03-0001-C and 0001-D, Hunter Mill Historic

Reference: Stormwater Detention Waiver #6734-WSWD-001-1

Urban Engineering & Associates, Inc.

A waiver of standard on-site County stormwater detention requirements for the subject project is hereby approved, subject to the following conditions:

- 1. Ensure that the runoff from the portion of the site that drains towards API#2 (2.06 acres) is adequately conveyed to the existing regional dry pond designed and constructed under Plan #2651-19-01.
2. Provide detailed computations to verify that the existing off-site regional facility and the existing off-site wet pond at Reston Crescent (Rakon Section 904 Block #1) have sufficient/adequate storage capacity to provide Stormwater Detention and Best Management Practices for the subject site.
3. Because the off-site stormwater management facility, located in Reston Section 903, Block 1, is proposed to be used for stormwater detention by the subject project, an agreement that runs with the land must be executed between the owner of this facility and the subject site. The site and other land development projects as a percentage of such capacities and maintenance responsibilities. The agreement will be reviewed and approved by the County Attorney's Office and the Department of Public Works and Environmental Services prior to the recordation in the Land Records of the County. This agreement must be recorded prior to the approval of the plan for the subject development.

Department of Public Works and Environmental Services
Land Development Services, Environmental and Site Review Division
12000 Government Center Parkway, Suite 233
Fairfax, Virginia 22035-5561
Phone 703-324-1290 • TTY 703-324-1877 • FAX 703-324-6391

Shawn Bratton, Project Engineer
Stormwater Detention Waiver #6734-WSWD-001-1
Page 2 of 2

There is sufficient justification to approve this waiver because detention will be provided by the existing off-site regional pond designed and constructed under Plan #2651-19-01 and the existing wet pond at Reston Crescent (Plan #9001-SP-02).

This waiver is as long as any rework you of any other County drainage requirement, including adequacy of outfall and pro-rata share payments. Compliance with the Chesapeake Bay Preservation Ordinance is also required.

This waiver shall automatically expire, without notice, 24 months after the date of this letter, unless the subject plan has been approved.

Please ensure that a copy of this letter is made a part of the subject plan.

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

Sincerely,

Yusef Ibrahim
Chief Stormwater Engineer
Site Review West

cc: David P. Bohlen, County Attorney, Office of County Attorney
Steve Aleshaw, Director, Stormwater Planning Division, DPWES
Mirza T. Baig, Chief Site Review Engineer, Site Review West, ESSD, DPWES
Qayyum Khan, Chief Stormwater Engineer, Site Review West, ESSD, DPWES
Waiver File:

SWM_WAIVER APPROVAL CONDITIONS NARRATIVE

- 1. A COMPLETE OUTFALL ANALYSIS SHALL BE PROVIDED WITH THE FINAL SITE PLAN TO ENSURE THAT RUNOFF FROM THE SITE IS ADEQUATELY CONVEYED TO THE DOWNSTREAM PONDS.
2. POND DRAINAGE DIVIDES AND COMPUTATIONS ARE PROVIDED ON SHEETS 20-21.
3. AN AGREEMENT SHALL BE MADE FOR USE OF THE OFFSITE PONDS PRIOR TO SITE PLAN APPROVAL.
VALIDITY: THIS WAIVER APPROVAL LETTER IS DATED AUGUST 28, 2006. THE SUBJECT PLAN, PRC-846 WAS APPROVED ON JANUARY 1, 2008. WITHIN THE STATED 2 YEAR EXPIRATION WINDOW. THEREFORE, THIS WAIVER REMAINS VALID.

7. A stormwater management practice that contains a description of how detention and best management practices requirements will be met is provided on sheet #16.
8. A description of the existing conditions of each watershed site outfall extended downstream from the site to a pond within at least 100 feet and a storage area of at least one acre (1.0 acre) is provided on sheet #16.
9. A description of how the outfall requirements, including known changes to contributing drainage areas (a drainage diversion), of the Public Facilities Manual will be satisfied is provided on sheet #16.
10. Existing topography with minimum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on sheet #16.
11. A submission waiver is requested for NA. OFFSITE SWM APPROVED, SEE THIS SHEET
12. Stormwater management is not required because PROVIDED OFFSITE

SWM/BMP NARRATIVE

This site is currently fully developed with existing buildings and surface parking. The proposed redevelopment honors existing drainage divides by directing stormwater runoff to the east and west of the site to two existing, privately maintained stormwater management facilities.

EXISTING STORMWATER POND TO THE EAST:
The stormwater departing the site to the east is collected via engineered inlet structures and outfalls to two existing 15' ROPs. This outfall then conveys runoff east and ultimately discharges into the existing wet pond built with 0786-SP-002, approved 10/29/1999, which provides SWM and BMP for the site. The pond drainage divides and routing computations for this pond are shown on sheets 21. Consistent with the approval conditions of the approved Stormwater Detention Waiver on this sheet, the Applicant intends to enter into a maintenance agreement with the owner of this pond.

EXISTING STORMWATER PONDS TO THE WEST:
The stormwater departing the site to the west is collected in existing and proposed engineered inlet structures and is conveyed primarily through closed conduit systems to the west to ultimately outfall to the existing SWM/BMP facilities built with 8001-SP-001-2, approved on 05/04/1999 and with 8001-SP-002-2, approved on 07-08-2006. The ponds function in series to provide SWM and BMP for a 65.75 AC drainage area, including this site. The pond drainage divides and routing computations for this pond are shown on sheets 22. Consistent with the approval conditions of the approved Stormwater Detention Waiver on this sheet, the Applicant intends to enter into a maintenance agreement with the owner of this pond.

A waiver of on-site SWM, approved on August 28, 2006 is provided on this sheet. It is the opinion of Urban Engineering & Associates, Inc., that adequate SWM and BMP measures exist for this re-development.

Urban Engineering & Associates, Inc.
Matthew Kortjohann, P.E., Associate
Date 8/28/2006

OUTFALL NARRATIVE

A complete adequate outfall analysis will be provided for this site at the time of final site plan when final runoff quantities and velocities are known. The redevelopment honors existing drainage divides and does not change the design runoff coefficient for commercial uses. See Watershed Map, this sheet.

OUTFALL TO THE EAST:
The east side of the site drains to the east and outfalls through existing closed conduit pipes parallel to Sunrise Valley Drive. Following a field inspection, there are no known or observed deficiencies in the existing closed conduit outfall. The closed conduit outfall conveys the existing pond built with 0786-SP-002-2 as referenced above. Consistent with the approval conditions of the approved Stormwater Detention Waiver on this sheet, the Applicant intends to enter into a maintenance agreement with the owner of this pond to facilitate proper maintenance of this facility. This pond outfalls into the Difficult Run Watershed, which has a drainage area greater than one square mile.

OUTFALL TO THE WEST:
The west side drains to the west through an existing closed conduit system to the ponds built with the approved plans 8001-SP-001-2 and 8001-SP-002-2 as referenced above. Following a field inspection, there are no known or observed deficiencies in the existing closed conduit outfall. Consistent with the approval conditions of the approved Stormwater Detention Waiver on this sheet, the Applicant intends to enter into a maintenance agreement with the owner of this pond to facilitate proper maintenance of these facilities. These ponds outfall into Sugarloaf Run, which has a drainage area greater than one square mile.

With final design analysis at the time of Site Plan, the closed conduit systems will be analyzed for adequate capacity and the channels will be analyzed for overlapping and erosive velocities. Due to the existing developed nature of this site, it is the opinion of Urban, Ltd. that adequate downstream outfalls will be readily demonstrated with final stormwater computations that are subject to final site materials selections at the time of final site plan. Should it be determined that the downstream conveyance are inadequate, the Applicant shall provide improvements in accordance with the Fairfax County Public Facilities Manual such that an adequate outfall is achieved. Thus, an adequate outfall shall be provided in accordance with the Fairfax County Public Facilities Manual.

Urban Engineering & Associates, Inc.
Matthew Kortjohann, P.E., Associate
Date 8/28/2006

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

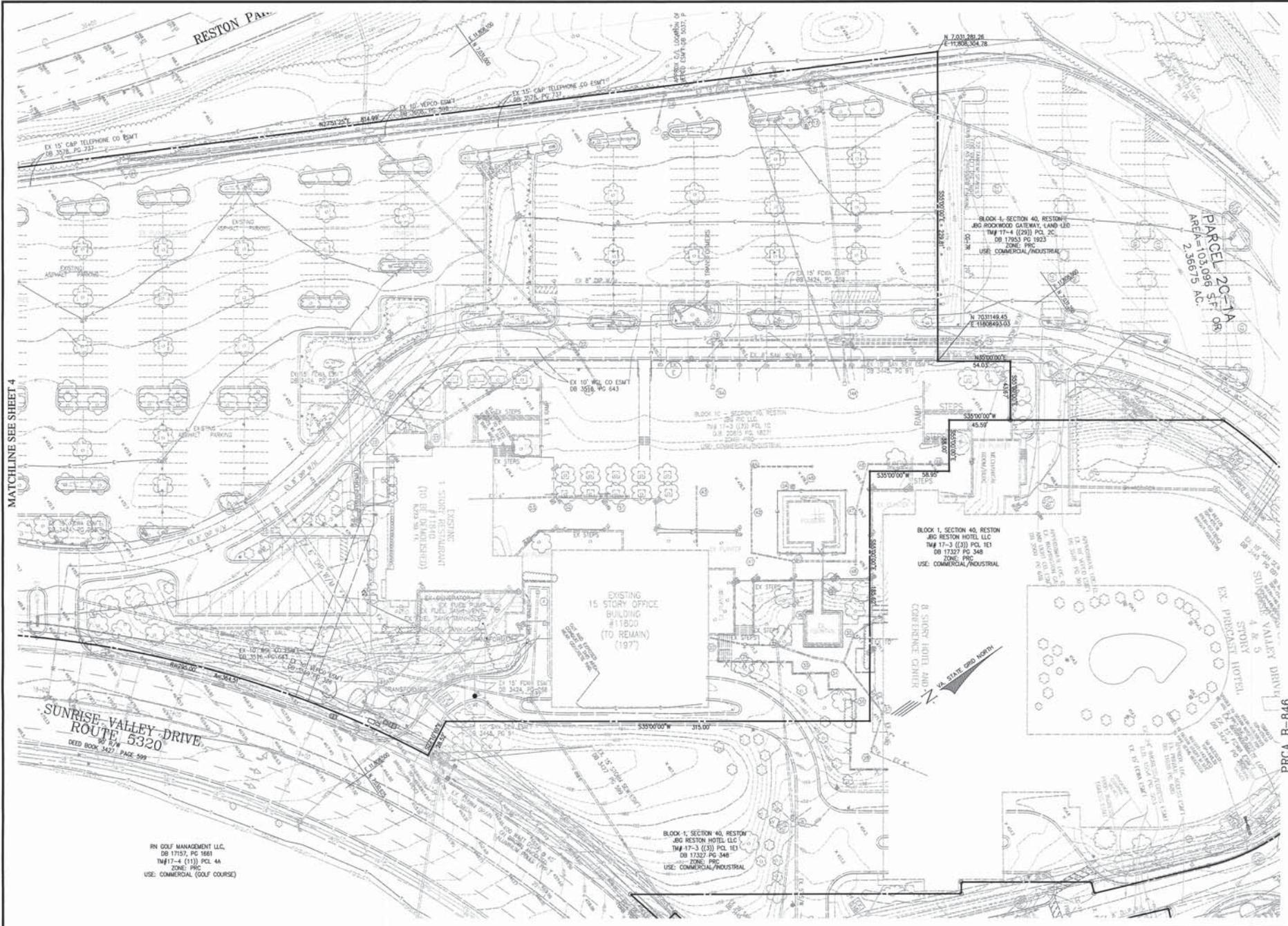
The following information is required to be shown or provided in all zoning applications, or a waiver request of the submission requirement with justification be attached. Note: Waivers will be acted upon separately. Failure to adequately address the required submission information may result in a delay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

This information is required under the following Zoning Ordinance paragraphs:
Special Permits (S-011 23.8.1)
Cluster Subdivisions (S-015 10 & 11)
Development Plans (P-012 3.4 & 4)
PDP (P-013 General PRC) (16-202 10 & 10)

- 1. Plot is at a minimum scale of 1"=50' (unless it is depicted on one sheet with a minimum scale of 1"=100').
2. A general depiction of the stormwater management facility(ies) and inlet and clearing and grading accommodate the stormwater management facility(ies), storm drainage pipe systems and outlet protection, pond spillways, access roads, site utility, fire department access, and stream stabilization measures shall be shown on sheet #16.
3. Provide:
Facility Name/ On-site area Off-site area Drainage Footprint Storage V. Inlet (ft) P. pond, dam height (ft)
Type & Size assumed (acres) served (acres) area (acres) area (sq ft)
NA/NO FACILITIES PROPOSED
4. Criteria drainage elevations, outfalls and pipe systems are shown on sheet #16.
5. Pond inlet and outlet pipe systems are shown on sheet #16.
6. Maintenance zones (road) to stormwater management facility(ies) are shown on sheet #16.
7. Landscaping and tree preservation shown in and near the stormwater management facility is shown on sheet #16.
8. A stormwater management practice that contains a description of how detention and best management practices requirements will be met is provided on sheet #16.
9. A description of the existing conditions of each watershed site outfall extended downstream from the site to a pond within at least 100 feet and a storage area of at least one acre (1.0 acre) is provided on sheet #16.
10. A description of how the outfall requirements, including known changes to contributing drainage areas (a drainage diversion), of the Public Facilities Manual will be satisfied is provided on sheet #16.
11. Existing topography with minimum contour intervals of two (2) feet and a note as to whether it is an air survey or field run is provided on sheet #16.
12. Stormwater management is not required because PROVIDED OFFSITE

Vertical sidebar containing: PLAN DATE, REVISION APPROVED, DATE, REVISION APPROVED, DATE, URBAN, LTD., PLANNERS: ENGINEERS, LANDSCAPE ARCHITECTS, LAND SURVEYORS, URBAN ENGINEERING & ASSOCIATES, INC., GENERAL NOTES AND CORRESPONDENCE, RESTON HEIGHTS RESTON SECTION 40 BLOCKS I C & I D HUNTER MILL DISTRICT FAIRFAX COUNTY, VIRGINIA, SCALE: AS NOTED, SHEET 8-44, PREL-1964

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MATCHLINE SEE SHEET 4

SUNRISE VALLEY DRIVE
ROUTE 5320
DEED BOOK 347 PAGE 599

RN GOLF MANAGEMENT LLC,
DB 17157, PG 1661
TM17-4 (111) PCL 4A
ZONE: PRC
USE: COMMERCIAL (GOLF COURSE)

BLOCK 1, SECTION 40, RESTON
JBG RESTON HOTEL LLC
TM17-3 (131) PCL 1E1
DB 17327 PG 348
ZONE: PRC
USE: COMMERCIAL/INDUSTRIAL

BLOCK 1, SECTION 40, RESTON
JBG RESTON HOTEL LLC
TM17-3 (131) PCL 1E1
DB 17327 PG 348
ZONE: PRC
USE: COMMERCIAL/INDUSTRIAL

8 STORY ENHANCED
CONFERENCE CENTER
JBG STATE GOV NORTH

PARCEL 20-1A
AREA: 105,096 S.F. OR
2.56675 AC.

PRCA B-846

EXISTING CONDITIONS PLAN
RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=50' DATE: DEC. 2010
CL = 1'

SHEET
5
OF
44
FILE No
PREL-1964

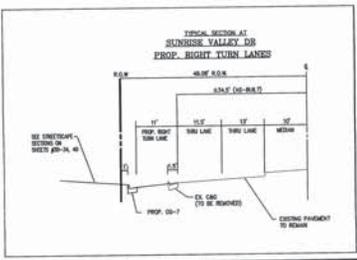
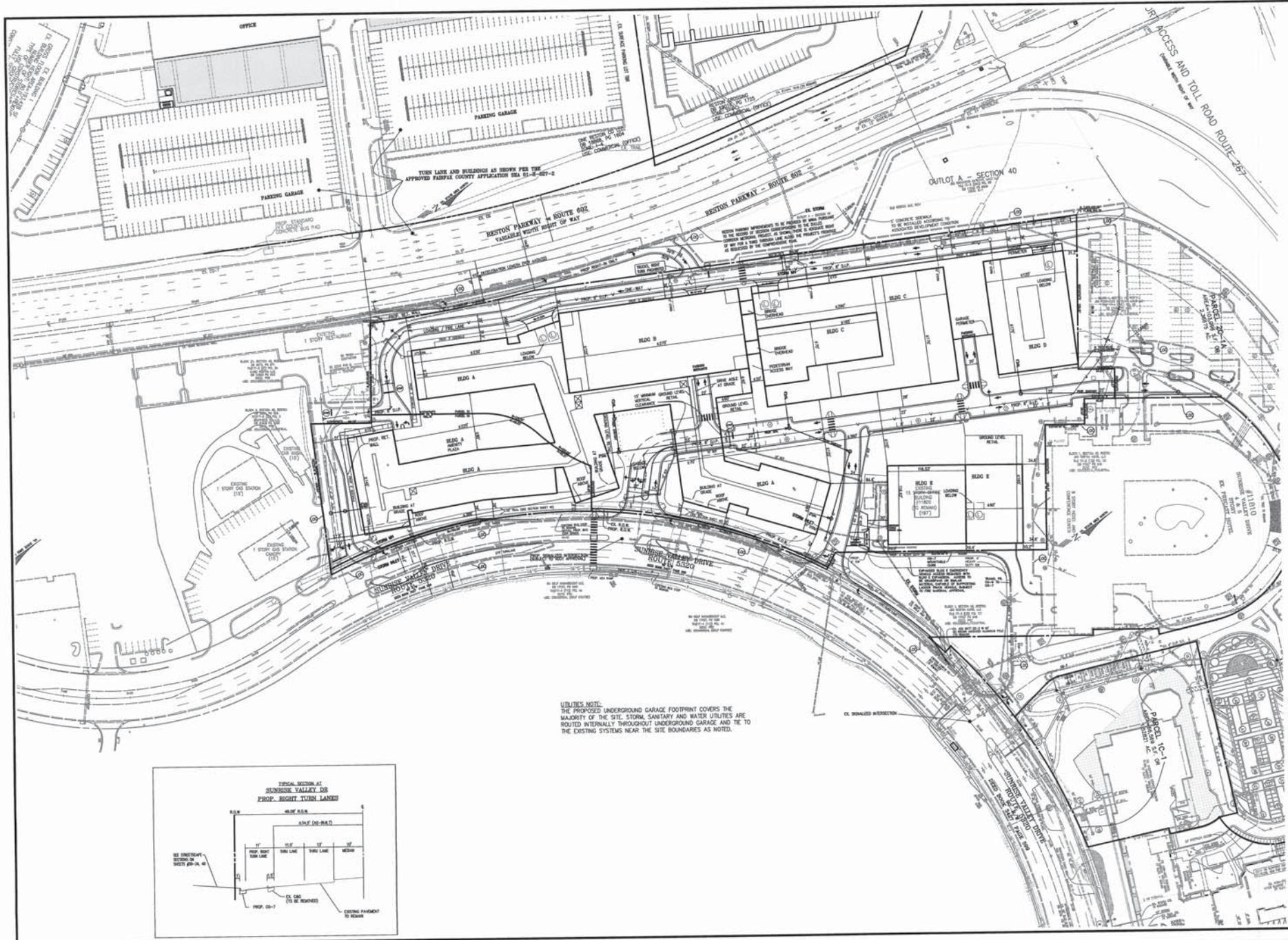


urban.
Planners Engineers Landscape Architects Land Surveyors
Urban, Ltd.
7111 Lake Brantley
Suite 200
The Woodlands, TX 77380
www.urban.com

PLANNING	DATE	DESCRIPTION	REVIEW APPROVED	DATE
15-05-10				
09-27-12				
02-07-13				
03-15-13				

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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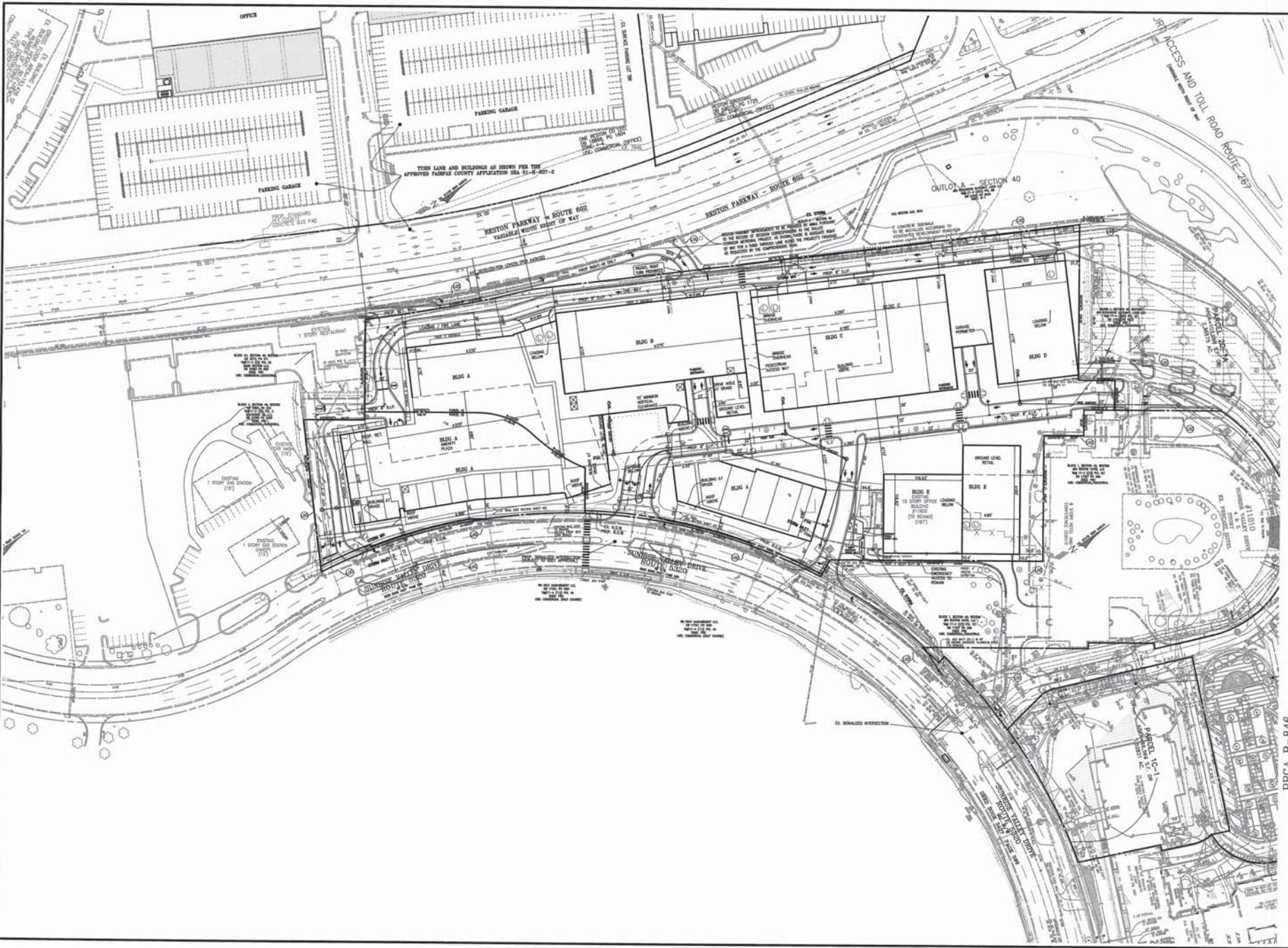
UTILITIES NOTE:
 THE PROPOSED UNDERGROUND GARAGE FOOTPRINT COVERS THE MAJORITY OF THE SITE. STORM, SANITARY AND WATER UTILITIES ARE ROUTED INTERNALLY THROUGHOUT UNDERGROUND GARAGE AND TIE TO THE EXISTING SYSTEMS NEAR THE SITE BOUNDARIES AS NOTED.

PRCA B-846
 PRC PLAN OVERVIEW
RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA
 SCALE: 1"=60'
 SHEET 6 OF 44
 FILE No. PREL-1964

DATE: DEC. 2010
 CL - N/A

Urban, Ltd.
 10000 Lee Blvd., Suite 200
 Alexandria, Virginia 22304
 Tel: 703.642.2351
 Fax: 703.642.2351
 www.urbanltd.com
 Planners, Engineers, Landscape Architects, Land Surveyors

REVISION APPROVED BY DIVISION OF DESIGN REVIEW
 No. DATE DESCRIPTION REVIEWER DATE
 05/29/2010
 03/15/13



PRCA B-846

PRC PLAN OVERVIEW - GROUND FLOOR
RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
 DEVELOPER:
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=60'
 SHEET
 9
 OF
 44
 FILE NO.
 PREL-1964

DATE: DEC. 2010

CL. NO.



urban.
 Planners Engineers Landscape Architects Land Surveyors

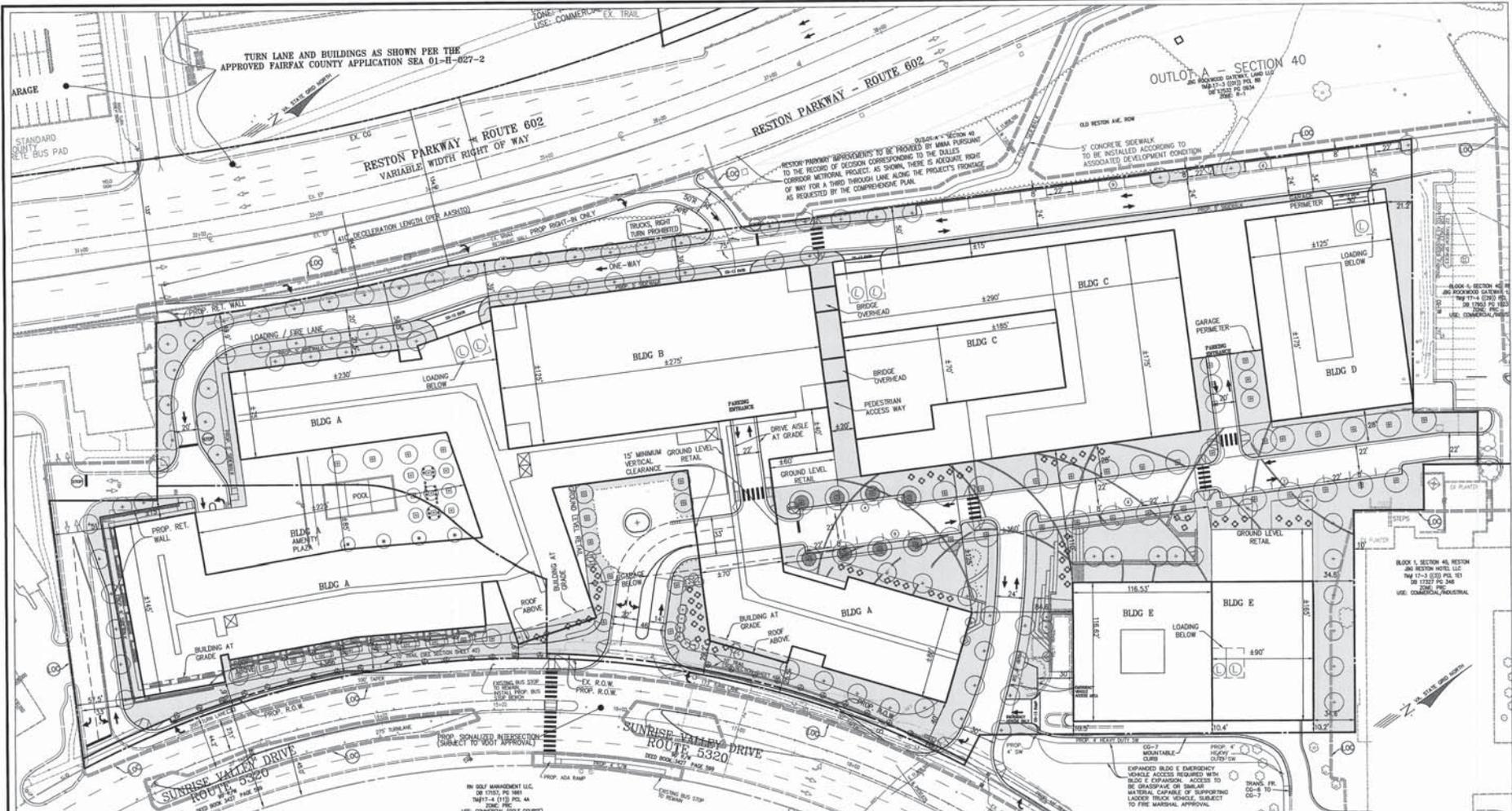
Urban, Ltd.
 7112 Lake View Heights
 Fairfax, VA 22031
 Tel: 703.642.8000
 Fax: 703.642.8001
 www.urbanllc.com

PLAN DATE	DESCRIPTION	REV. BY	APPROVED DATE
12-01-10			
02-22-11			
03-04-11			
03-04-11			
03-04-11			
03-04-11			

NO.	DATE	DESCRIPTION	REV. BY	APPROVED DATE

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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TREE PRESERVATION TARGET CALCULATIONS

Gross Site Area (a.f.)	434,071
Pre-Development Area of Existing Tree Canopy (a.f.)	33,210
Percentage of Gross Site Area Covered by Existing Tree Canopy	7.63%
Tree Preservation Target	
10-Year Tree Canopy Requirement Percentage	13%
10-Year Tree Canopy Required (a.f.) (See "10-Year Tree Canopy Calculations" Table)	43,430
Percentage of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (This is the "Tree Preservation Target")	7.63%
Area of the 10-Year Tree Canopy Requirement that Should be Met Through Tree Preservation (a.f.)	3,321
Area of the 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation (This is the "Tree Preservation Target")	0%
Proposed Percentage of 10-Year Tree Canopy Requirement that Will be Met Through Tree Preservation	0%
Tree Preservation Target met (%)	0% is greater than 7.63%
Tree Preservation Target met (a.f.)	0 is greater than 3,321

TREE PRESERVATION TARGET NOTE
THIS PLAN IS A PROPOSED REDEVELOPMENT OF AN EXISTING SITE PRIMARILY COVERED BY SURFACE PARKING. THE 33,210 SF OF EXISTING TREE CANOPY IS LOCATED PRIMARILY ON PARKING ISLANDS AND IS OF MEDIUM TO FAIR HEALTH, MEETING THE TREE PRESERVATION TARGET WILL PRECLUDE THE ABILITY TO CONSTRUCT THE DENSITY APPROVED WITH PRC PLAN B-846, APPROVED 01-28-08, DUE TO THE DENSITY THAT IS PROVIDED FOR THIS SITE. CONSTRUCTION ACTIVITY IS REASONABLY EXPECTED TO IMPACT THE EXISTING TREE CANOPY TO AN EXTENT THAT WILL NOT ALLOW THE EXISTING TREES TO SURVIVE THE REQUIRED 10 YEARS. THEREFORE THE DEVIATION TO THE TREE PRESERVATION TARGET IS ALLOWABLE IN ACCORDANCE WITH PDM SECTION 12-0508.5.

10-YEAR TREE CANOPY REQUIREMENT CALCULATIONS

Gross Site Area (a.f.)	434,071
Zone: PRC	Use: Mixed-Use
Tree Canopy Required	10% = 43,430

10-YEAR TREE CANOPY PROVIDED

Total Canopy Area Provided Through Tree Preservation (a.f.)	0
Total Proposed Canopy Area (a.f.)	37,050
Total Tree Canopy Provided (a.f.)	8,924

TREE PLANTING CALCULATIONS

Canopy to be Met Through Tree Planting (a.f.)	0
Air Quality Tree Planting (a.f.)	0
Energy Conservation Tree Planting (a.f.)	0
Water Quality Tree Planting (a.f.)	0
Wildlife Benefits Tree Planting (a.f.)	0
Native Tree Planting (a.f.)	0

TREE PLANTING CALCULATIONS

Improved Outfalls & Variable Tree Planting (a.f.)	0
Seeding Tree Planting (a.f.)	0
Native Shrub or Woody Seed Mix Planting (a.f.)	0
Percentage of Seeding Tree Planting Total (%)	0%
Remaining Tree Planting Area (that does not qualify for higher multipliers) (a.f.)	0
Total Tree Planting Canopy Provided (a.f.)	37,050

LANDSCAPING NOTE
LANDSCAPING SHALL BE PROVIDED IN ACCORDANCE WITH THE DEVELOPMENT CONDITIONS FOR THE PLAN. LANDSCAPING TO BE PROVIDED GENERALLY AS SHOWN BUT SUBJECT TO CHANGE WITH FINAL SITE PLAN. THE FINAL PLANT SELECTION AND LOCATIONS WILL BE SPECIFIED AT TIME OF FINAL SITE PLAN, SUBJECT TO FAIRFAX COUNTY URBAN FORESTRY MANAGEMENT REVIEW AT THAT TIME. THE APPLICANT INTENDS TO SELECT SPECIES FROM THE TREE MATRIX ON SHEET #A.3.

INTERIOR PARKING LOT LANDSCAPING COMPS

SITE ZONING = PRC
PRC REQUIRES THE INTERIOR PARKING LOT LANDSCAPING AREA TO BE 5% OF THE PARKING LOT AREA FOR THE FAIRFAX COUNTY ZONING ORDINANCE.

PARKING LOT AREA = 8 * 22 * (41 SPACES) = 7,216 SF
+ 32,400 (AREA OF GARAGE) = 39,616 SF

INTERIOR PARKING LOT LANDSCAPING REQUIRED = 39,616 * 5% = 1,981 S.F.

4. PROVIDED INTERIOR PARKING LOT LANDSCAPING

INTERIOR PARKING LOT LANDSCAPING TREE

INTERIOR PARKING LOT AREA PROVIDED = 8 TREES * 250 SF = 2,000 S.F.

OPEN SPACE

OPEN SPACE PROVIDED = 1.99 AC.
PERCENT OPEN SPACE = 20%

PRCA B-846

OPEN SPACE PLAN

RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

DATE: DEC., 2010

SHEET 12 OF 44 PREL-1964

FILE NO. PREL-1964

Urban Ltd.
7713 Lake River Parkway
Suite 100
Falls Church, VA 22041
www.urban.com

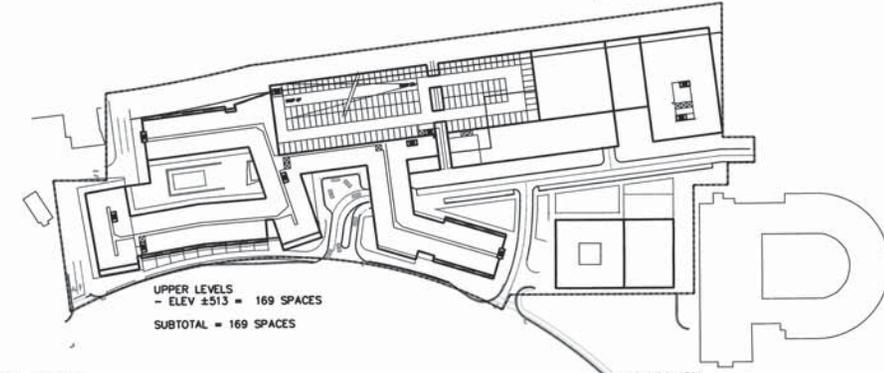
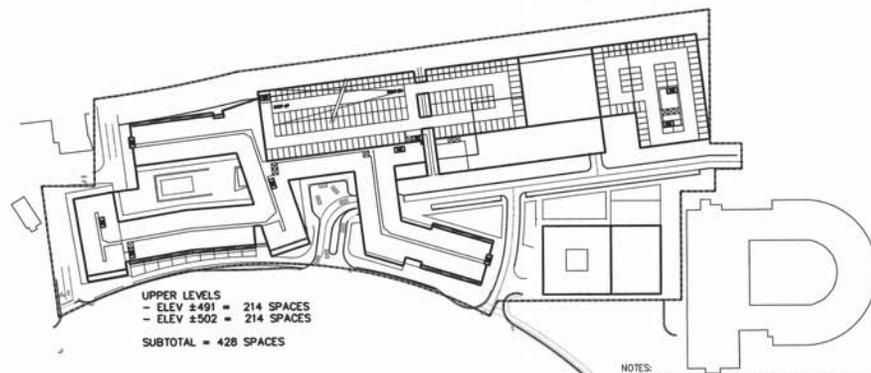
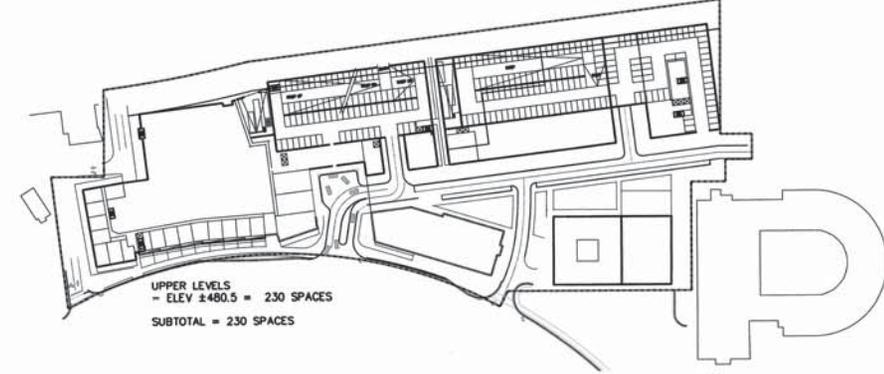
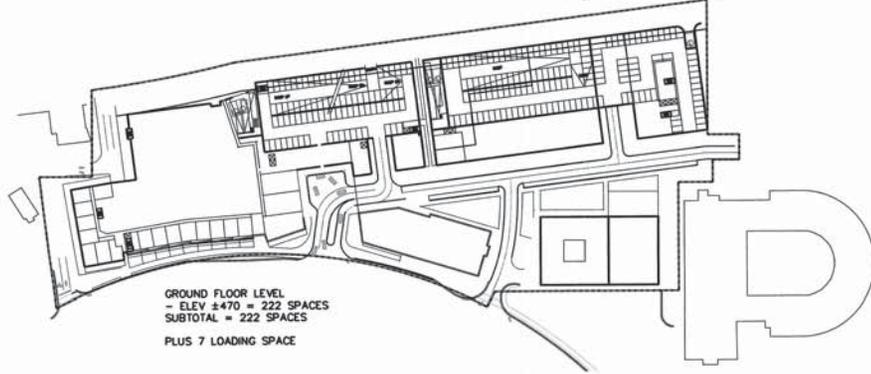
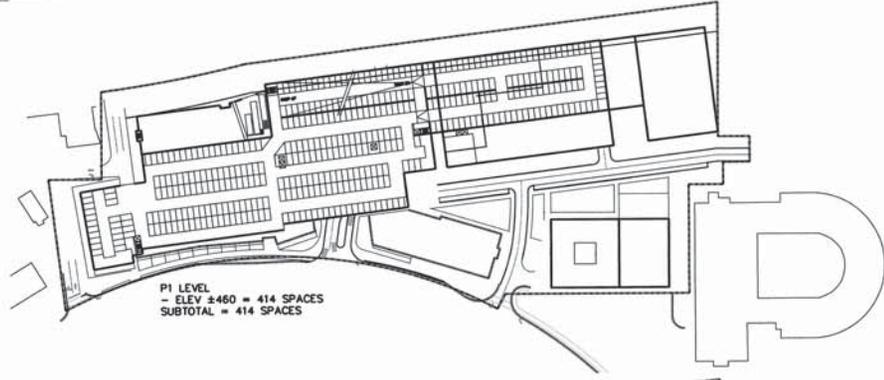
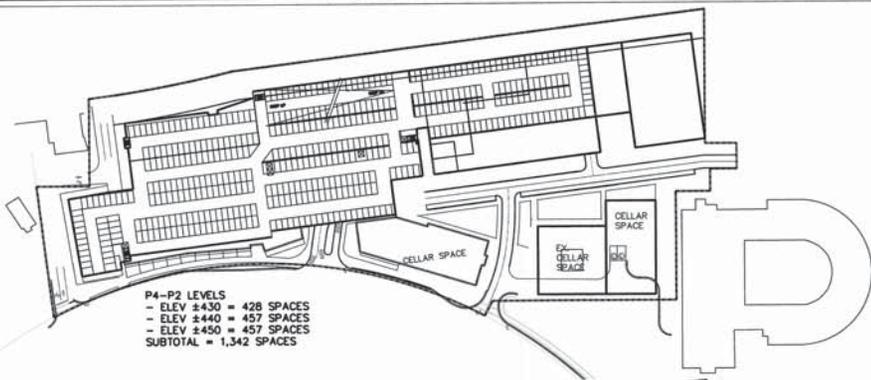
Planners, Engineers, Landscape Architects - Land Surveyors

urban.

PLANNING ENGINEERS, LANDSCAPE ARCHITECTS, LAND SURVEYORS

DATE: 12-01-10
DESIGNED BY: J. L. ...
CHECKED BY: J. L. ...
DATE: 02-27-11
DESIGNED BY: J. L. ...
CHECKED BY: J. L. ...
DATE: 03-01-11
DESIGNED BY: J. L. ...
CHECKED BY: J. L. ...
DATE: 03-15-11
DESIGNED BY: J. L. ...
CHECKED BY: J. L. ...

REVISION APPROVED BY DIVISION OF DESIGN REVIEW



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

2) ALL PARKING SPACES ARE 8.5'X18' AND DRIVE AISLES ARE 24' WIDE UNLESS OTHERWISE NOTED ON THE PLAN.

3) MINIMUM LOADING SPACE DIMENSIONS TO MEET THE ZONING ORDINANCE REQUIREMENTS ARE SHOWN ON THIS SHEET.

4) THE PARKING GARAGE WILL MEET ALL THE NECESSARY ADA REQUIREMENTS AND HC SPACE DESIGNATIONS WILL BE PROVIDED WITH THE FINAL DESIGN.

5) THIS SHEET FOR PARKING INFORMATION ONLY. FOR PEDESTRIAN AND VEHICULAR ENTRANCES SEE SHEETS 14-16.

PARKING TABULATION

REQUIRED PARKING:
 338,225 GSF OFFICE
 + 8,143 GSF EX. OFFICE CELLAR
 (@ 2.6 SP./1,000 GSF) = 901 SPACES
 90,000 GSF OFFICE
 (@ 3.0 SP./1,000 GSF) = 270 SPACES
 117,000 GSF MINOR COMMERCIAL*
 + 32,000 GSF MINOR COMMERCIAL*
 (@ 4.0 SP./1,000 GSF) = 596 SPACES

28,000 GSF EATING ESTABLISHMENTS
 876 TABLE SEATS (@ 1 SP./ 4 TABLE SEATS) = 219 SPACES
 + 52 BAR SEATS (@ 1 SP./ 2 BAR SEATS) = 26 SPACES
 + 70 EMP. (@ 1 SP./ 2 EMP.) = 35 SPACES
EATING ESTABLISHMENT SUBTOTAL = 280 SPACES

498 RESIDENTIAL UNITS
 (@ 1.6 SP./UNIT) = 797 SPACES

2844 SPACES REQUIRED
 * PARKING REQUIREMENT BASED ON SHOPPING CENTER CRITERIA

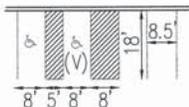
PROVIDED PARKING:
 39 SURFACE SPACES PROVIDED (SEE SHEET 6)
 2805 GARAGE SPACES PROVIDED
 = 2844 TOTAL SPACES PROVIDED

LOADING TABULATION

REQUIRED LOADING:
 428,225 GSF OFFICE
 (@ 1 SP./10,000 GSF + 1 SP./20,000 GSF) = 22 SPACES
 117,000 GSF MINOR COMMERCIAL
 (@ 1 SP./1ST 10,000 SF + 1 SP./15,000 GSF) = 8 SPACES
 28,000 GSF EATING ESTABLISHMENTS
 (@ 1 SP./10,000 GSF + 1 SP./25,000 GSF) = 2 SPACES
 488,000 GSF RESIDENTIAL
 (@ 1 SP./25,000 GSF + 1 SP./100,000 GSF) = 6 SPACES
 = 38 REQUIRED SPACES PER CALCULATION **

** MAXIMUM REQUIRED = 5 SPACES PER
 FFY. CO. Z.O. SECTION 11-202.15
PROVIDED LOADING:
 = 7 PROVIDED SPACES

TYPICAL PARKING SPACE DIMENSIONS TYPICAL LOADING SPACE DIMENSIONS



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PRCA B-846

GARAGE LEVELS

RESTON HEIGHTS
 RESTON SECTION 40 BLOCKS 1C & 1D
 HUNTER MILL DISTRICT
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=100'

SHEET
 13
 OF
 44

FILE NO.
 PREL-1964

Urban, Ltd.
 7112 Lake View Temple
 Huntley, Virginia 22081
 Phone: 703.441.2211
 Fax: 703.441.2211
 www.urban.com

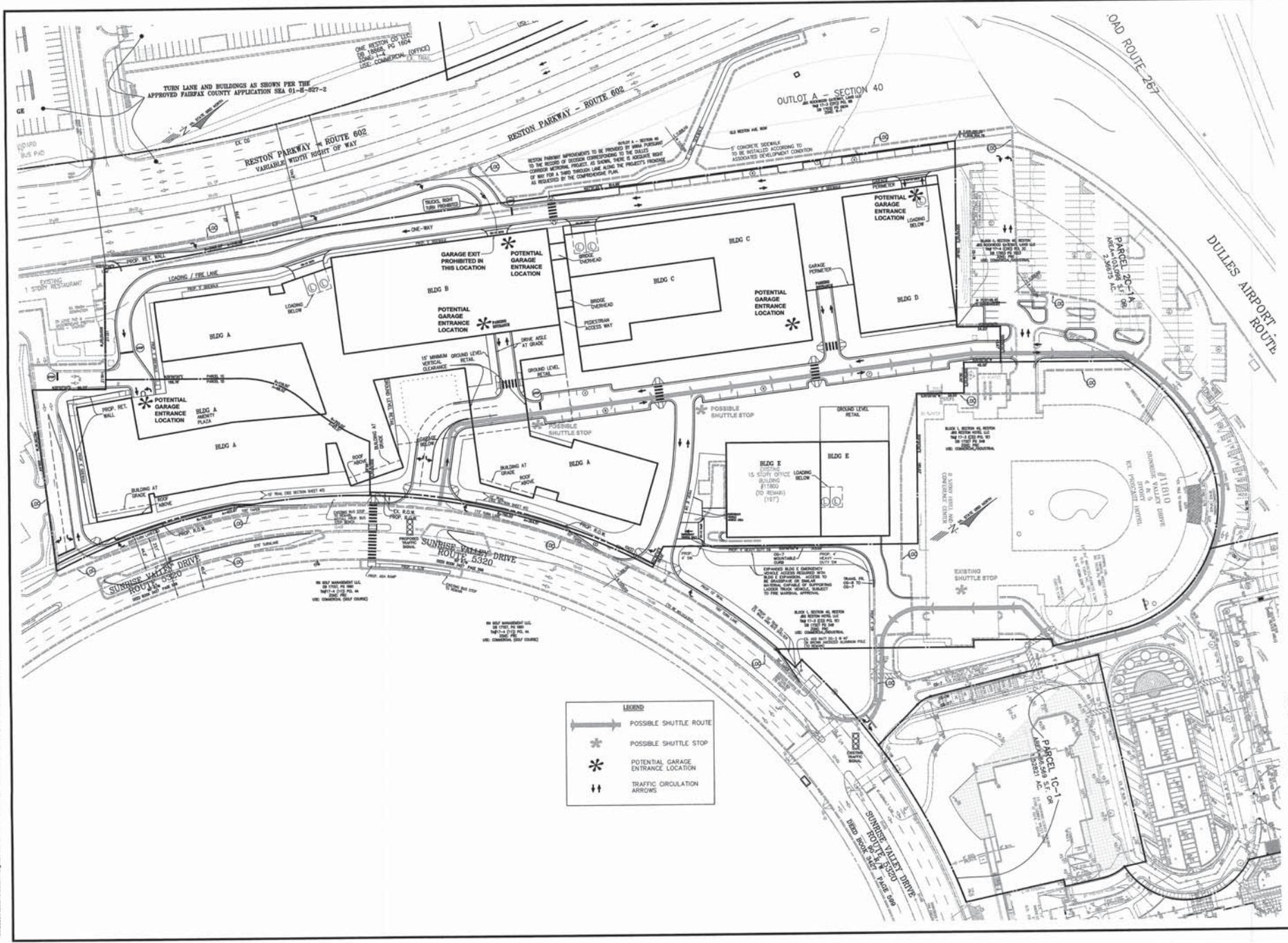
Planners Engineers Landscape Architects Land Surveyors



NO.	DATE	DESCRIPTION	BY (C/E)	APPROVED	DATE
1	12-01-10				
2	02-22-11				
3	12-04-12				
4	03-12-13				

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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PRCA B-846

VEHICULAR CIRCULATION PLAN

RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
 CENTER HILL DRIVE
 FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=60'
 DATE: DEC., 2010
 CL = N/A



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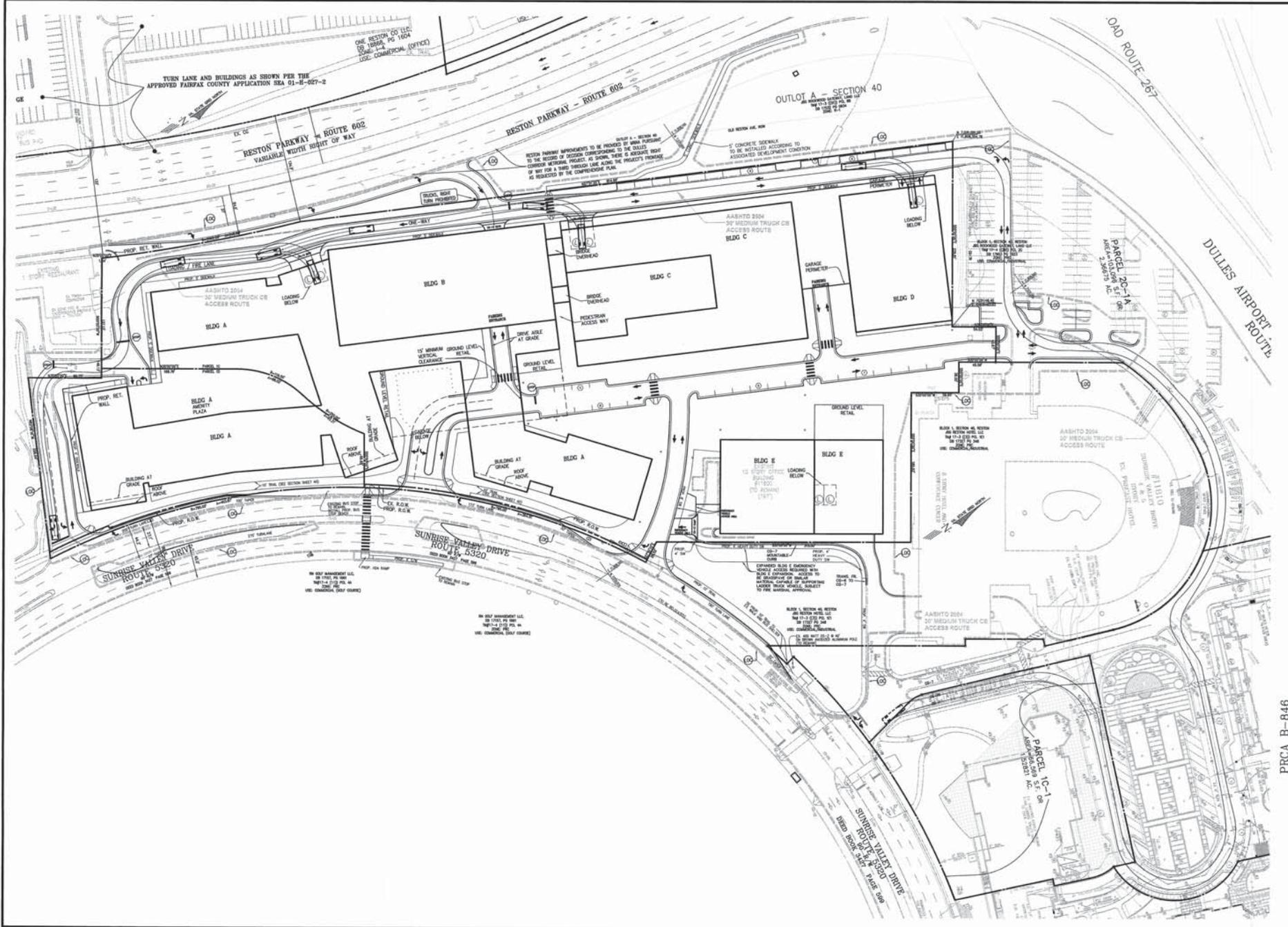
Urban, Ltd.
 7712 Lakes River Turnpike
 Alexandria, Virginia 22304
 Tel: 703.442.2200
 Fax: 703.442.2201
 www.urban.com

PLAN DATE	NO.	DATE	DESCRIPTION	REVIEW APPROVED	DATE
12-04-10	1	12-04-10	PRELIMINARY		
02-22-11	2	02-22-11	REVISED		
03-28-11	3	03-28-11	REVISED		
04-15-11	4	04-15-11	REVISED		
05-03-11	5	05-03-11	REVISED		

NO.	DATE	DESCRIPTION	REVIEW APPROVED	DATE

SHEET
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 OF
 44
 FILE NO.
 PREL-1964

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PRCA B-846

LOADING ACCESS PLAN

**RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D**

UNIVERSITY DRIVE, RESTON, VIRGINIA
FAIRFAX COUNTY, VIRGINIA

SCALE: 1"=50'

DATE: DEC. 2010

CL: N/A

SHEET	17
OF	54
FILE NO.	PREL-1964

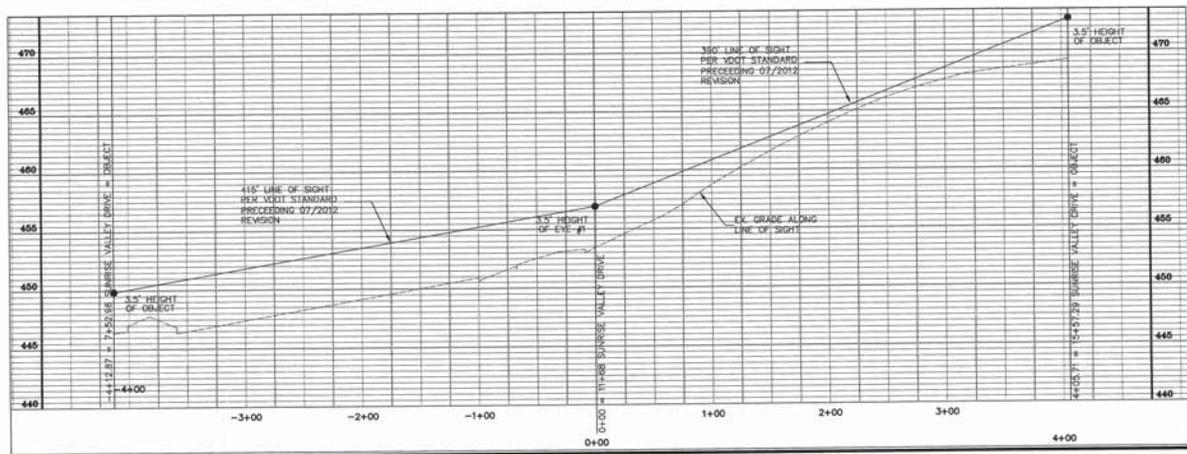
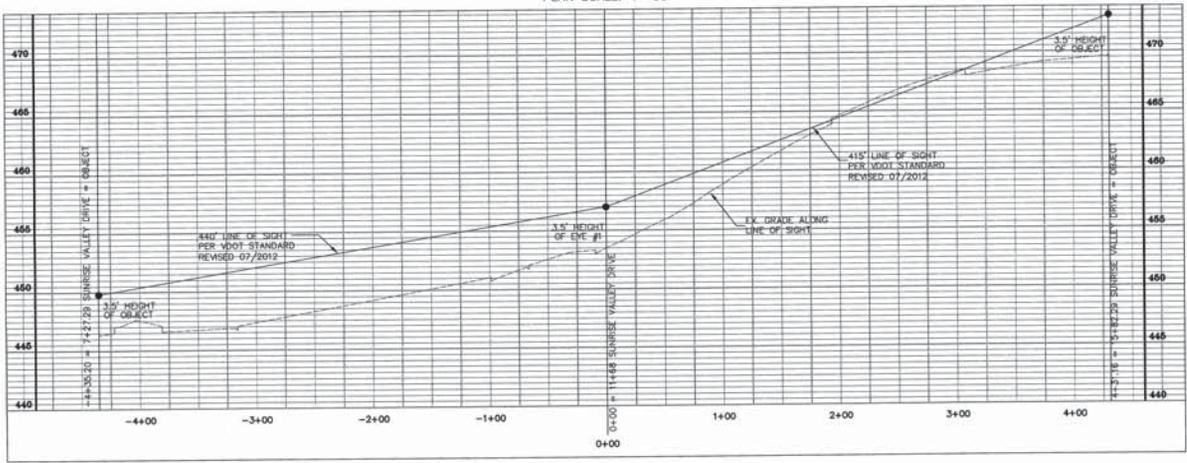
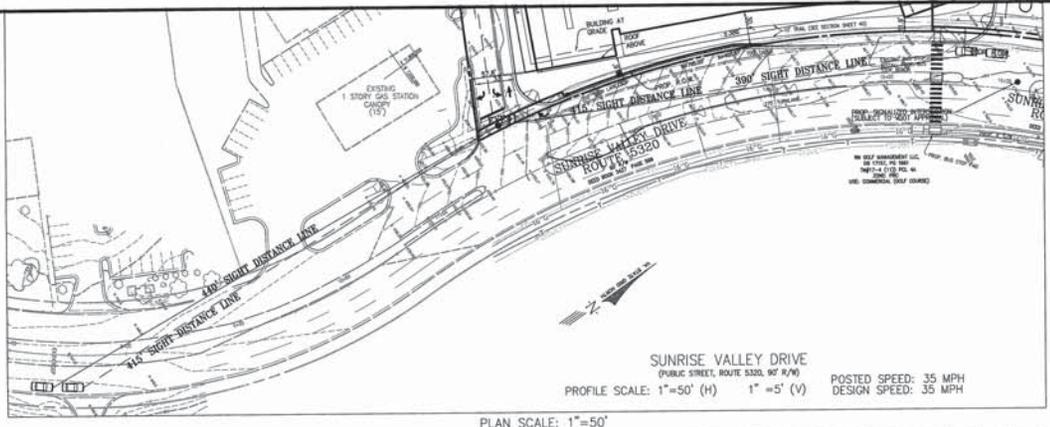


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Urban, LLC
7713 Lee River Triangle
Reston, VA 20191
Tel: 703.042.0000
Fax: 703.042.0001
www.urbanllc.com

MANDATE	NO.	DATE	DESCRIPTION	REVISION	APPROVED BY	DATE
12-01-10	01	12-15-10	ISSUED FOR PERMIT			
03-07-11	02	07-13-11	REVISED PER COMMENTS			
03-07-11	03	07-13-11	REVISED PER COMMENTS			
03-15-11	04	03-15-11	REVISED PER COMMENTS			

NO.	DATE	DESCRIPTION	REVISION	APPROVED BY	DATE



SIGHT DISTANCE PROFILE PER VDOT STANDARD REVISED 07/2012

SIGHT DISTANCE PROFILE PER VDOT STANDARD PRECEDING 07/2012

PRCA B-846

SIGHT DISTANCE PLAN AND PROFILE

RESTON HEIGHTS RESTON SECTION 40 BLOCKS 1C & 1D

CLAYTON MILLS DISTRICT FAIRFAX COUNTY, VIRGINIA

DATE: DEC., 2010

SCALE: AS NOTED

SHEET 18 OF 44

FILE No. PREL-1964

PLAN DATE: 02-29-10, 02-22-11, 03-24-11, 03-24-12, 03-24-13

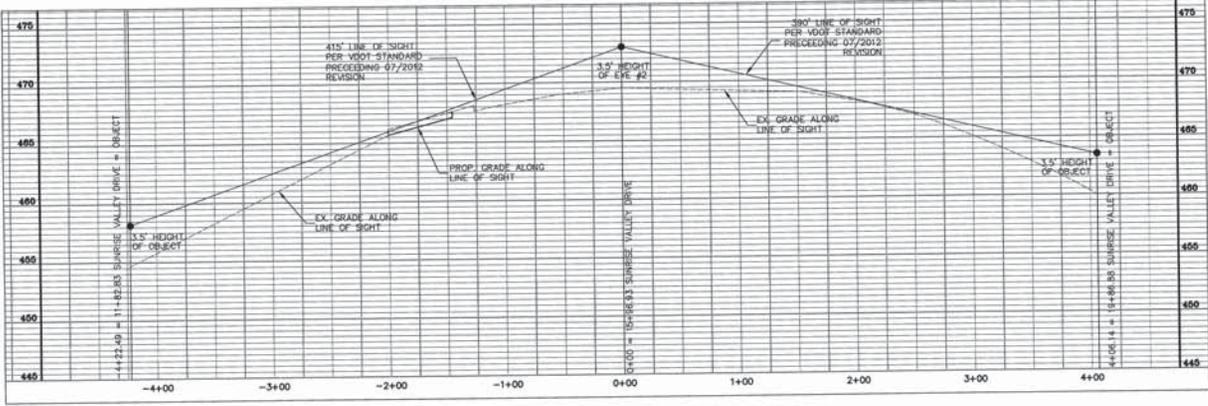
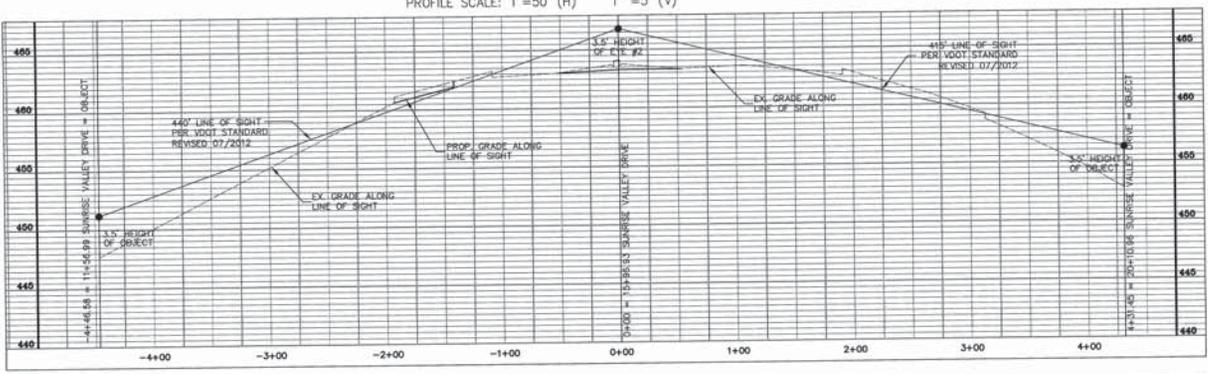
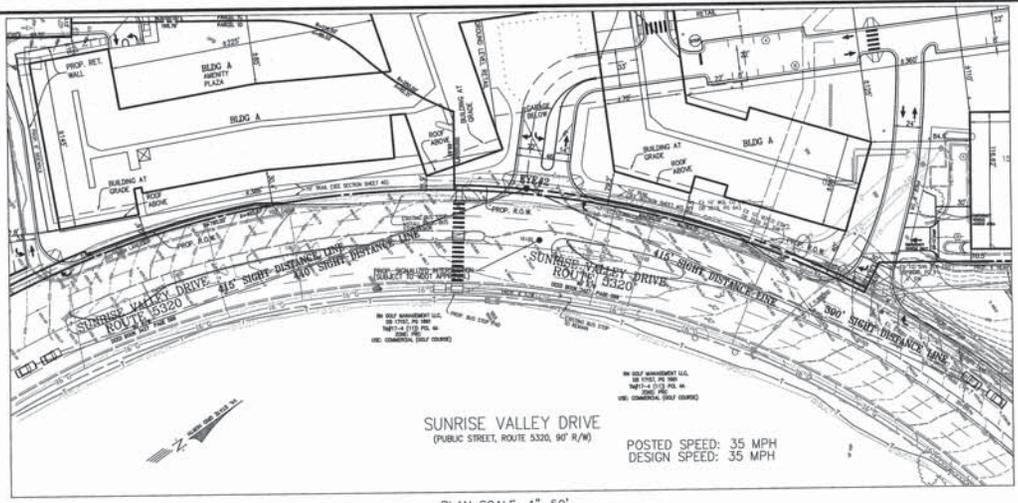
REVISION APPROVED BY DIVISION OF DESIGN REVIEW

15 Ave. Ld., Arlington, Virginia 22204
703.642.2100
www.urbaninc.com

urban
Planners Engineers Landscape Architects Land Surveyors

Professional Seal: JAMES A. WATSON, P.E., P.L.S., P.S., P.L.C., P.L.S., P.L.C., P.L.S., P.L.C.

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SIGHT DISTANCE PROFILE PER VDOT STANDARD REVISED 07/2012

SIGHT DISTANCE PROFILE PER VDOT STANDARD PRECEEDING 07/2012

PRCA B-846

SIGHT DISTANCE PLAN AND PROFILE

RESTON HEIGHTS

RESTON SECTION 40 BLOCKS 1C & 1D

FAIRFAX COUNTY, VIRGINIA

DATE: 08/01/2010

SCALE: AS NOTED

C.I. = 1"

SHEET 19 OF 44

FILE No. PREL-1964

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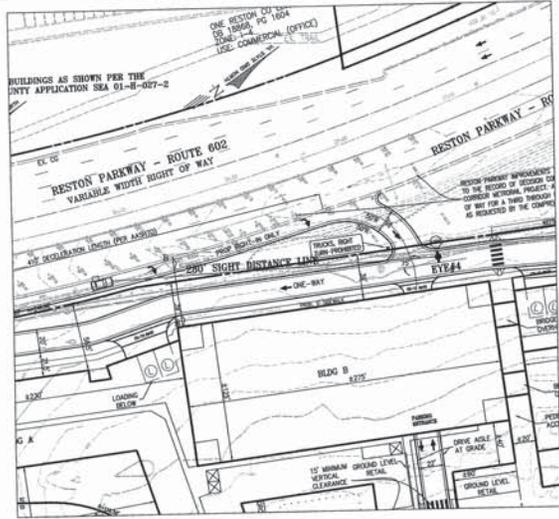
Planners Engineers Landscape Architects Land Surveyors

Urban, Ltd.
7710 Lees River Turnpike
Suite 200
Fairfax, VA 22031
Tel: 703.642.8800
Fax: 703.642.8201

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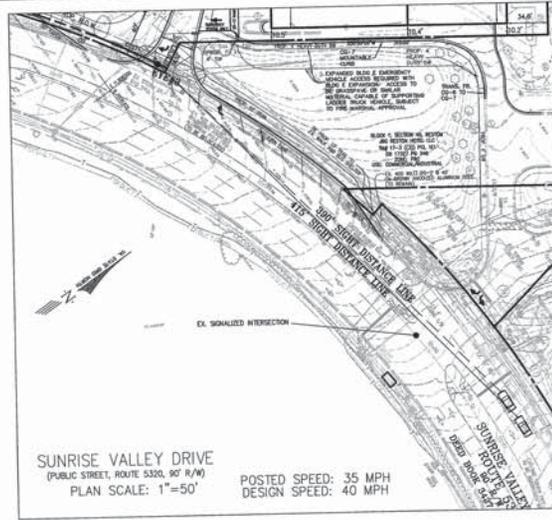
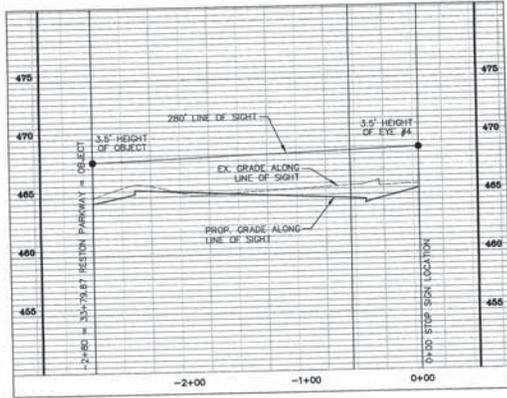
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2	02-22-11			
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4	02-22-11			
5	02-22-11			
6	02-22-11			

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RESTON PARKWAY
(PUBLIC STREET, ROUTE 602, R/W VARIES)
PLAN SCALE: 1"=50'

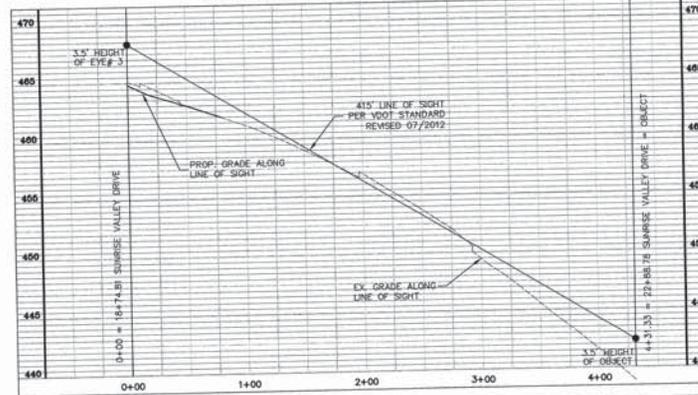
POSTED SPEED: 45 MPH
DESIGN SPEED: 25 MPH



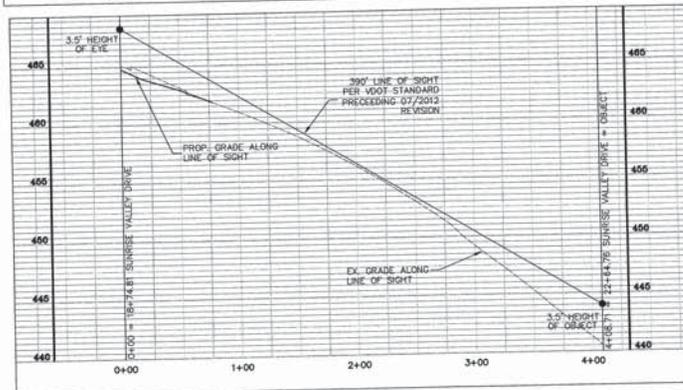
SUNRISE VALLEY DRIVE
(PUBLIC STREET, ROUTE 5330, 90' R/W)
PLAN SCALE: 1"=50'

POSTED SPEED: 35 MPH
DESIGN SPEED: 40 MPH

PROFILE SCALE: 1"=50' (H) 1"=5' (V)



SIGHT DISTANCE
PROFILE PER VDOT
STANDARD REVISED
07/2012



SIGHT DISTANCE
PROFILE PER VDOT
STANDARD PRECEDING
07/2012

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PRCA B-846

SIGHT DISTANCE PLAN AND PROFILE
RESTON HEIGHTS
SECTION 40 BLOCKS 1C & 1D
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: AS NOTED

SHEET
20
OF
44

FILE No.
PREL-1964



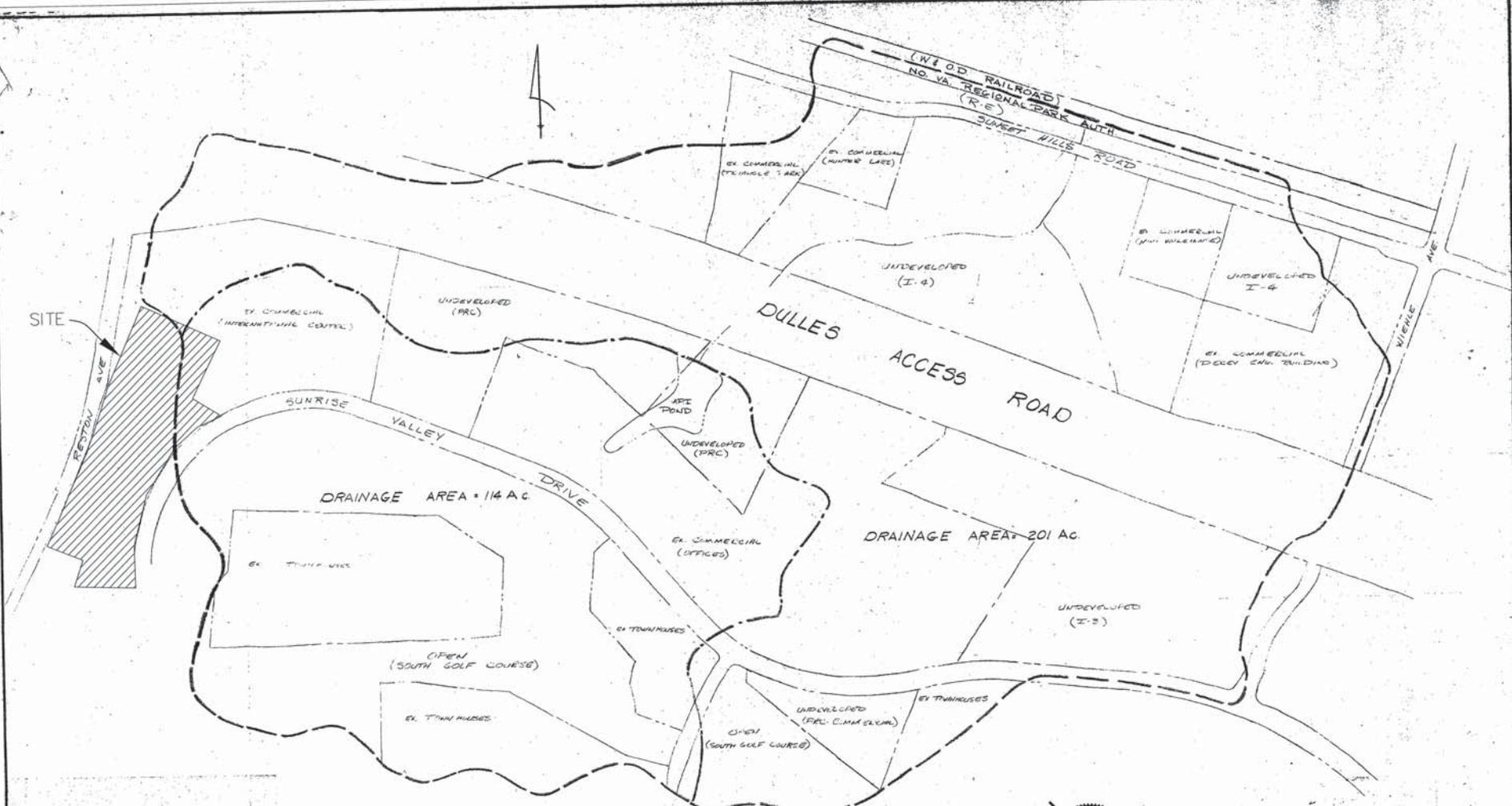
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Robert L. Lutz
7171 Lake River Turnpike
Arlington, Virginia 22204
Tel: 703.642.8201
www.urbanva.com

PLAN DATE	DESCRIPTION	REV. BY	APPROVED BY	DATE
12-04-10				
05-22-11				
12-04-12				
03-15-13				

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

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SITE

DRAINAGE AREA = 114 AC.

DRAINAGE AREA = 201 AC.

TOTAL AREA TO OUTFALL = 315 ACRES

BASE CONDITIONS

USE AREA	DRAINAGE AREA (AC ²)	R. SLOP
OFFICE	0.072	15
UNDEVELOPED	0.285	15
COMMERCIAL	0.238	75
R.O.W.	0.098	60

ULTIMATE CONTRIBUTION TO A 1.5 F.L. POND

USE AREA	DRAINAGE AREA (AC ²)	CF
OFFICE	0.056	41
UNDEVELOPED	0.079	83
COMMERCIAL	0.075	85
R.O.W.	0.009	80

ULTIMATE CONTRIBUTION 100 AC.

USE AREA	DRAINAGE AREA (AC ²)	CF
OFFICE	0.075	41
UNDEVELOPED	0.156	85
COMMERCIAL	0.053	80
R.O.W.	0.009	80



"FOR INFORMATION PURPOSES ONLY!"



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

POND DRAINAGE DIVIDES MAP
DRAINAGE DIVIDES
STORM DRAINAGE OUTFALL
RESTON SECTION 913
 CITY OF RESTON, VIRGINIA
 PARFAX
 Scale: 1" = 100' DATE: JULY 2003
 William H. Gordon Associates, Inc.
 Consulting Engineers
 1930 Isaac Newton Square, Suite 200
 Reston, Virginia 20190

STORMWATER MANAGEMENT BMP NARRATIVE

THE PROPOSED DEVELOPMENT CONSISTS OF TWO (2) OFFICE BUILDINGS, TWO ABOVE GROUND PARKING STRUCTURES, ONE (1) STORMWATER DETENTION POND, UNDERGROUND UTILITIES AND SURFACE PARKING. THE SITE COMPRISES OF 36.9 ACRES WITH THREE (3) EXISTING OFFICE BUILDINGS AND ONE EXISTING WET POND, WHICH ARE TO REMAIN. THE SITE IS LOCATED IN THE SUGARLAND RUN WATERSHED. ONE (1) WET POND IS BEING PROPOSED AS PART OF THE OVERALL DEVELOPMENT. THE PROPOSED POND WILL BE LOCATED WEST OF THE EXISTING MAIN ENTRANCE ON THE SOUTHWESTERN PORTION OF THE SITE. BOTH PONDS WILL REDUCE PEAK FLOWS ON THE 2 YEAR AND 10 YEAR STORM EVENTS TO AT LEAST PREDEVELOPED CONDITIONS AND WILL ALSO PROVIDE ADEQUATE BMP STORAGE TO SATISFY FAIRFAX COUNTY REQUIREMENTS. BOTH PONDS WILL BE PRIVATELY OWNED AND MAINTAINED.

OUTFALL NARRATIVE

RUNOFF FROM THE SITE WILL BE COLLECTED BY A STORM SEWER SYSTEM WITH DROP INLETS ADEQUATELY SIZED TO INTERCEPT THE 10 YEAR STORM FLOWS. THESE FLOWS WILL THEN BE CONVEYED THROUGH A CLOSED CONDUIT DRAINAGE SYSTEM OF ADEQUATE CAPACITY TO A PROPOSED STORMWATER MANAGEMENT AND BMP WET POND. THIS POND WILL ALSO CONTAIN OFFSITE DRAINAGE FLOWING INTO THE SITE VIA AN EXISTING 48" RCP ACROSS RESTON PARKWAY. THIS OFFSITE RUNOFF WILL BE INTERCEPTED BY A MANHOLE STRUCTURE AND CONVEYED UNDERGROUND INTO THE WET POND. THE POND WILL DISCHARGE THROUGH AN ADEQUATE SYSTEM OF PIPES INTO ONE OF TWO WET PONDS WHICH PROVIDES DETENTION AND BMP TO THE REMAINDER OF THE SITE. THIS POND WILL DISCHARGE THROUGH A SYSTEM OF PIPES OF ADEQUATE CAPACITY INTO AN ENGINEERED CONCRETE CHANNEL WHICH OUTFALLS INTO AN EXISTING TRIPLE 60" CWP PIPES. THE HEADWATER CONDITION ON THE EXISTING PIPES PROVIDES ADEQUATE DEPTH AND FREEDOM AND FUNCTIONS WITH INLET CONTROL. THIS SYSTEM OUTFALLS INTO AN EXISTING CONCRETE TRAPEZOIDAL CHANNEL OF ADEQUATE CAPACITY WITH BED AND BANKS LOCATED WITHIN AN EXISTING STORM DRAINAGE CASEMENT. THE ANALYSIS OF THIS CHANNEL IS PROVIDED ON SHEET #31.

FLOWS FROM THE 2, 10, AND 100 YEAR STORMS ARE RETAINED BY THE EXISTING AND PROPOSED WET PONDS SUCH THAT THE POST-DEVELOPMENT OUTFLOW FROM THE SITE IS LESS THAN THE PRE-DEVELOPMENT OUTFLOW. IN ADDITION, THE COMBINED PRIMARY AND EMERGENCY SPILLWAY IS ADEQUATE TO CONTAIN THE 100 YEAR AND 1.5-100 YEAR FLOOD EVENTS WITHOUT OVERTOPPING THE DAM. PER SECTION 6-1603.2C, THE PRINCIPLE SPILLWAY MUST CONVEY THE ENTIRE 25 YEAR FLOOD. ANALYSIS OF THE 25 YEAR FLOOD WAS NOT PERFORMED WITH THE CONSTRUCTION OF THIS SHEET. THE 25 YEAR STORM ELEVATION WAS ASSUMED TO BE 402.91', OR 0.5' ABOVE THE 10 YEAR FLOOD ELEVATION. THIS 25 YEAR FLOOD ELEVATION IS BELOW THE 403.0' ELEVATION AT THE TOP OF THE SPILLWAY DAM.

SINCE THE EXISTING PIPE AND CHANNEL SYSTEMS FOR THIS OUTFALL HAVE ADEQUATE CAPACITY TO HANDLE THE FLOWS GENERATED BY THE PROPOSED DEVELOPMENT WITHOUT ANY ADVERSE IMPACT TO DOWNSTREAM PROPERTIES (SEE OUTFALL ADEQUACY COMPUTATIONS AND CHANNEL CROSS SECTIONS ON SHEET #31), ADEQUATE OUTFALL EXISTS FOR THE SITE.

OPINION OF ADEQUATE OUTFALL

IT IS THE OPINION OF URBAN ENGINEERING AND ASSOCIATES THAT THE SITE IS ADEQUATELY DRAINED ONSITE AND OUTFALLS ADEQUATELY TO EXISTING OFFSITE SWM/BMP FACILITIES.

SIGNATURE: *[Signature]* DATE: 10/13/04
ERIC S. SIEGEL, P.E., PRINCIPAL

SW-10 NARRATIVE

ALL LAND DISTURBING ACTIVITY FOR THIS SITE WAS PERMITTED WITH FAIRFAX COUNTY SITE PLAN #8001-SP-001, APPROVED MAY 4, 1999. NO ADDITIONAL LAND DISTURBING ACTIVITY BEYOND THAT PERMITTED BY 8001-SP-001 IS PROPOSED WITH THIS SITE PLAN. THEREFORE, AS DISCUSSED AND AGREED TO WITH FAIRFAX COUNTY STAFF SW-10 REQUIREMENTS DO NOT APPLY TO THIS PLAN.

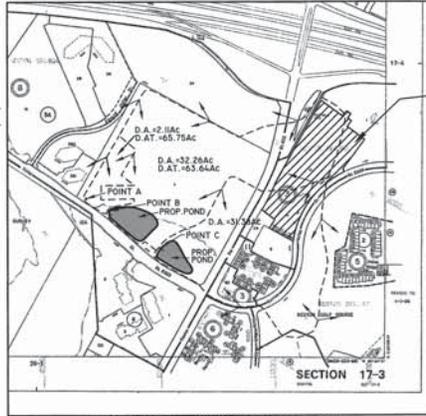
SCHEMATIC DIAGRAMS

STORM DRAINAGE ROUTINGS

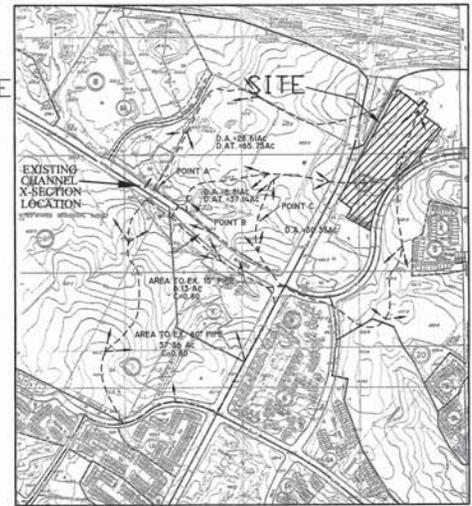
EXISTING CONDITIONS	PROPOSED DEVELOPED CONDITIONS
POINT C D.A. = 30.33 Ac Q2 = 45.21 cfs Q10 = 98.73 cfs	POINT C D.A. = 31.38 Ac Q2 = 7.49 cfs Q10 = 49.09 cfs
POINT B D.A. = 37.14 Ac Q2 = 41.79 cfs Q10 = 85.13 cfs	POINT B D.A. = 63.64 Ac Q2 = 14.84 cfs Q10 = 108.02 cfs
POINT A D.A. = 66.75 Ac Q2 = 45.08 cfs Q10 = 140.12 cfs	POINT A D.A. = 66.75 Ac Q2 = 27.02 cfs Q10 = 137.66 cfs
Post developed runoff @ Point A Q2 = 148.21 cfs Q10 = 272.06 cfs	
Post developed runoff @ Point B Q2 = 136.03 cfs Q10 = 254.10 cfs	
Post developed runoff differential between Points A & B Q2 @ A - Q2 @ B = 148.21 cfs - 136.03 cfs = 12.18 cfs Q10 @ A - Q10 @ B = 272.06 cfs - 254.10 cfs = 17.96 cfs	
Post detention runoff @ Point B Q2 = 14.84 cfs Q10 = 108.02 cfs	
Post detention runoff @ Point A Q2 = 14.84 cfs + 12.18 cfs = 27.02 cfs Q10 = 108.02 cfs + 17.96 cfs = 137.66 cfs	



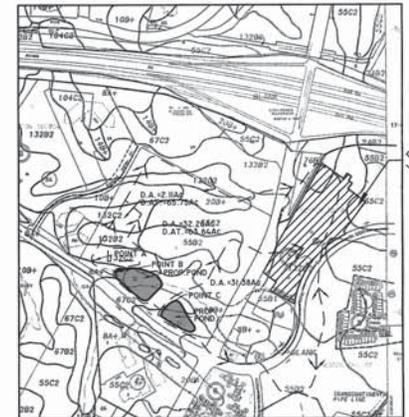
LAND USE MAP EXISTING CONDITIONS
SCALE: 1"=50'



LAND USE MAP PROPOSED CONDITIONS
SCALE: 1"=50'

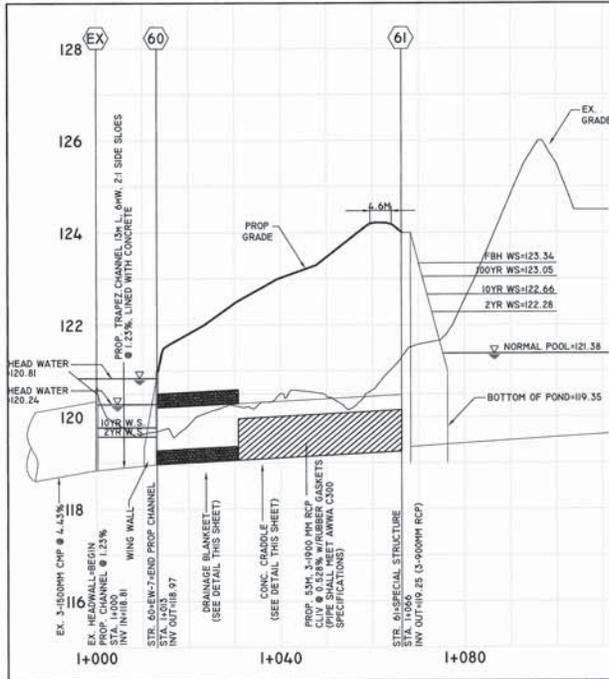


EXISTING DRAINAGE DIVIDES MAP
SCALE: 1"=50'



SOILS MAP
SCALE: 1"=50'

Fairfax Co Soil Number	Soil Name	Hydrologic Soil Group
8	Worham	T3
18	Overville	C
30	Mankentville	H
35	Glading	B
67	Penn PSL	C
72	Bucka	B
76	Calverton	C
132	Meyersdale	B



PROFILE OF SPILLWAY FOR MULTI-LEVEL WET POND
SCALE: HORIZ: 1"=50'
VERT: 1"=5'

DOWNSTREAM WATER IMPOUNDMENTS
WATER IMPOUNDMENTS DO EXIST WITHIN THE POTENTIAL INFLUENCE AREA OF THE PROPOSED LAND DISTURBING ACTIVITY.
SIGNATURE: *[Signature]* DATE: 10/13/04
ERIC S. SIEGEL, P.E., PRINCIPAL



THIS SHEET REFERENCED FROM FAIRFAX COUNTY PLAN # 8001-SP-002-2 APPROVED ON 5/4/99
FOR INFORMATIONAL PURPOSES ONLY.

REVISIONS APPROVED BY: [Signature] REVIEWED BY: [Signature]
DATE: [] DESCRIPTION: []
DRAWN: [] CHECKED: []
SCALE: [] SHEET: [] OF []

RESTON
CRESCENT
URBAN ENGINEERING & ASSOC., INC.
CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS
ANNAUNDALE, VIRGINIA 22020 (703) 642-0000

PRCA B-846
SHEET TITLE: SWM NARRATIVES, MAPS & ADEQUACY COMPUTATIONS
KEY MAP

Job No. 34-1250
File 34-1250
Drawn by J.A.S.
Checked by J.A.S.
Scale 1"=50'
Sheet 22 of 44

March 13, 1969

Mr. Donald E. Cummings
Gulf Reston, Inc.
Executive Office
Reston, Virginia 22090

Dear Sir:

I enclose herewith copy of ordinance adopted by the Board of Supervisors, at its meeting on March 12, 1969, granting the application of Gulf Reston, Inc. (No. B-846) to rezone certain land in Centreville District from RE-2 District to RFD District.

Very truly yours,

Helen A. Bickler
Clerk of said Board

cc: Mr. John W. Ferguson
cc: Mr. Robert W. Jentach
cc: Capt. Colabrese
cc: Mr. Don Smith
cc: Mr. James Fernald
cc: Mr. Fred Beales

esb/er



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
400 CHESAPEAKE BRIDGE ROAD
FAIRFAX, VIRGINIA 22033



September 18, 1966

Merrill Debor Shaw, Esquire
2000 South Elm Street
Arlington, Virginia 22201

Re: Special Exception Amendment
Number SEA 84-C-135-1

Dear Mr. Shaw,

At a regular meeting of the Board of Supervisors held on September 8, 1966, the Board approved Special Exception Amendment Number SEA 84-C-135-1 in the name of MCI Telecommunications Corporation, located at the Map 17-3 (133) LC for a microwave facility pursuant to Section 6-104 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception Amendment is granted for and con with the land indicated in this application and is not transferable to other land.
2. This Special Exception Amendment is granted only for the purposes, structural and/or uses) indicated on the Special Exception Plan approved with the application, as qualified by these development conditions.
3. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to this Special Exception Amendment shall be in substantial conformance with the approved Special Exception Plan and these conditions.

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



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
FAIRFAX, VIRGINIA 22033



October 11, 1972

Mr. Donald E. Belinger
Belinger Slings, Inc.
921 Florida Ave., N.W.
Washington, D.C. 20001

Dear Mr. Belinger:

This is to advise you that the Board of Supervisors, at its meeting on October 9, 1972, granted your request for special permit no. SP-77, in behalf of GULF RESTON, INC., to permit additional sign area in excess of that which is permitted.

Very truly yours,

Helen A. Bickler
Clerk of said Board

cc: Mr. Ferguson
cc: Mr. Jentach
cc: Mr. Fernald
cc: Mr. Smith
cc: Mr. Deales
cc: Mr. Col. King



COMMONWEALTH OF VIRGINIA
DEPARTMENT OF TRANSPORTATION
1975-Avenue One
Richmond, VA 23260

August 29, 2011

To: Ms. Barbara Bofin
Director, Zoning Evaluation Division

From: Noreen H. Maloney
Virginia Department of Transportation - Land Development Section

Subject: PRC-B-846-43; Reston Heights

All addressees subsequent to the first addressee shall provide a response letter to the previous VDOT comment. Subsequent addressee responses letters are considered responses and will be returned without return.

This office has reviewed the subject application and offers the following comments.

Per the attached Evaluation Report, VDOT has completed the review of the traffic analysis associated with the development and has concluded the following:

- Full access along Reston Parkway is not supported. Access should be restricted to right turn in right turn out, only.
- Any Waivers or Exceptions filed to pursue full access along Reston Parkway will not be approved due to the proximity of the Dulles Toll Road.

The traffic study should be resubmitted to address all other items.

We Keep Virginia Moving

SITE BOUNDARY SUPERIMPOSED ON DEVELOPMENT PLAN BOUNDARY TO SHOW THAT THE SITE IS LOCATED IN THE HIGH DENSITY RESIDENTIAL AREA

At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Room in the County Office Building at Fairfax, Virginia on the 12th day of March, 1969, the following ordinance was adopted:

AN ORDINANCE AMENDING THE ZONING ORDINANCE (PROPOSAL NO. B-846)

WHEREAS, GULF RESTON, INC. filed in proper form, an application requesting the zoning of a certain parcel of land hereinafter described, from RE-2 District to RFD 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.

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

Be, and it hereby is, zoned RFD District, and said property is subject to the use regulations of said RFD District.

BE IT FURTHER ENACTED, that the boundaries of the Zoning Map heretofore adopted as a part of the Zoning Ordinance be, and it hereby is, amended in accordance with this enactment.

GIVEN under my hand this 12th day of March, 1969.

Helen A. Bickler
Clerk of said Board

SEA 84-C-135-1

September 18, 1966

Under Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, eighteen (18) months after the approval date of the Special Exception unless the activity authorized has been established, or unless additional time is approved by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of the approval of this Special Exception Amendment. A request for additional time shall be justified in writing, and must be filed with the zoning Administrator prior to the expiration date.

If you have any questions concerning this Special Exception Amendment, please give me a call.

Very truly yours,

Robert W. Register, Clerk, Agency Director,
Office of the Clerk to the Board of Supervisors

SRW/mj

cc: Larry C. Huff, Jr.
Semi-Private Division
Gilbert S. Hookins, Deputy
Zoning Administrator
Donald D. Smith
Permit, Plan Review Branch
Barbara A. Myron, Director
Zoning Evaluation Division



A3(4)-20



PRCA B-846

RESTON HEIGHTS
RESTON 40 BLOCKS 1C & 1D
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: N/A
DATE: DEC., 2010
CL: N/A

ZONING CORRESPONDENCE

SHEET 23 OF 44
FILE NO. PREL-1964

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12-23-40
01-06-41
01-20-41
02-03-41
02-17-41
03-03-41
03-17-41
04-03-41
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05-03-41
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06-03-41
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07-03-41
07-17-41
07-31-41
08-14-41
08-28-41
09-11-41
09-25-41
10-09-41
10-23-41
11-06-41
11-20-41
12-04-41
12-18-41
01-01-42
01-15-42
01-29-42
02-12-42
02-26-42
03-12-42
03-26-42
04-09-42
04-23-42
05-07-42
05-21-42
06-04-42
06-18-42
07-02-42
07-16-42
07-30-42
08-13-42
08-27-42
09-10-42
09-24-42
10-08-42
10-22-42
11-05-42
11-19-42
12-03-42
12-17-42
01-07-43
01-21-43
02-04-43



County of Fairfax, Virginia

To protect and enhance the quality of life for the people, neighborhoods and diverse communities of Fairfax County

February 22, 2006

Mr. Benjamin F. Tompkins
Rood Smith LLP
3110 Fairview Park Drive, Suite 1400
Falls Church, VA 22042

RE: Reston Intermodal Center
11800, 11815-11832, & 11840 Sunrise Valley Drive
Tax Map Ref. 17-3 (53) 1C
Zoning District: PRC

Dear Mr. Tompkins:

This is in response to your letter dated January 24, 2006 to William Shoup requesting certain zoning information regarding the referenced property. Our files contain the following information:

- 1. The referenced property is zoned PRC, Planned Residential Community District. The property is subject to the prefferred conditions associated with Rezoning B-846 and Development Plan B-846, approved on March 12, 1999 by the Board of Supervisors. The PRC District, the prefferred conditions and the development plan do not indicate a maximum floor area ratio, building height, or lot coverage. The property also is subject to Special Exception Amendment SEA 84-C-135-1, approved on September 8, 1996 by the Board of Supervisors and Special Permit 874, approved on October 2, 1992 by the Board of Supervisors to permit additional sign use. There are no variance approvals associated with the referenced property. Enclosed is a copy of the prefferred and development conditions.
2. Our records indicate that Site Plan #10-40-1, entitled "Old Reston Conference Center Complex," approved on April 2, 1971, which includes a 7-story office tower containing 218,225 square feet of gross floor area (GFA), one-story shops containing 14,950 square feet of GFA, and a one-story building containing 9,350 square feet of GFA. It is noted that there is no floor area ratio regulation in the PRC District. Site Plan Waiver 8011021 for Chili's Restaurant was approved on December 17, 1990. According to our records, it appears that the property was developed in accordance with all applicable provisions of the Zoning Ordinance and it does not appear that the property is subject to grandfathering provisions.

Department of Planning and Zoning
Zoning Administration Division
Ordinance Administration Branch
12055 Government Center Parkway, Suite 807
Fairfax, Virginia 22035-5382
Phone: 703-224-1314 FAX: 703-462-0172
www.fairfaxva.gov/plz

Resiliency • Innovation • Stewardship
Integrity • Teamwork • Public Service

Benjamin Tompkins
February 22, 2006
Page 2

- 3. A copy of the approved site plan can be obtained by contacting the Plan and Document Control Section of the Department of Public Works and Environmental Services (DPWES) at (703) 324-1730 and building code information may be obtained by contacting Code Enforcement Services in DPWES at (703) 324-1937.

- 4. According to our records, there are no pending rezoning, special exception, special permit or variance applications with regard to the referenced properties. Our records further indicate that there are no zoning violations or other zoning enforcement actions associated with the referenced properties.

Enclosed for your records is Receipt #2006-0963 for the zoning compliance letter fee. I trust this adequately responds to your request. If you have any additional questions, please feel free to contact me at (703) 324-1314.

Sincerely,

Mary Ann Tsai
Assistant to the Zoning Administrator

MAT

Enclosure: AS

cc: Catherine M. Hodgins, Supervisor
Hunter Mill District
Eileen M. McLane, Deputy Zoning Administrator
for Ordinance Administration Branch
Leslie B. Johnson, Deputy Zoning Administrator
for Zoning Permit Review Branch



County of Fairfax, Virginia

To protect and enhance the quality of life for the people, neighborhoods and diverse communities of Fairfax County

June 29, 2006

Mr. Benjamin F. Tompkins
Rood Smith LLP
3110 Fairview Park Drive, Suite 1400
Falls Church, VA 22042-0681

RE: 11842, 11844, 11846 Sunrise Valley Drive
Tax Map Ref. 17-3 (53) 1D
Zoning District: PRC

Dear Mr. Tompkins:

This is in response to your letter dated June 22, 2006 to William Shoup requesting certain zoning information regarding the referenced property. Our files contain the following information:

- 1. The referenced property is zoned PRC, Planned Residential Community District, and is subject to the development plan that was approved in conjunction with the Board of Supervisors' approval of Rezoning B2 B-846 on March 12, 1999. The PRC District and the development plan do not indicate a maximum floor area ratio, building height, or lot coverage. There are no prefferred conditions, special exceptions, special permit or variance approvals associated with the referenced property and the property is not subject to any grandfathering provisions. Enclosed is a copy of the development conditions.
2. Our records indicate that Site Plan 86734-SF-01-2, entitled "Reston Intermodal Center, Reston Section 80, Block 1-D," was approved on August 14, 1987 for a one-story multi-story office building, a one-story retail store, and a one-story bank with a total gross floor area of 67,410 square feet and a floor area ratio of 0.15. According to our records, it appears that the property was developed in accordance with all applicable provisions of the Zoning Ordinance.
3. Building permit information may be obtained by contacting the Permit Section of the Department of Public Works and Environmental Services at (703) 222-0801.
4. According to our records, there are no pending rezoning, special exception, special permit or variance applications with regard to the referenced property. Our records further indicate that there are no zoning violations or other zoning enforcement actions associated with the referenced property.

Department of Planning and Zoning
Zoning Administration Division
Ordinance Administration Branch
12055 Government Center Parkway, Suite 807
Fairfax, Virginia 22035-5382
Phone: 703-224-1314 FAX: 703-462-0172
www.fairfaxva.gov/plz

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Integrity • Teamwork • Public Service

Benjamin F. Tompkins
June 29, 2006
Page 2

Enclosed for your records is Receipt #2006-0194 for the zoning compliance letter fee. I trust this adequately responds to your request. If you have any additional questions, please feel free to contact me at (703) 324-1314.

Sincerely,

Mary Ann Tsai
Assistant to the Zoning Administrator

MAT

Enclosure: AS

cc: Catherine M. Hodgins, Supervisor
Hunter Mill District
Leslie B. Johnson, Senior Deputy Zoning Administrator

H:\Compliance Letters\11842, 11844, 11846 Sunrise Valley Drive.doc

DEVELOPMENT CONDITIONS NARRATIVE

The rezoning and development plan B-846 specifies no FAR ratio, building height or lot coverage requirement as confirmed by the Zoning letters on this sheet. The proposed development is in conformance with the development conditions. This project proposes 498 units and is in conformance with the applicable Reston density capacities as shown in the tabulations on this sheet.

Reston Planned Residential Community (PRC) District
Residential Development Potential
Including Approved PRC Applications
September 27, 2012

Table with 4 columns: Unit Type, Unit Count, Population Factor (as amended 3/26/2007), Number of Persons. Rows include Single Family Detached, Single Family Attached, and Multiple Family.

Remaining Available Development Potential
Based on Maximum Population Calculation of 80,912 persons
Based on inclusion of approved PRC Applications

6,224 acres @ 13 persons / acre = 80,912 persons
80,912 maximum population = 67,474 people = 13,238 persons of available density based on inclusion of approved PRC applications
13,238 persons of available density translates to a development potential of:
4,812 single family detached units
Or
4,002 single family attached units
6,303 multiple family units

Pending Applications*

Table with 5 columns: Project, #Units, Type, #Persons, Status. Lists various projects like JBG/Reston Heights, Oracle Site/Excelsior, etc.

* "Pending" pertains to the fact that these units will not count against the density cap until site plan approval.
** Original PCA approved for 696 units, of which 186 are in staff unit count. 418 of the 586 are existing.
*** 864 units proposed, 348 existing units to be removed.
**** 359 units proposed, 332 units included in staff unit count

CURRENT APPLICANT

EXISTING POPULATION: 64,974 PERSONS
+ 1,066 PERSONS (NET INCREASE)
66,020 PERSONS
66,020 PERSONS / 6224 ACRES = 10.61 PERSONS/ACRE
10.61 PERSONS PER ACRE < 13 PERSONS PER ACRES.
REQUIREMENT MET

Reston PRC Density

September 27, 2012

RESTON HIGH DENSITY RESIDENTIAL CATEGORY DENSITY

Includes Approved PRC Applications
High density residential category density not to exceed 60 persons/acre

Large table with 6 columns: SECTION, ACRES, UNITS, UNIT TYPE, PERSONS, PERSONS/ACRE. Lists various zoning sections and their corresponding densities.

PERSONS/UNIT FACTORS USED:
Multi-family elevator unit 2.1
Multi-family garden apartment 2.1
Single family attached unit 2.7
Single family detached unit 3.0

SOURCE OF INFORMATION:
Records maintained by Western Reston Approved Town Center Concept Plan for S. 933
Approved Development Plan for S. 43
Approved Development Plan for S. 85
Approved Development Plan for S. 57, B-44 & 49
Approved Development Plan for S. 40.0
Approved Site Plan for S. 91A, B, 19-20
Approved Development Plan for S. 8, B, 1 & 2
Approved Concept Plan for S. 89, B, 5
Proposed Development Plan for S. 91A, B, 1, 4 & 15
Proposed Concept Plan for S. 90.8.2

PRCA B-846

ZONING CORRESPONDENCE

RESTON HEIGHTS
RESTON SECTION 40 BLOCKS 1C & 1D
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SCALE: N/A

SHEET
24
OF
44
FILE NO.
PREL-1964



Urban, Ltd.
7112 Lees Ferry Trail
Suite 200
Falls Church, VA 22044
www.urban.com

Table with 4 columns: PLAN DATE, REVISION, DESCRIPTION, APPROVED BY. Shows revision history for the plan.



4 NORTH-EAST AERIAL PERSPECTIVE SKETCH
NTS



A ENTRY COURTYARD AERIAL PERSPECTIVE SKETCH
NTS



3 SUNRISE VALLEY DR.-SE PERSPECTIVE SKETCH
NTS



2 NORTH-EAST PERSPECTIVE SKETCH
NTS

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1123
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0030
Fax: (215) 440-0541

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Issues / Revisions

NO.	DATE	DESCRIPTION

05/5/2013

RESTON HEIGHTS
PKCA B-046

COA #21103

Drawing Title

CONCEPT VIEWS

Date: 02/07/13
As Noted
Drawn By: NM, PB, OR
Checked By: CQA



4 NORTH-WEST AERIAL PERSPECTIVE SKETCH
NTS (RESTON PARKWAY)



A SOUTH-WEST AERIAL PERSPECTIVE SKETCH
NTS



3 NORTH AERIAL PERSPECTIVE SKETCH
NTS



2 SOUTH-WEST AERIAL PERSPECTIVE SKETCH
NTS (RESTON PARKWAY)

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1122
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0030
Fax: (215) 440-0541

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NO.	DATE	DESCRIPTION

05/07/03

RESTON HEIGHTS
PRCA B-046

COA #21103

Drawing Title

CONCEPT PERSPECTIVE AERIAL VIEWS

Date: As Noted
02/07/13
Drawn By: NM, PB, OR
Checked By: CQA

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1122
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0030
Fax: (215) 440-0541

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RESTON
HEIGHTS

PKCA B-046

COA #21103

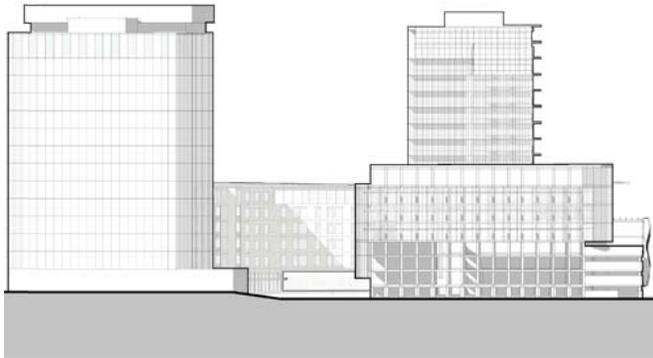
Drawing Title

CONCEPT
OVERALL SITE
ELEVATIONS

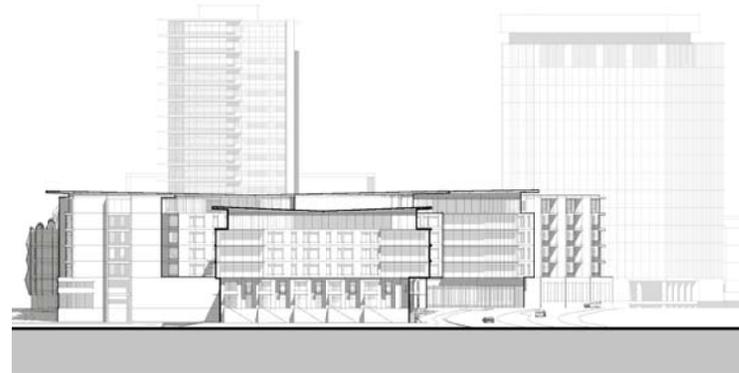
Date: As Noted
02/07/13
Drawn By: NM, PB, OR
Checked By: CQA



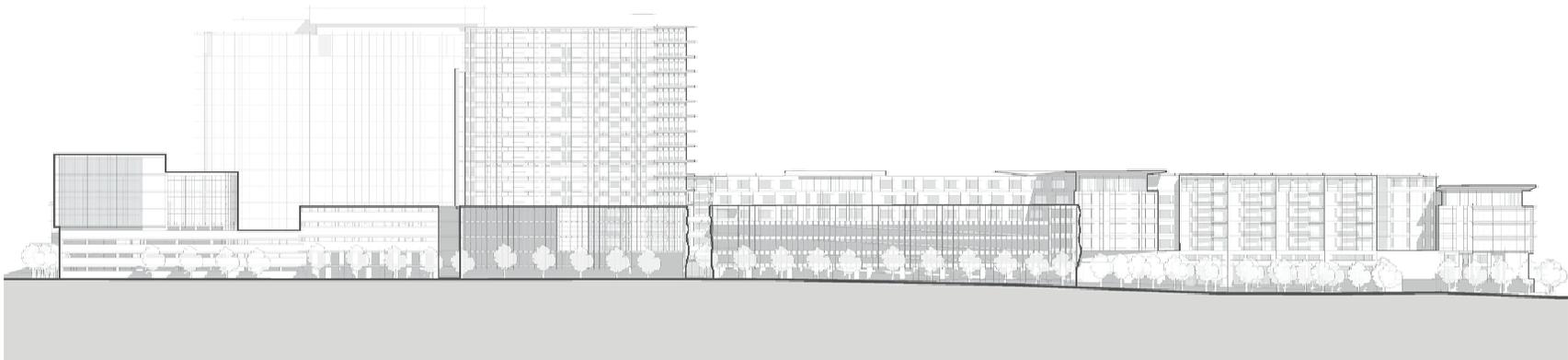
4 EAST ELEVATION
SUNRISE VALLEY DRIVE
1"=40'-0"



3 NORTH ELEVATION
1"=40'-0"



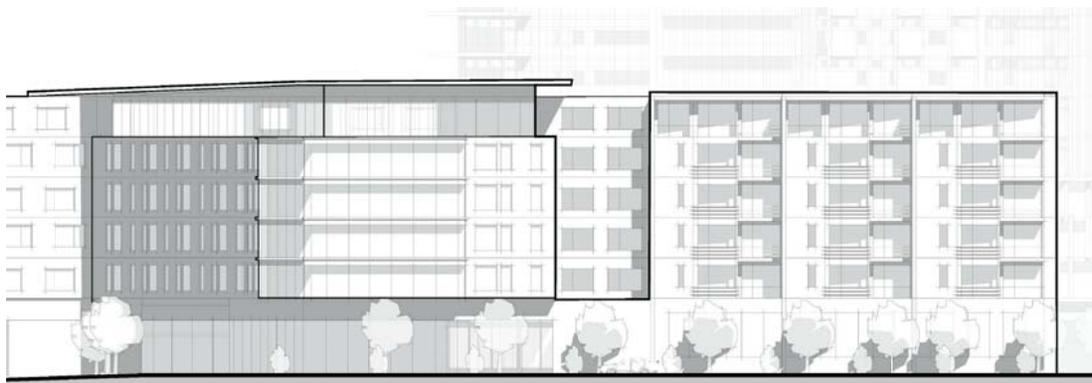
2 SOUTH ELEVATION
1"=40'-0"



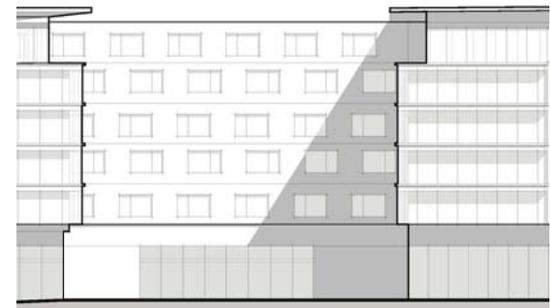
1 WEST ELEVATION - RESTON PARKWAY
1"=40'-0"



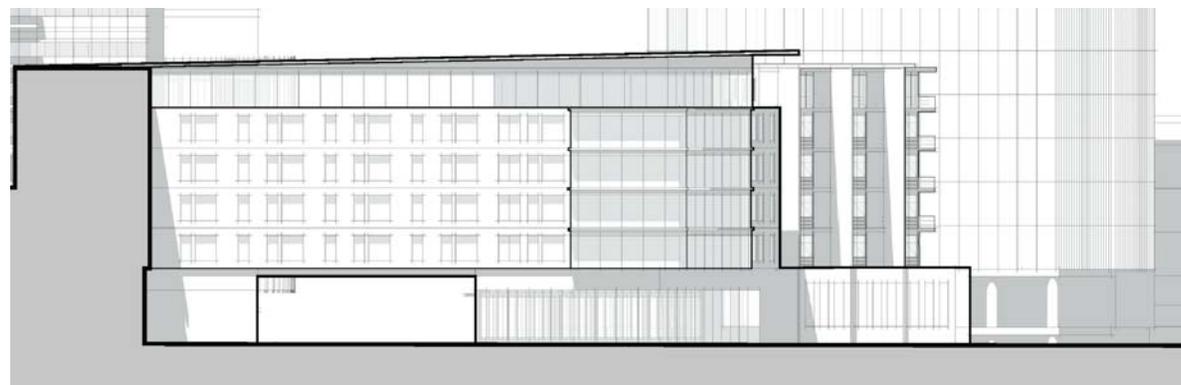
④ EAST ELEVATION - SOUTH PORTION
1/16"=1'-0"



③ EAST ELEVATION - NORTH PORTION
1/16"=1'-0"



② EAST ENTRY COURTYARD ELEVATION
1/16"=1'-0"



① SOUTH ENTRY COURTYARD ELEVATION
1/16"=1'-0"

CUNNINGHAM I QUILL
ARCHITECTS
PLLC

1054 31st STREET NW
SUITE 315
WASHINGTON, DC
20007

PH: 202.337.0090
FX: 202.337.0092
www.cunninghamquill.com

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1122
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0020
Fax: (215) 440-0541

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RESTON
HEIGHTS

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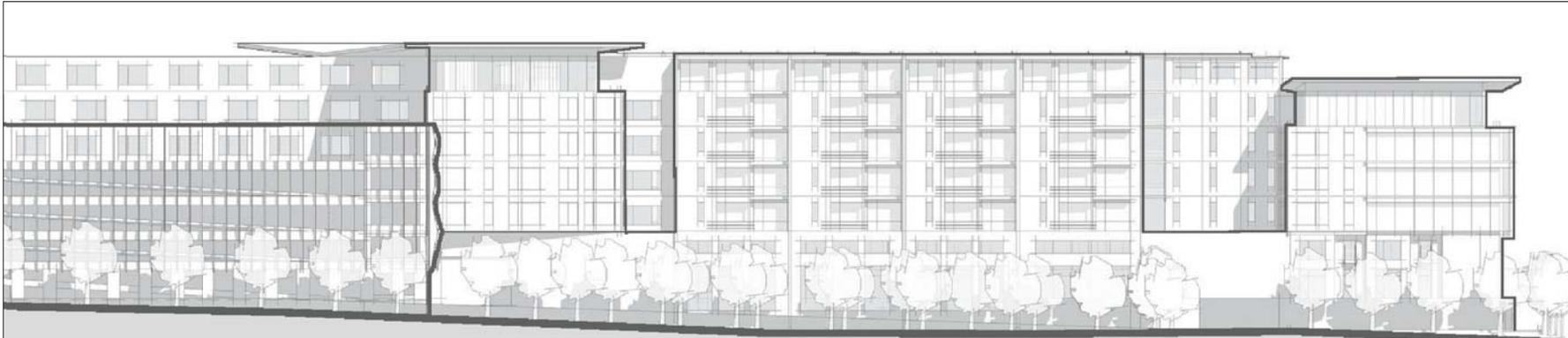
COA #21103

Drawing Title

CONCEPT
ENLARGED BLDG.
ELEVATIONS

Date: 02/07/13
As Noted
Drawn By: NM, PB, OR
Checked By: CQA

28 of 44



4 WEST ELEVATION (ENLARGED)
1/16"=1'-0"



3 SOUTH ELEVATION (ENLARGED)
1/16"=1'-0"



2 MULTIPLE BAY PRECEDENT
DENVER, COLORADO
NTS



1 MODEL PERSPECTIVE
NTS

CUNNINGHAM I QUILL
ARCHITECTS
PLLC

1054 31st STREET NW
SUITE 315
WASHINGTON, DC
20007

PH: 202.337.0090
FX: 202.337.0092
www.cunninghamquill.com

LANDSCAPE ARCHITECT:

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155 South Independence Mall West
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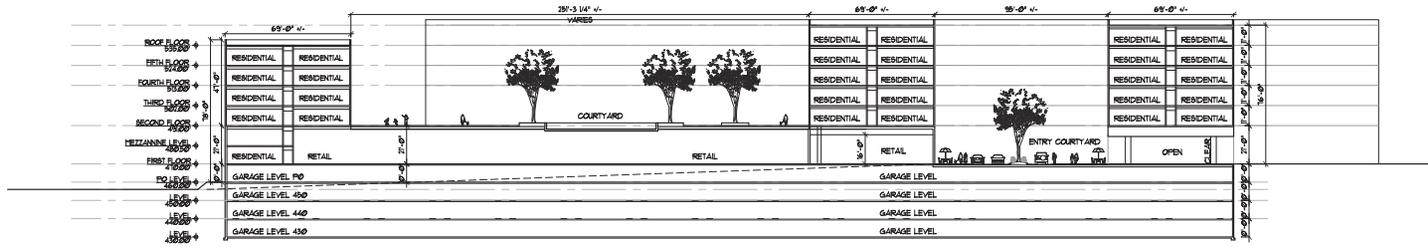
RESTON
HEIGHTS
PKCA B-046

COA #21103

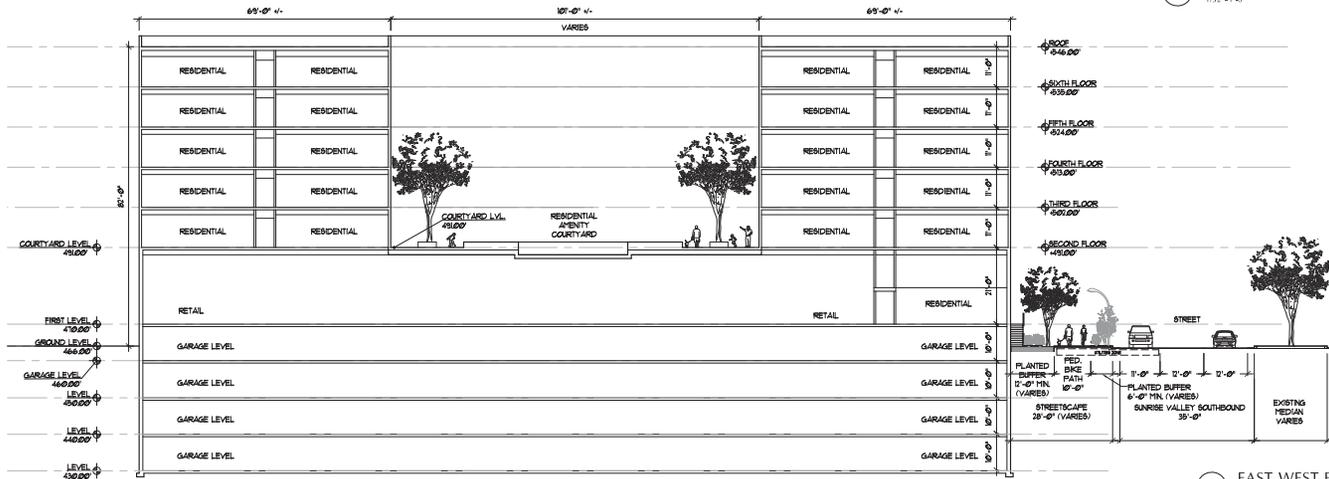
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CONCEPT
ENLARGED BLDG
ELEVATIONS

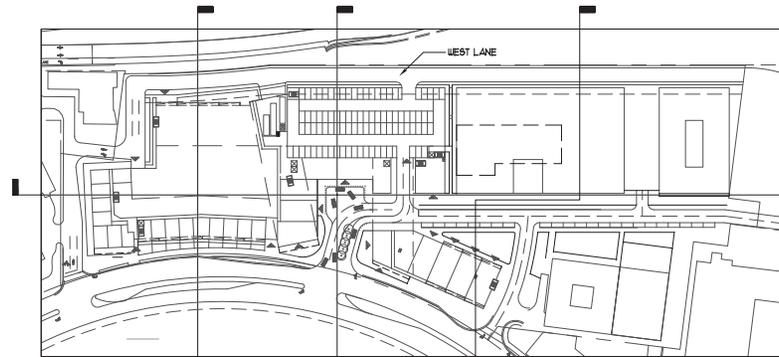
Scale: As Noted
Drawn By: NM, PB, OR
Date: 02/07/13
Checked By: CQA



3 NORTH-SOUTH BUILDING SECTION
1/32"=1'-0"



2 EAST-WEST BUILDING SECTION
1/16"=1'-0"



1 KEY PLAN
1"=100'-0"

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1122
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0020
Fax: (215) 440-0444

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03/5/203

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HEIGHTS
PRCA B-046

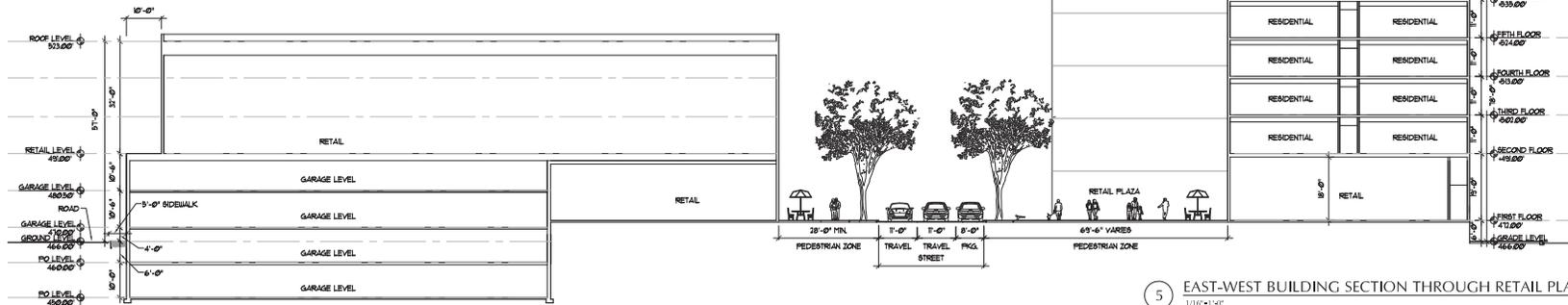
COA #21103

Drawing Title

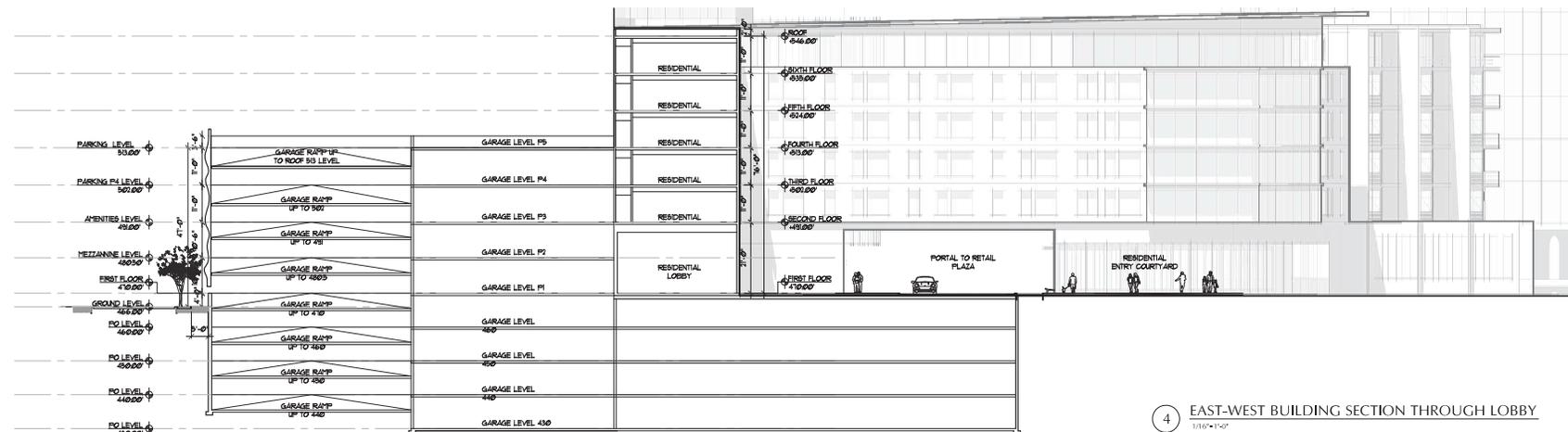
CONCEPT
SITE & BUILDING
SECTIONS

Scale: As Noted
Date: 02/07/13
Drawn By: NM, PB, OR
Checked By: CQA

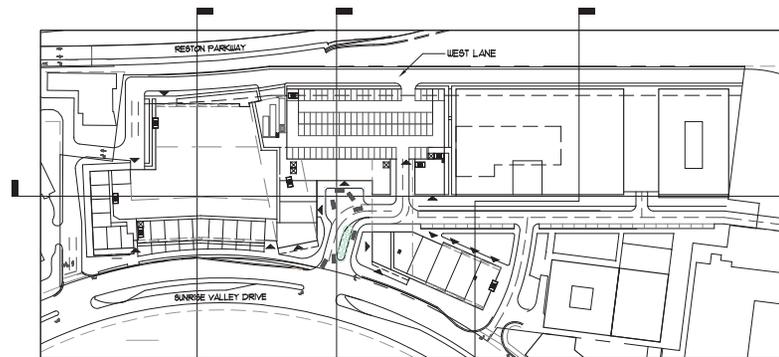
31 OF 44



5 EAST-WEST BUILDING SECTION THROUGH RETAIL PLAZA
1/16\"/>



4 EAST-WEST BUILDING SECTION THROUGH LOBBY
1/16\"/>



1 KEY PLAN
1\"/>

2

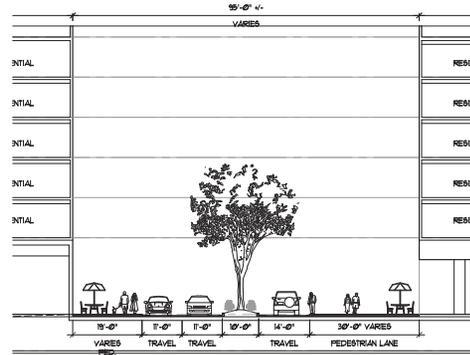
4

5

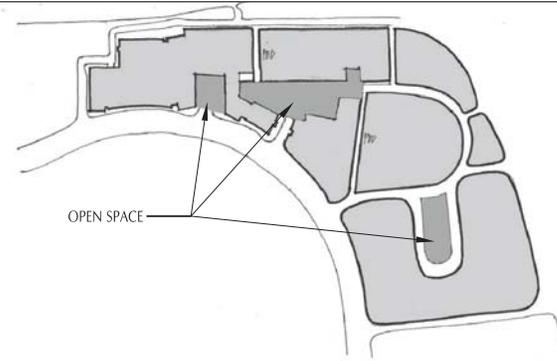
3



8 RESIDENTIAL ENTRY
COURTYARD PERSPECTIVE SKETCH
1/16" = 1'-0"



7 RESIDENTIAL ENTRY
COURTYARD SECTION
1/16" = 1'-0"

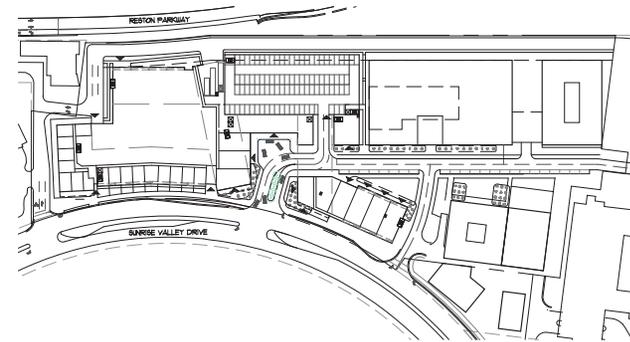


6 STREET AND BLOCK DIAGRAM
NTS



NOTE: PORTAL PROVIDES SEPARATION BETWEEN THE RETAIL PLAZA AND RESIDENTIAL COURTYARD. IT ACTS AS A TRANSITIONAL BOUNDARY BETWEEN THE TWO SPACES. STOREFRONT CONDITIONS OF ADJACENT FACADE WILL CONTINUE INTO PORTAL TO PROVIDE A CONTINUOUS PEDESTRIAN EXPERIENCE.

5 RETAIL PLAZA
PORTAL VIEW
NTS



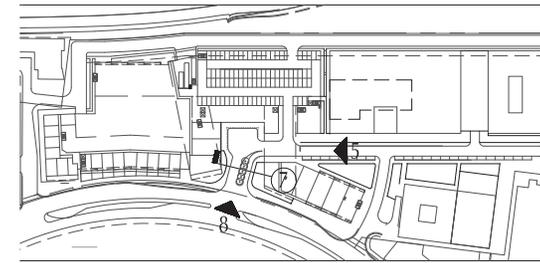
4 OUTDOOR SEATING AREA DIAGRAM
NTS



3 PORTAL PRECEDENT
NTS



2 PORTAL PRECEDENT
(GROUND, WALL, & CEILING TREATMENT)
NTS



1 KEY PLAN
1/128" = 1'-0"

LANDSCAPE ARCHITECT:

OLIM
Public Ledger Building
Suite 1120
155 South Independence Mall West
Philadelphia, PA 19106
Phone: (215) 440-0030
Fax: (215) 440-0541

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RESTON
HEIGHTS

PRCA B-046

CQA #21103

Drawing Title

GARAGE
ELEVATIONS
& PRECEDENTS

Date: 02/07/13
As Noted
Drawn By: NM, PB, OR
Checked By: CQA

33 OF 44



8 WEST LANE PERSPECTIVE SKETCH
GARAGE & MULTI-FAMILY BUILDINGS
NTS



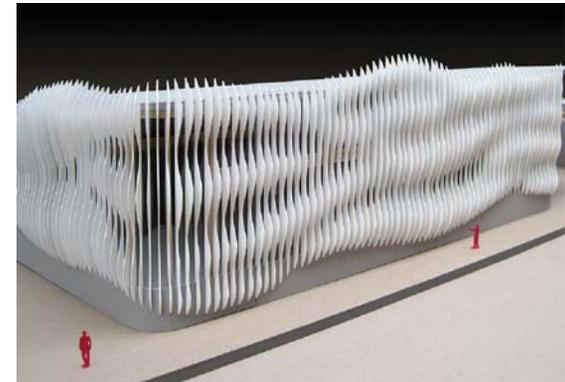
7 GARAGE/PED. WALK PRECEDENT
PARKING-SOISSON, FR
NTS



6 GARAGE SCREENING PRECEDENT
PARKING-SOISSON, FR
NTS



5 GARAGE PRECEDENT
ZAHNER HDQTRS-MO
NTS



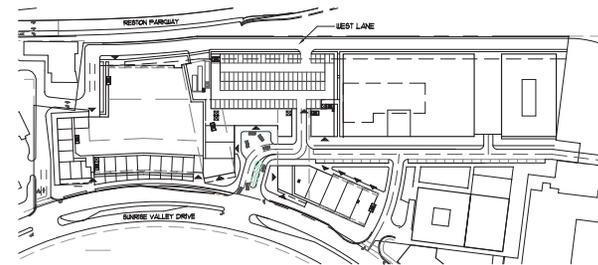
4 GARAGE PRECEDENT
ZAHNER HDQTRS-MO
NTS



3 GARAGE SCREENING PRECEDENT
ZAHNER HDQTRS-MO
NTS

Curving Vertical Fin (Option 1)	
Materials:	Stainless steel panels Galvanized metal Prefinished Metal panels Fiber cement panels Precast concrete panels Synthetic wood siding
Synthetic Wood Slats (Option 2)	
Materials:	Synthetic wood slats of varying depths and thickness, screen patterns may vary Fiber cement slats of varying depths and thicknesses, screen patterns may vary
*All of the synthetic wood slat options can be either fully vegetated green screens or simple architectural screens	
Metal Frame Panels (Option 3)	
Materials:	Galvanized metal panels with infill grilles or cables Aluminum frame panels with infill grilles or cables Prefinished metal frame with prefinished metal grille panels Synthetic wood siding
*All of the metal frame panel options can be either fully vegetated green screens or simple architectural screens	

2 GARAGE OPTIONS MATERIALS MATRIX
NTS



1 KEY PLAN
1/128" = 1'-0"



5 CURVING VERTICAL FIN ELEVATION (OPTION - 1)
1/16" = 1'-0"



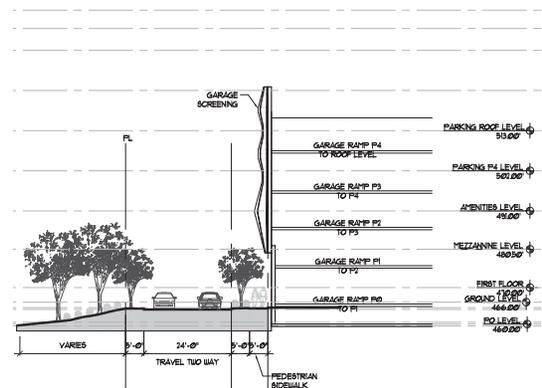
4 SYNTHETIC WOOD SLATS ELEVATION (OPTION - 2)
1/16" = 1'-0"



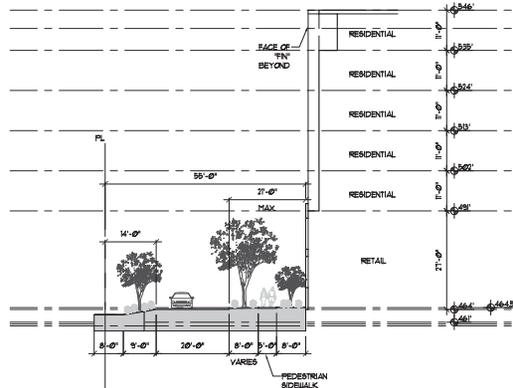
3 METAL FRAME ELEVATION (OPTION - 3A)
1/16" = 1'-0"



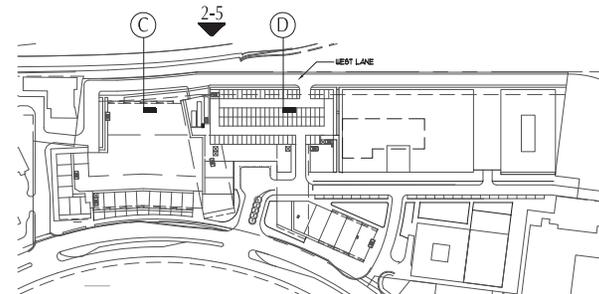
2 STEEL FRAME W/ PLANTING ELEVATION (OPTION - 3B)
1/16" = 1'-0"



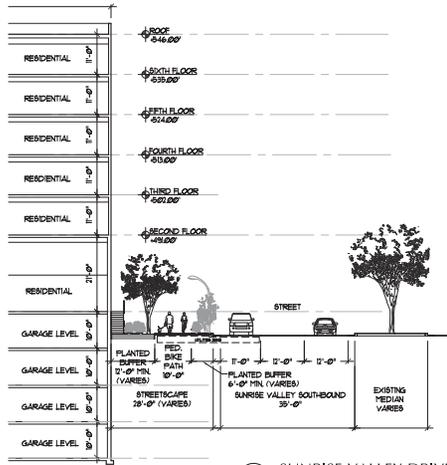
D WEST LANE @ GARAGE SECTION
(REFERENCE PRECEDENT - PHOTO #2)
1/16" = 1'-0"



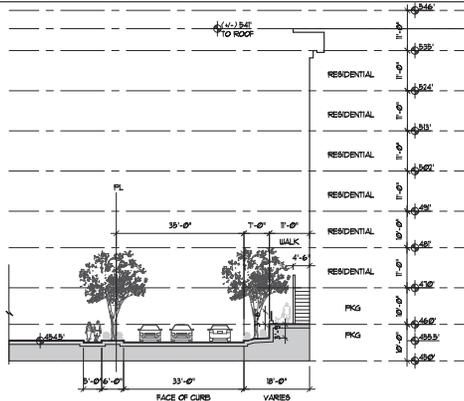
C WEST LANE @ RESIDENTIAL BUILDING
1/16" = 1'-0"



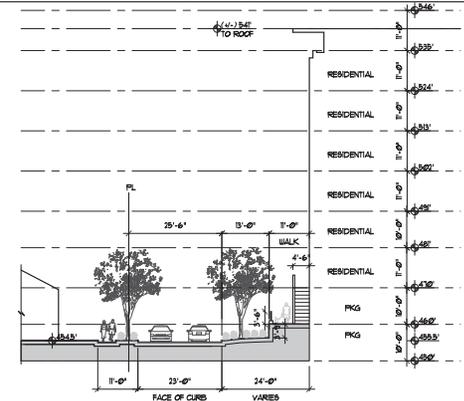
1 KEY - GRND PLAN
1/128" = 1'-0"



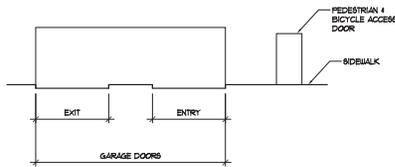
E SUNRISE VALLEY DRIVE SECTION
1/16" = 1'-0" @ TIGHTEST POINT OF SIDEWALK



B SOUTH STREET SECTION
1/16" = 1'-0"



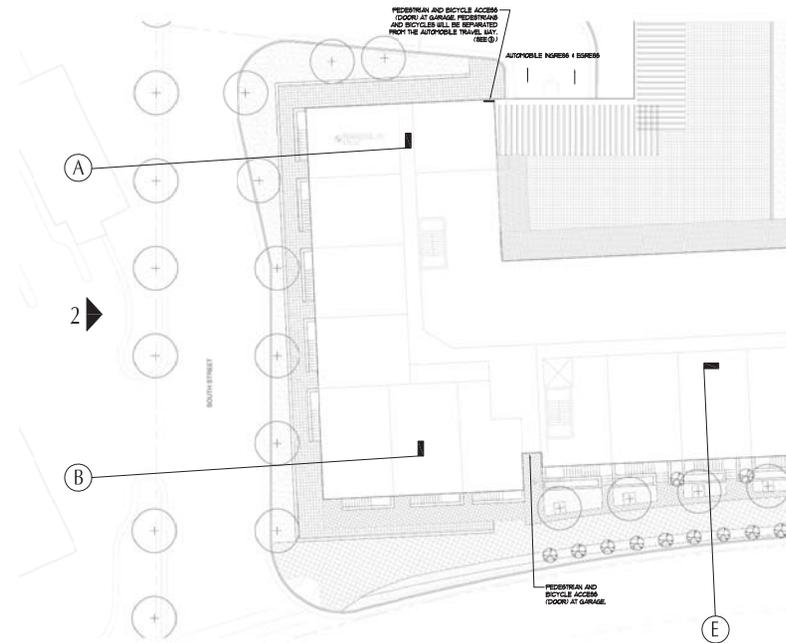
A SOUTH STREET SECTION
1/16" = 1'-0"



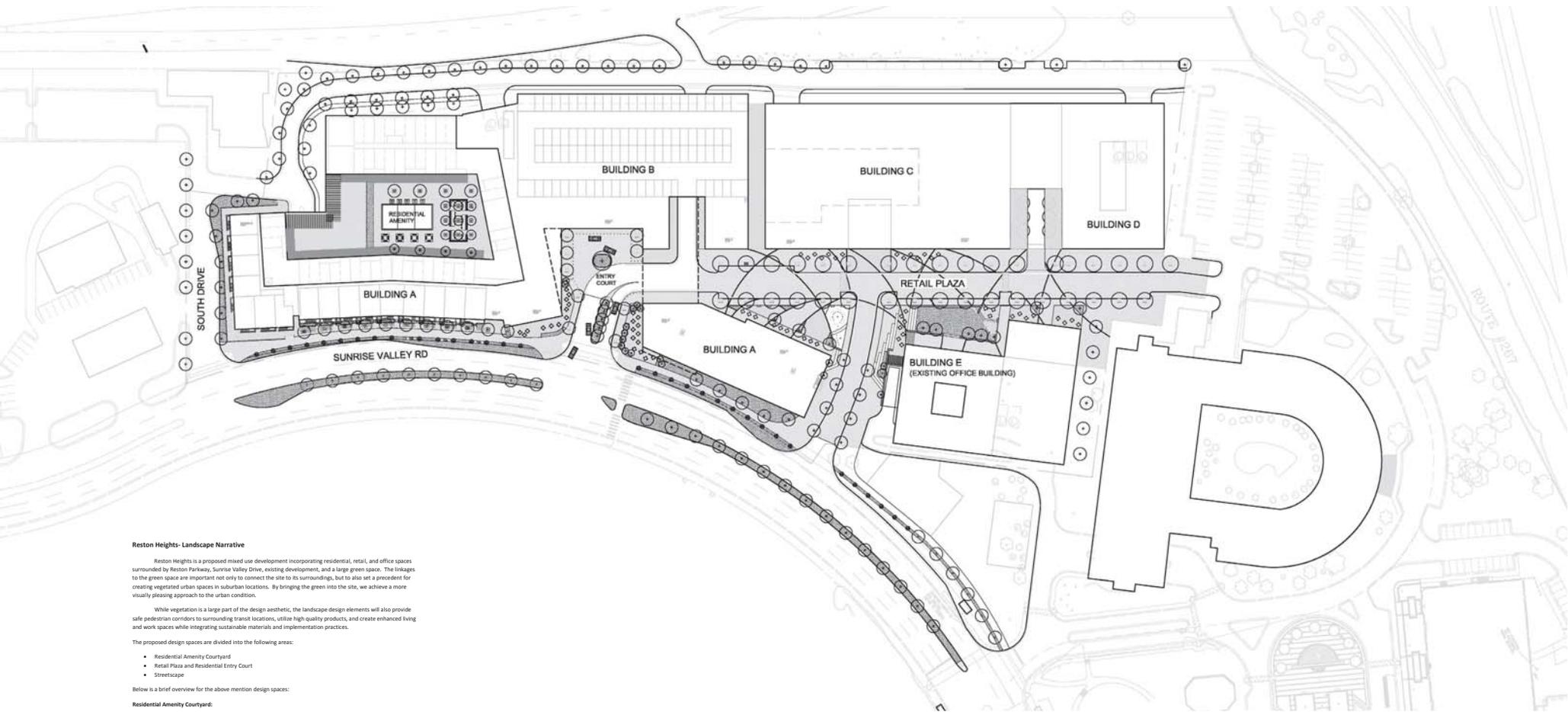
3 TYPICAL CROSS SECTION AT GARAGE ENTRANCE
1/8" = 1'-0"



2 SOUTH STREET PERSPECTIVE SKETCH
NTS



1 PARTIAL SOUTH STREET & SUNRISE VALLEY STREETSCAPE PLAN
1" = 20'-0"



Reston Heights- Landscape Narrative

Reston Heights is a proposed mixed use development incorporating residential, retail, and office spaces surrounded by Reston Parkway, Sunrise Valley Drive, existing development, and a large green space. The linkages to the green space are important not only to connect the site to its surroundings, but to also set a precedent for creating vegetated urban spaces in suburban locations. By bringing the green into the site, we achieve a more visually pleasing approach to the urban condition.

While vegetation is a large part of the design aesthetic, the landscape design elements will also provide safe pedestrian corridors to surrounding transit locations, utilize high quality products, and create enhanced living and work spaces while integrating sustainable materials and implementation practices.

The proposed design spaces are divided into the following areas:

- Residential Amenity Courtyard
- Retail Plaza and Residential Entry Court
- Streetscape

Below is a brief overview for the above mention design spaces:

Residential Amenity Courtyard:

This space is encompassed by residential units and serves as an interior courtyard for the residents. The individual residential units will have private terraces ten feet in width adjacent to each unit. Private gathering and seating areas, a pool, barbeque bar with dining and seating, low planting areas, and raised planters with small maturing trees make up this space and allow for flexibility in function while creating points of interest for multi-purpose users. A trellis at the south end terminates the view-shed and is accompanied by green spaces that offer the user a visually pleasing experience. The amenity space also considers multi-seasonal uses through materials and sun exposure and is conveniently located adjacent to the community room.

Retail Plaza/ Residential Entry:

The retail plaza is a pedestrian friendly space designed to allow for less significant to larger sized events, while incorporating vehicular access and parking. Public safe seating, a multi-seasonal springground, terraced seating, meeting spaces, and a large lawn space are place-making features that use a variety of materials complimentary to the proposed architecture. The entrance locations allow for safe vehicular access and drop off points while providing routes to the residential entrance, parking garage, and retail spaces. Rolled curbs define the vehicular and pedestrian areas and are physically and visually non-restrictive for the pedestrian when accessing the various points of interest.

Streetscape:

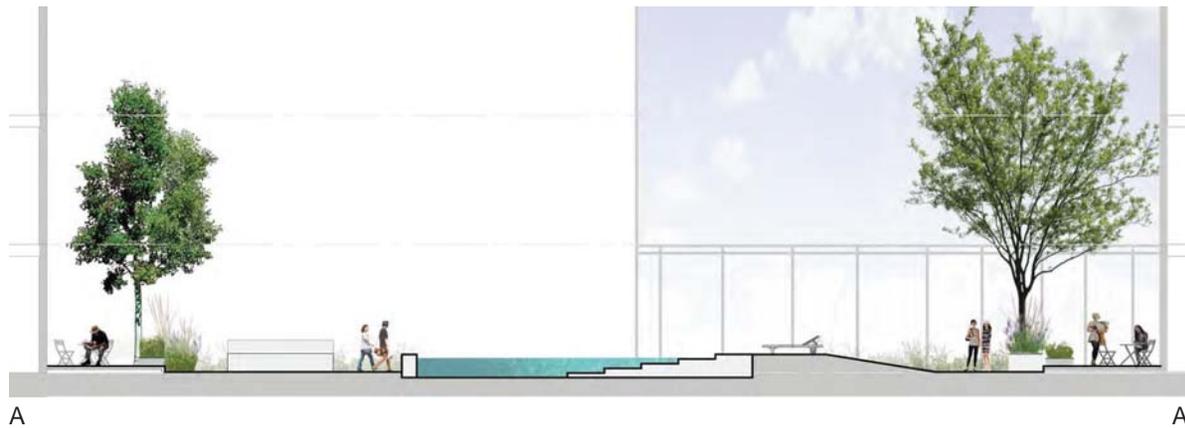
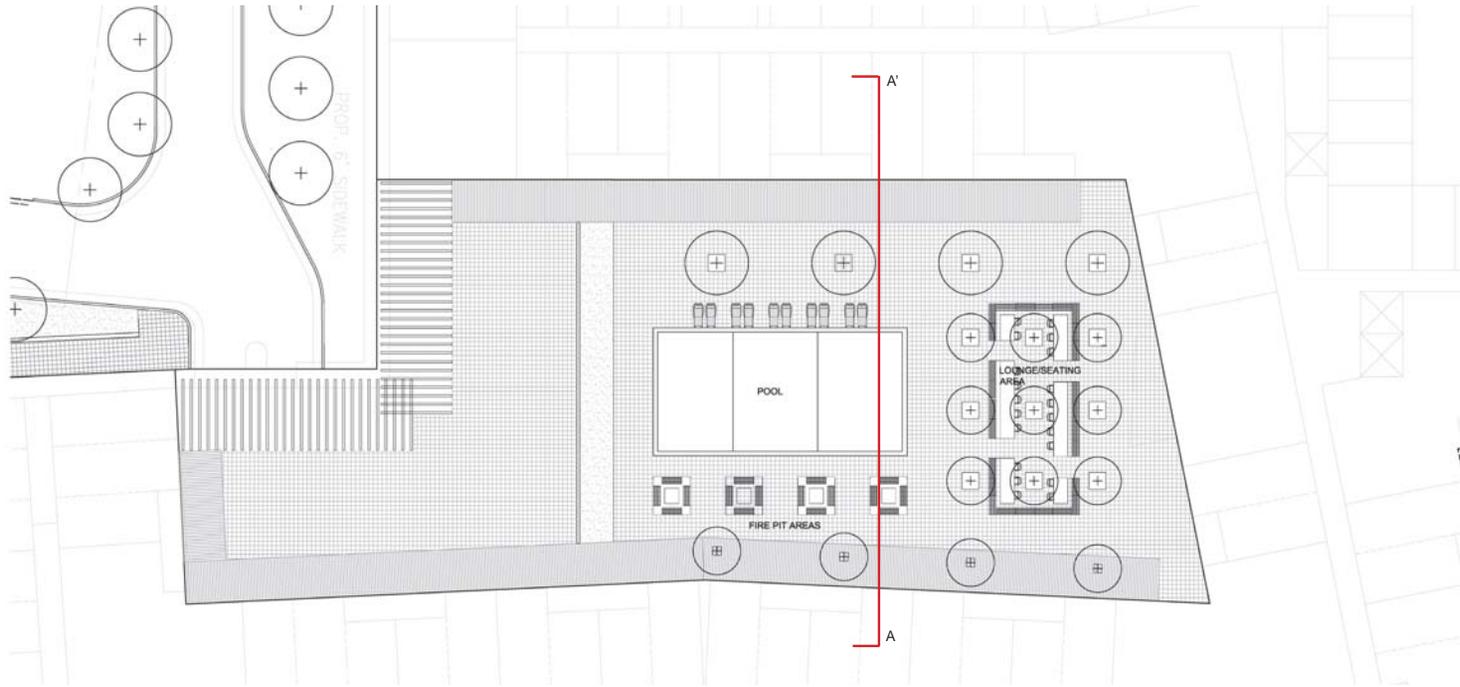
The streetscape spaces are adjacent to Sunrise Valley Drive, South Street, and a west side lane that parallels Reston Parkway. The area along Sunrise Valley Drive is considered the primary frontage for the project and therefore will receive the most attention. The open spaces between the Sunrise Valley Drive and the proposed buildings are limited by underground utilities, therefore creating constraints for planting depths. The proposed design puts the street trees closer to the building facades while allowing for wide pedestrian, seating, bike parking, and vehicular collector zones. These zones will be buffered by small maturing plant material along the street that will allow for shallow planting depths while creating interest and a sense of security from the passing traffic. Additionally, the pedestrian corridors are designed to link pedestrians to and from the varying modes of transit. The vegetation used at the edges of the property will be native material reflective of the area and have low maintenance characteristics. South Street provides vehicular access to the rear of the property and into the parking garage along the west lane. The west lane can be entered from Reston Parkway and provides safe access to and from parking garages and lots as well as access through the parcel.

Note: See Suggested Materials and Furnishings List for additional design information on sheet 38 of 43

RESTON HEIGHTS

OVERALL MASTER PLAN

sheet: 36 of 44



RESIDENTIAL AMENITY
PLAN ENLARGEMENT
 sheet: 37 of 44

Precedents



Togar
 (Above) Precedent image showing pool amenity space as it relates to the Reston Heights proposed design. (Below) Wood decking for pool terraces and/or residential spaces is inviting and remains cool during the summer months.



Senior Center Vancouver, CN
 Precedent image showing wooden overhead structures in relation to seating and recreational spaces.

Perspectives



1. Birdseye perspective looking northeast into residential amenity space. The pergola at the south space terminates the view when looking from the entrance south.

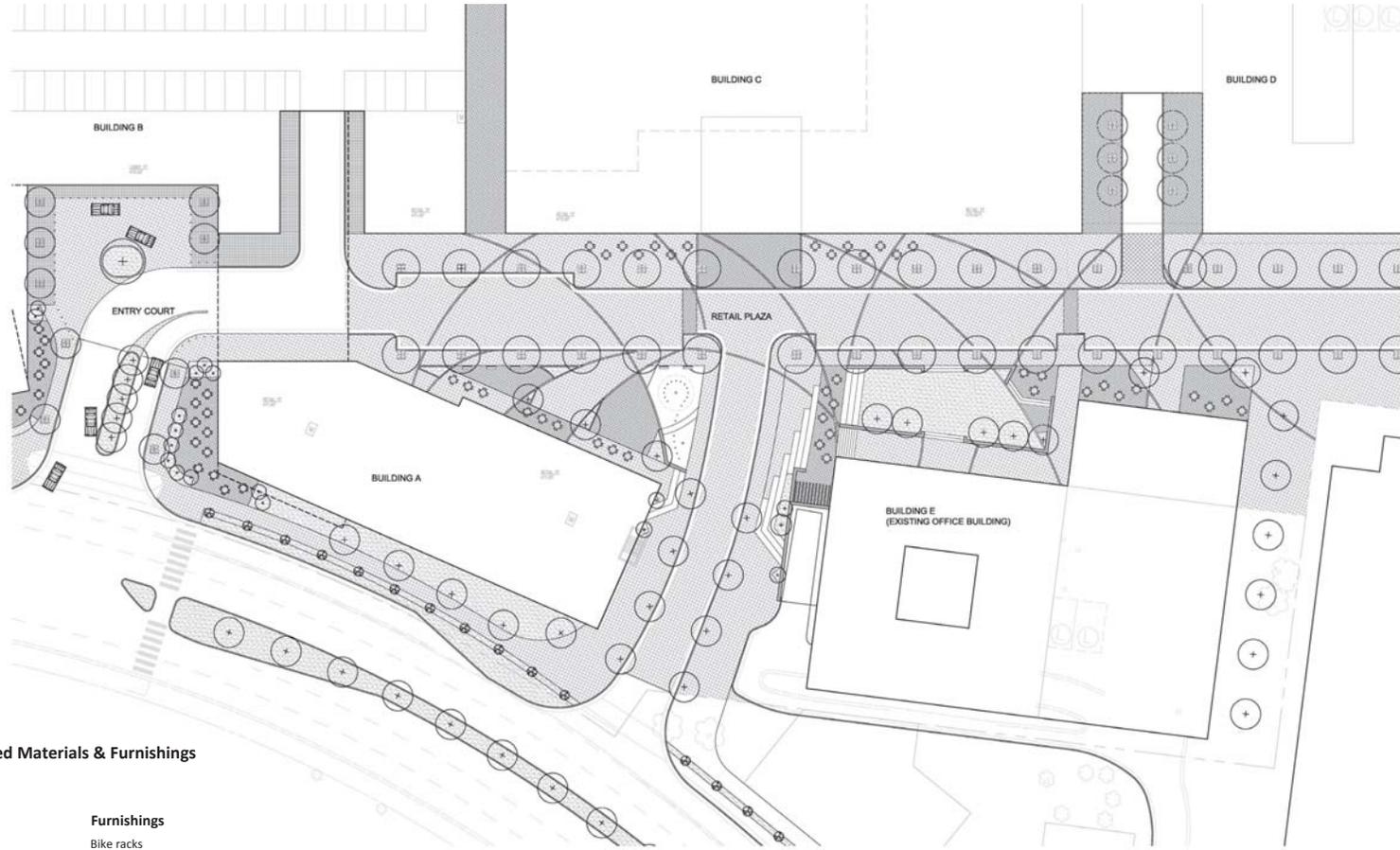


2. Perspective looking southeast into residential amenity space. Residential terraces, private seating with fire pits and a pool are features in this view.



Key Plan

RESIDENTIAL AMENITY
PERSPECTIVES & PRECEDENTS
 sheet: 38 of 44



Reston Heights - Suggested Materials & Furnishings

Materials

- Cast in place concrete
- Precast concrete pavers
- Masonry unit pavers
- Permeable paving systems
- Bituminous pavement
- Brick
- Granite
- Limestone
- Bluestone
- Other natural stone options
- Metals

Furnishings

- Bike racks
- Specialty lighting
- Bollards
- Tree grates
- Sliva cell or equal paving systems
- Sprayground/ water features
- Trash receptacles
- Public art installations

*Note: Landscape site materials to compliment color and character of architectural materials. See precedent imagery for possible material examples.

**RETAIL PLAZA
PLAN ENLARGEMENT**
sheet: 39 of 44

Precedents



Director Park, Portland, OR
 (Top) This image shows a multi-seasonal water feature similar to the one proposed at Reston Heights.
 (Bottom) This image displays an elegant relationship between stairs and stopped walkways, while integrating a paving pattern. A similar detail is being proposed at Reston Heights.



Comcast Center, Philadelphia, PA
 This image shows the use of stairs, walls, trees and paving patterns in a similar arrangement proposed for the Reston Heights retail plaza space.



Bryant Park
 A lawn panel is being proposed for the front of the existing International Center. This space provides long views to the proposed retail plaza and retail building frontages.

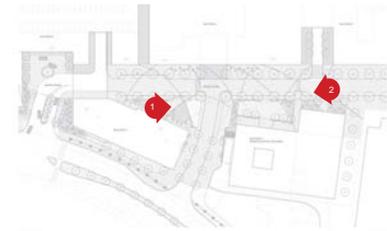
Perspectives



1. Perspective looking north into retail plaza space showing cafe seating, a multi-seasonal water feature and planting areas in relation to the proposed retail and office spaces.

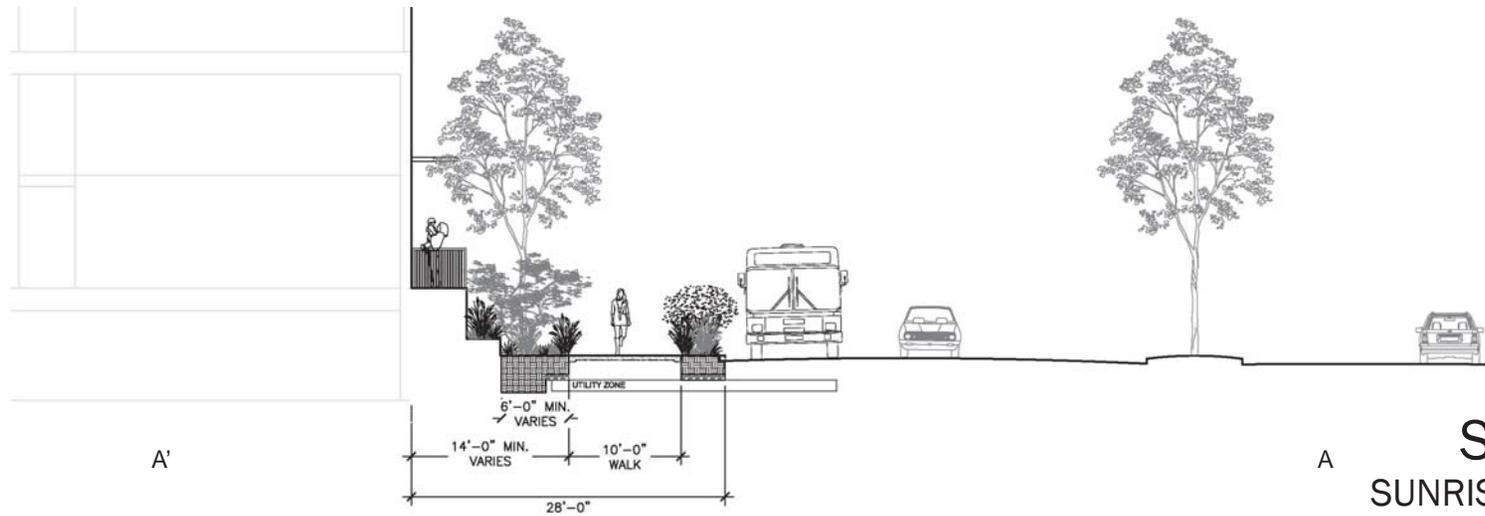
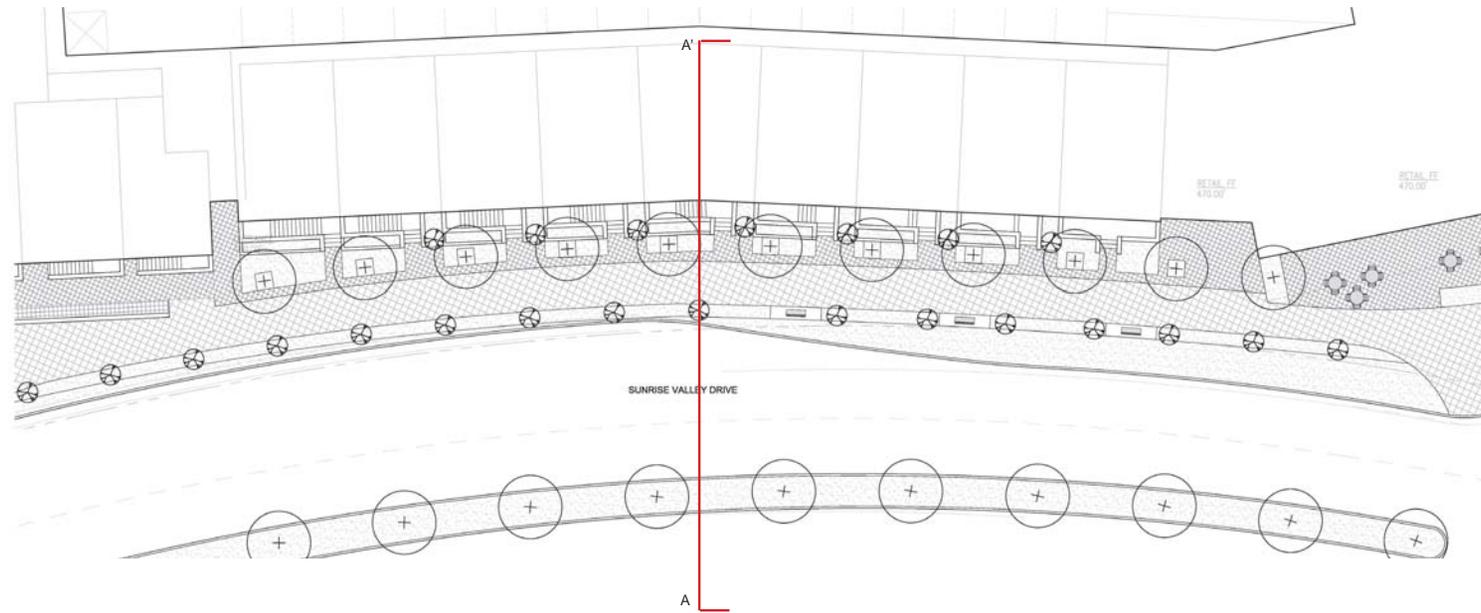


2. Birdseye perspective looking south showing the green lawn space in front of the existing office building. Cafe seating and trees both help to define the space.



Key Plan

RETAIL PLAZA
 PERSPECTIVES & PRECEDENTS
 sheet: 40 of 44



STREETSCAPE
SUNRISE VALLEY DRIVE
 PLANS AND SECTIONS
 sheet: 41 of 44

Precedents



Vancouver, CN
Precedent image showing planting zone in relation to architectural stair elements.



Victoria Mews, Princeton, NJ
Precedent image showing planting zones in relation to architectural stair elements.



Society Hill, Philadelphia, PA
Precedent image showing stairs facing and engaging pedestrian zone.



Academy of the Arts, Philadelphia, PA
Precedent image showing paving patterns and curing bench features. Curving benched could be used as an option for seating in the pedestrian zone along sunrise valley drive.

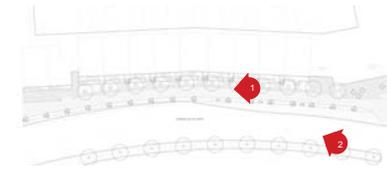
Perspectives



1. Perspective looking south along sunrise valley drive in relation to the proposed residential units and pedestrian/ planting zone.

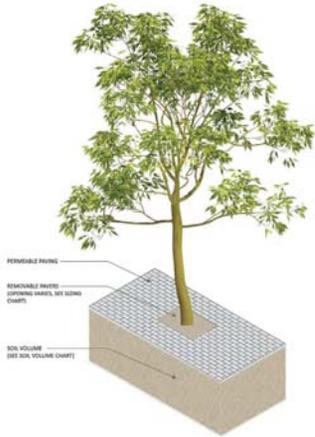


2. Birdseye perspective looking southeast long sunrise valley drive in relation to the proposed residential units and pedestrian/ planting zone.

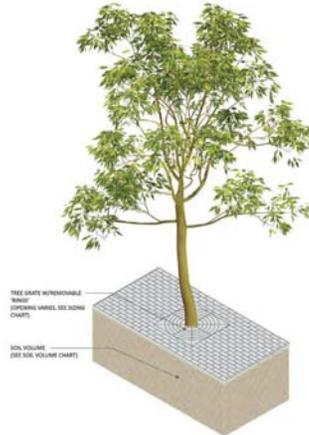


Key Plan

STREETSCAPE
SUNRISE VALLEY DRIVE
PRECEDENTS AND PERSPECTIVES
sheet: 42 of 44



Preferred Option:
Permeable Paving- see planting matrix for additional details



Alternate Option:
Tree Grate System- see planting matrix for additional details

Reston Heights - Tree Matrix

For Soil Details please refer to Fairfax County P.F.M. for requirements

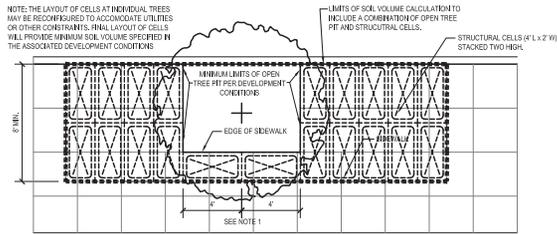
Scientific name	Common Name	Height	Spread	Environmental Tolerance
Category I Deciduous Trees				
Acer Robur Columnar/ Ginkgo biloba/ Princeton Sentry*	Columnar Red Maple/ Princeton Sentry Ginkgo	50-60'	15-20'	S2
Category II Deciduous Trees				
Amygdalus canadensis	Sweetalmond	20-30'	20-30'	F1, R2, W
Carpinus caroliniana	Horseshoe	20-30'	20-30'	S1, W
Cornus canadensis	Amelanchier Redbud	20-30'	21-30'	S1,F1, R2, SC
Chionodoxa virginiana	White Fragrant	12-20'	12-20'	F1, R2, W
Claytonia virginica/ Winter Snow*	Winter King Hawthorn	22-28'	24-28'	
Malus caroliniana	Silverbell	20-30'	20-30'	F1
Liquidambar styraciflua/ Sweetgum*	Swatch Dog Myrtle	15-25'	15-20'	
Magnolia virginiana	Sweetbay Magnolia	10-20'	10-15'	R2, S1, W
Swartzia panicum/milla	Japanese Stewartia	20-25'	15-20'	R2
Styrax japonica	Japanese Stewartia	15-20'	15-20'	F1, R2
Category III Deciduous Trees				
Betula nigra	River Birch	40-50'	40-60'	S1
Gleditsia tricanthos var. inermis	Honey Locust	30-50'	20-30'	A1, D, SC, W
Agave nigra	Black Walnut	50-75'	40-50'	SC, W
Amelanchier paniculata	Goldenrain Tree	30-40'	30-50'	D, SC
Prunus s. yedoensis	Yoshino Cherry	35-45'	35-45'	
Quercus phellos	Willow Oak	40-60'	30-40'	
Sophora japonica	Japanese Pagoda Tree	50-75'	30-50'	A1, D, SC
Category IV Deciduous Trees				
Platanus acerifolia	London Plane Tree	75-100'	75-100'	A1, D
Quercus alba	White Oak	60-80'	50-60'	S1
Quercus bicolor	Swamp White Oak	50-60'	40-50'	D, S1, SC, W
Quercus shumardii	Shumard Red Oak	60-80'	40-50'	
Tilia americana	American Linden	40-60'	40-50'	
Ulmus floridulus	Landmark Elm	40-60'	40-50'	
Zelkova serrata/ Green Vein*	Japanese Zelkova	50-60'	40-50'	
Category I Evergreen Trees				
Bux x americana/ Toyon*	Flame Tree	15-20'	10-15'	S1
Ilex x Nellore/ Sasanqua*	Hedge Nellore's Holly	20-30'	10-20'	
Juniperus virginiana	Eastern Red Cedar	40-50'	10-15'	D, S1
Category II Evergreen Trees				
Thuja occidentalis	American Holly	30-50'	20-30'	S1, S1
Pinus strobus	Luxuriant Pine	30-50'	20-30'	
Category III Evergreen Trees				
Pinus strobus	Norway Spruce	40-60'	30-50'	F1
Environmental Tolerance Key				
AP Air Pollution				
D Druggist				
S1 Salt Tolerant				
F1 Partial Shade				
R2 Restricted Root Zone				
SC Poor Soil Conditions				
S1 Full Shade				
W Wet Soil				
Notes: 1 Trees that tolerate poor soil conditions (SC) may be planted in Structural Soils 2 All other trees to be planted in open soil (S1) or within (Shade Cell) (or equal) structures				

PLANTING DETAILS

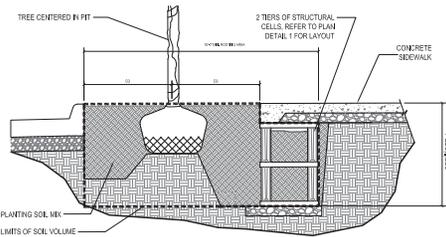
PLANTING & OPEN SOIL

sheet: 43 of 44

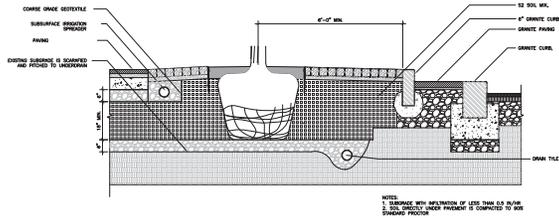
Detail Examples (All details subject to review and approval by applicable agencies)



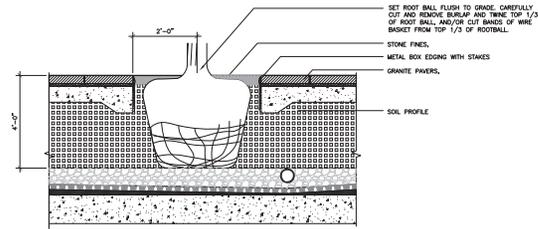
Silva Cell Planting Detail- Plan View



Silva Cell Planting Detail- Section



Structural Soil Planting Detail w/ Porous Paving



Structural Soil Planting Detail w/ Concrete and Granite Pavers

- THESE PIT NOTES**
- MINIMUM 3'-0" DEPTH FOR 4" TO EACH SIDE OF TREE.
 - SOIL MIX FOR SILVA CELLS SHALL BE INSTALLED PER MANUFACTURERS RECOMMENDATIONS. MIX SHALL CONSIST OF TOPSOIL, COMPOST, AND COARSE SAND MIXED TO THE FOLLOWING PROPORTION:

MATERIAL	% BY VOLUME
COMPOST	15-17%
COARSE SAND	35-39%
TOPSOIL	35-39%

 - RATIO SHALL BE ADJUSTED TO ACHIEVE A WATER PERMEABILITY BETWEEN 0.75 AND 1.0 INCHES PER HOUR WHEN COMPACTED TO 95% OF MAXIMUM DRY DENSITY. THE PERMEABILITY OF THE ALLOWABLE TOPSOIL MATERIALS WILL VARY. THE OVERALL PERMEABILITY OF THE FINAL MIX. SUBMIT MULTIPLE MIX RATIOS FOR PERMEABILITY TO ESTABLISH THE CORRECT MIX RATIO FOR THE AVAILABLE TOP SOIL.
 - FINAL MIX SHALL HAVE A pH BETWEEN 6.5 AND 6.8.
 - FINAL MIX SHALL HAVE AN ORGANIC MATTER CONTENT OF BETWEEN 3 AND 5%.
 - ALL REQUIRED PLANTINGS TO SATISFY THE REQUIREMENTS OF THIS PRO APPLICATION AND THE PFM. ADDITIONAL INSTALLATION DETAILS TO BE PROVIDED AT TIME OF SITE PLAN.

Precedents



Queensway, Toronto, ON, CN
Silva Cell during installation; the image above shows the extent of root growth capacity as well as the potential of for paving to extend between street and sidewalk



Silva Cell Axon
The axonometric view above shows a projected ideal of an installed street tree in an urban condition relative to paving.



Bishops Gate, London, UK
This precedent is an example of a paving surface extended above structural soil to help air and light infiltrate to established plants.



Beringer Vineyards, Saint Helena, CA
This precedent shows permeable paving that allows for narrow planting spaces while providing adequate water and oxygen to street trees. With proper maintenance the paving cobbles can be removed to accommodate tree growth.

PLANTING DETAILS

PLANTING PRECEDENTS

sheet: 44 of 44

DESCRIPTION OF THE APPLICATION

The applicants, JBG/RIC, LLC and RIC Retail, LLC have requested approval to amend a previously approved Planned Residential Community (PRC) Plan. PRC B-846 was adopted by the Board of Supervisors in January 2008, and called for an urban-scale, mixed use development on two parcels of land generally bounded by Sunrise Valley Drive, Reston Parkway, and the Dulles Toll Road. This previous PRC Plan was approved for five new buildings in addition to the existing office building. The previous plan distributed 498 dwelling units, 145,000 square feet of retail space, and 428,225 square feet of office space amongst the six buildings, resulting in an overall Floor Area Ratio (FAR) of 2.80. While the applicant has not proposed any increases beyond these approved numbers, the site has been completely redesigned with a new layout and new vehicular access from Reston Parkway.

Copies of the proposed development conditions and the applicant's statement of justification are included in Appendices 1 and 2, respectively. A reduced copy of the applicants' PRCA plan is included at the beginning of this staff report.

LOCATION AND CHARACTER

The 9.96 acre site is located approximately one half mile south of the Reston Town Center, along the eastern side of Reston Parkway. The site is mostly covered with surface parking, interspersed with trees and shrubs in parking lot islands (Figure 1). The buildings consist of the 183,190 square foot Reston International Center office building, Chili's eating establishment adjacent to the office building, Wells Fargo drive-in, and small shopping

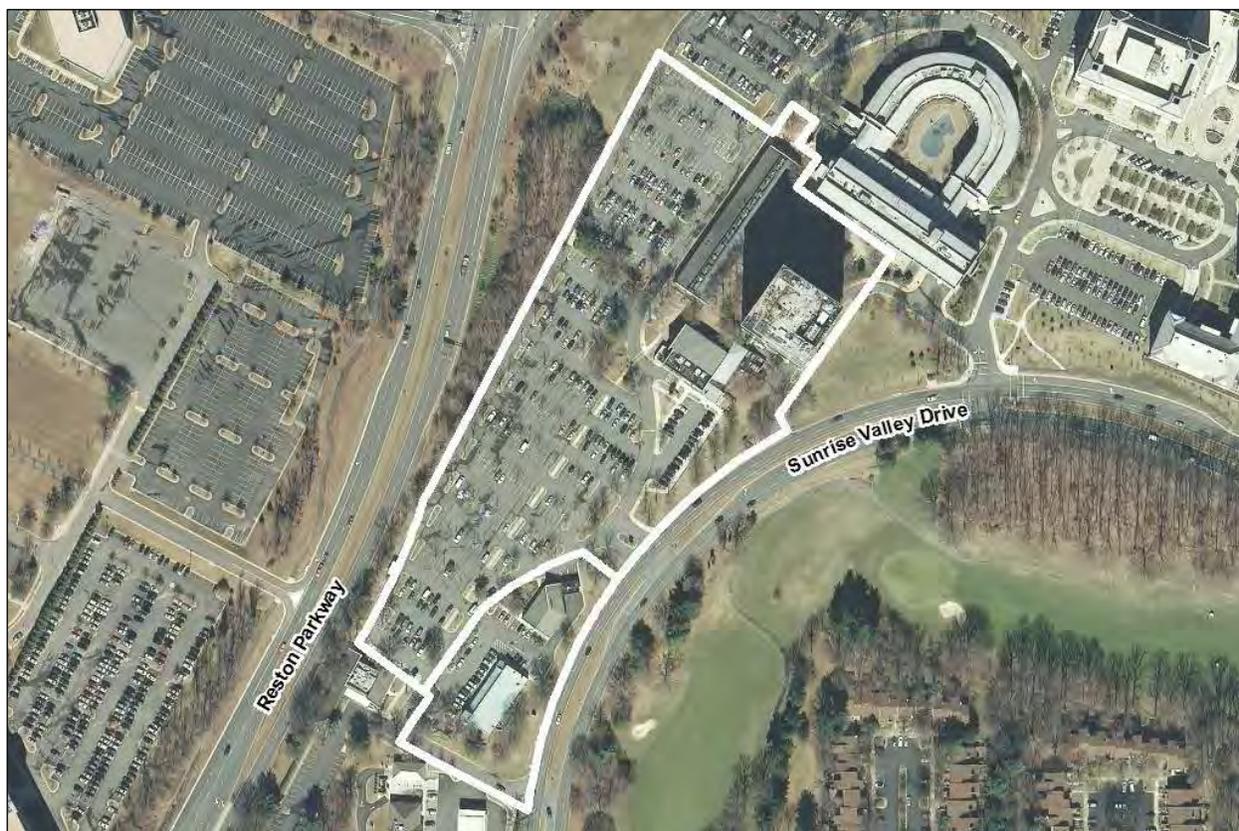


Figure 1: The subject properties outlined in white (Source: Fairfax County DPZ air photo from 2011)

center at the southern end of the properties.

The property currently has vehicular access points along Sunrise Valley Drive, and none on Reston Parkway. While there are some internal sidewalks, the existing Reston Parkway and Sunrise Valley Drive frontages are devoid of either pedestrian or bicycle improvements.

- *Surroundings*

To the northeast, the property is bordered by the Sheraton Reston Hotel, the Westin Reston Heights Hotel, the 300-unit Mercer condominium building, and a 130,000 square foot office building. Beyond these four buildings to the north is the Dulles Toll Road.

The Reston National Golf Course is located to the east of the subject property across Sunrise Valley Drive. The property is bordered on the south by a Popeyes fast food establishment, an Exxon service station, and approximately 56,000 square feet of office condominiums. These properties, along with those to the northeast previously mentioned, are zoned PRC.

The subject property has 249 feet of road frontage along Reston Parkway. The remaining length of the western boundary fronts along Tax Map 17-3 ((1)) 8B, which the applicant identifies on the PRCA plan as "Outlot A". Outlot A is owned by an corporation with common ownership interests to the applicant. This property is zoned R-1, and is encumbered by an access easement that was at one time the alignment for Reston Parkway's predecessor, Reston Avenue.

The properties across Reston Parkway to the west have surface parking lots along Reston Parkway that serve four large office buildings. The southern portion of these properties was approved by the Board of Supervisors in 2009 for an expansion to over 1.1 million square feet of office space.

BACKGROUND

- *Rezoning and Development Plan*

The 9.96 acres at the subject of this application were originally part of a larger 44.789 acre tract that generally bordered today's Reston Parkway, Sunrise Valley Drive, and Dulles Toll Road in a boomerang shape that terminated on the east at a major gas pipeline easement (Figure 2). The Board of Supervisors approved RZ B-846 on March 12, 1969, to rezone the entire acreage from RE-2 to the RPC district¹. The applicant, Gulf Reston, Inc., made no proffered commitments, as the rezoning predated the County's statutory authority to accept them.

The associated Development Plan lists several land uses to be developed on the property, but no other details. The Development Plan designates the southern portion of the site for a gasoline service station. At the center of the property, the Development Plan calls for office service center, minor commercial, and high density residential uses. The subject

¹ The RE-2 district or One-Family Residential on 2 Acres was reclassified as R-E, or Residential Estate District and the RPC district, or Residential Planned Community, was reclassified as PRC, or Planned Residential Community District with the adoption of the current Zoning Ordinance in 1978.

properties are located in this central portion of the Development Plan. Motel and conference center uses are shown on the eastern end of the property. The Board of Supervisors did not adopt development conditions tied to this Development Plan.

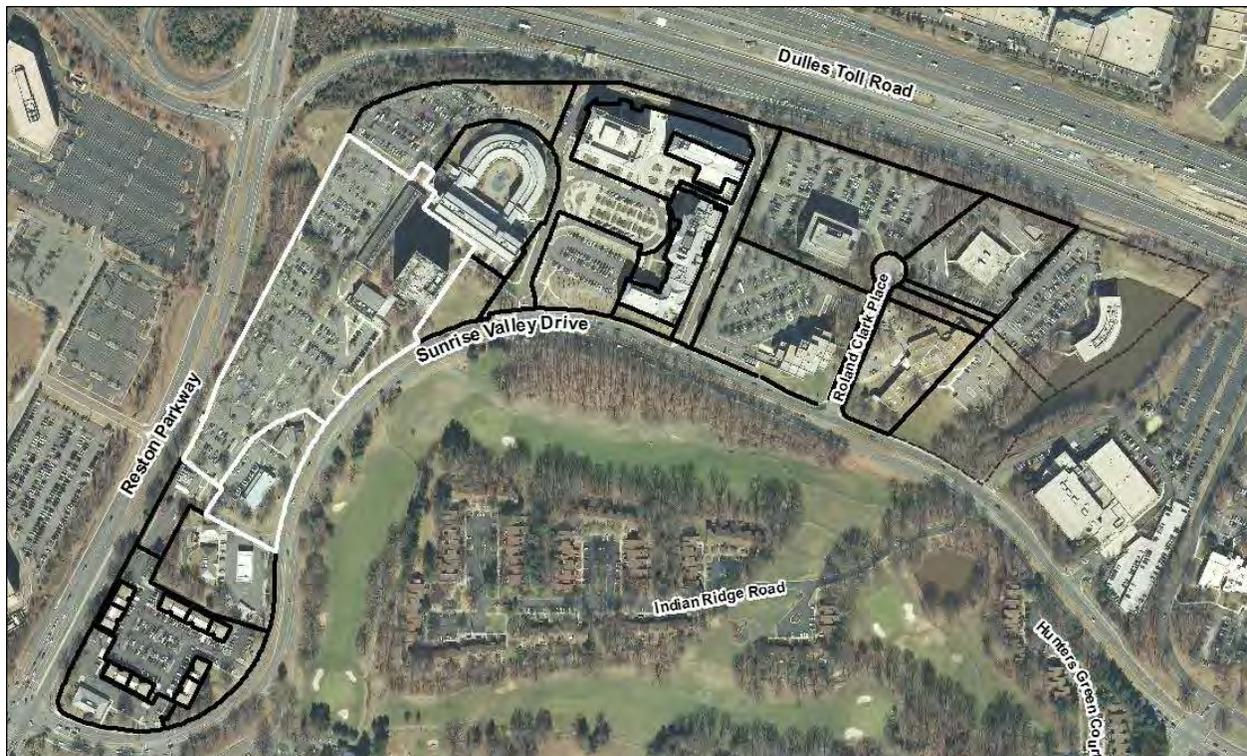


Figure 2: The darker outline captures the parcels that were originally rezoned with RZ B-846, with the lighter outline denoting the subject property (Source: Fairfax County DPZ, 2011 air photo)

For the purposes of determining residential density, Part 3 of Section 6-308 of the Zoning Ordinance sets the maximum residential density for high density areas on Development Plans at 50 dwelling units per acre. The applicant's proposal for 498 dwelling units reflects this density of 50 units per acre over the 9.96 property.

The existing buildings, parking, and landscaping were reviewed and approved through the site plan process, with PRC Plan review administered by the Department of Public Works and Environmental Services (DPWES).

- *PRC Plan Review Authority*

On March 26, 2007, the Board of Supervisors adopted Zoning Ordinance Amendment ZO-07-397, which modified the PRC District provisions as they relate to the review and approval of PRC plans, detailed in Articles 6, 16, and 18, changing the process from administrative to legislative. With the adoption of the ZO-07-397, which became effective on March 27, 2007, PRC plans are now submitted to the Department of Planning and Zoning (DPZ) for review by the Zoning Evaluation Division (ZED), the Planning Commission, and the Board of Supervisors. This evaluation process requires public hearings before both the Planning Commission and the Board of Supervisors. The Board ultimately has the authority to approve or deny a PRC Plan.

- *PRC B-846*

The Board of Supervisors approved PRC B-846, the first PRC Plan for RZ B-846 approved under the new review authority, on January 28, 2008. The plan would retain the Reston International Center, and shows six new buildings consisting of the following:

- Two 11-story mixed use buildings, with 10 stories of multi-family residences above one story of commercial space, located along Sunrise Valley Drive;
- Two 19-story mixed use buildings, with 18 stories of multi-family residences above one story of commercial space, located along Reston Parkway;
- A 16-story mixed use building, with 10 stories of offices above five levels of parking and two levels of commercial space;
- A one-story commercial addition to the Reston International Center.

As seen in Figure 3, the new buildings were to be constructed above a below-ground parking structure that varies from two to four floors below the approved buildings. The PRC Plan places the buildings amongst a grid of access streets, with two pedestrian plazas oriented around a central plaza feature. Internal sidewalks range from five feet wide next to the 18-story buildings along Reston Parkway to as wide as 30 feet along the central drive aisle separating the mixed use towers. Approximately 30% of the site would be retained as open space, consisting of the internal sidewalks and plazas as well as an 8-foot wide shared use path along Sunrise Valley Drive.

The PRC Plan uses the same general access points along Sunrise Valley Drive as those existing at the time and used today. No ingress or egress was proposed or approved for Reston Parkway.

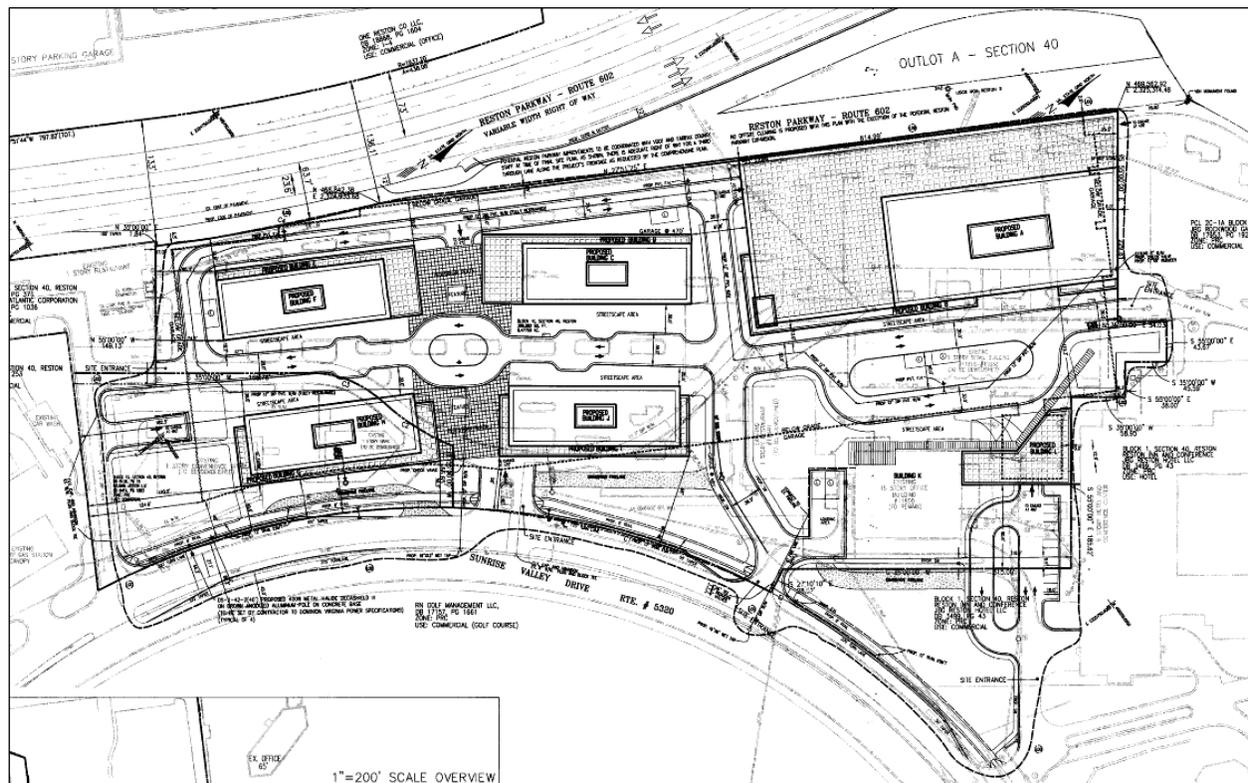


Figure 3: PRC B-846, approved on January 28, 2008 (Source – Fairfax County LDSNET)

The Board approved eight conditions to the PRC Plan, which have been included as Appendix 3 to this staff report along with a copy of the PRC Plan. The applicant was required to submit a sewer capacity analysis and a landscape plan at the time of site plan review, with review and approval oversight from DPWES. The conditions call for a minimum of 36 inches in soil depth for trees planted above the below-ground parking structure. Retail sales establishments-large are prohibited, and any single retail establishment can not exceed 60,000 square feet of gross floor area. Loading spaces are to be determined during site plan review in accordance with Article 11 of the Zoning Ordinance. The applicant committed to providing 12% of all units as workforce dwelling units (WDUs) in accordance with the Board's Workforce Dwelling Unit Administrative Policy Guidelines. Finally, the conditions allow the applicant to use up to 100,000 square feet of cellar space for both principal and secondary uses as well as the required parking for such uses.

- *Metrorail and Station Access*

Figure 4 shows the subject property location relative to the Reston Town Center Metrorail station, which is included in Phase 2 of the Dulles Corridor Metrorail Project². The future station will be approximately 0.3 miles from the property, but Reston Parkway runs between the property and the station location. This stretch of Reston Parkway is four lanes wide, with two travel lanes going north and south, respectively. The northbound and southbound lanes are separated by an approximately 30-foot wide



Figure 4: The subject properties in relation to the forthcoming Reston Town Center Metrorail station. The dashed line represents a potential pedestrian path from the subject properties to the station, which is approximately 0.3 miles to the west. (Source: Fairfax County DPZ)

² The proposed site plan for the new rail station can be found at <http://bit.ly/YMmCRB>.

grass median. An additional northbound lane begins along the property's Reston Parkway frontage that becomes the eastbound on-ramp for the Dulles Toll Road.

- *Reston Parkway Widening*

To coincide with the Metrorail extension to Dulles International Airport, Reston Parkway is scheduled to be widened and to have sidewalks added along its eastern boundary with the subject properties. The Record of Decision (ROD) issued by the Federal Transit Administration for Phase 2 of the Dulles Corridor Metrorail Project mandates a number of transportation improvements in proximity to the new stations. Reston Parkway is scheduled to have a third northbound lane added that is to be operational by the time the rail station opens in 2018.

The Reston Metrorail Access Group (RMAG) was appointed by Hunter Mill District Supervisor Catherine Hudgins in 2006 with the goal of developing a plan that would evaluate the current and future access needs near the Wiehle-Reston East and Reston Town Center Metrorail stations. RMAG's additional goals were to identify ways to provide pedestrian and bicycle access and effective bus feeder service, as well as manage vehicular traffic increases near the new stations³. RMAG, collaborating with County staff and consultant Vanasse Hanglin Brustlin, developed the Wiehle Avenue/Reston Parkway Station Access Management Plans. The plans call for a new sidewalk along the eastern side of Reston Parkway from South Lakes Drive up to Reston Parkway's entry ramp to the eastbound Dulles Toll Road (Figure 5). In addition, the plans recommend a variety of pedestrian safety improvements, such as high visibility crosswalks, a pedestrian countdown signal, warning signage, and a median refuge that would allow pedestrians to travel from the new sidewalk across Reston Parkway near the eastbound Dulles Toll Road ramp.

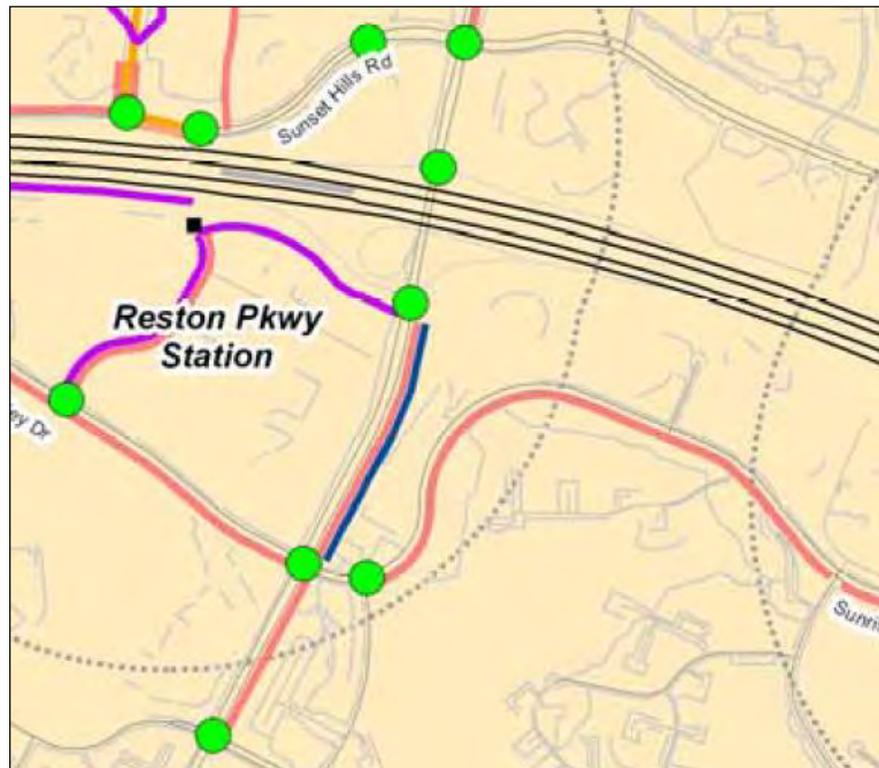


Figure 5: This excerpt from the Station Access Management Plan displays a third northbound lane on Reston Parkway from South Lakes Drive to the eastbound on-ramp for the Dulles Toll Road, and a sidewalk to the right of it from Sunrise Valley Drive terminating at the same location (Source: VHB, April 2008 via FCDOT website)

³ RMAG presentation to the Board of Supervisors' Transportation Committee, November 2011 (<http://bit.ly/179nMNU>).

DESCRIPTION OF THE PRCA PLAN

The proposed PRCA Plan would retain the Reston International Center, but calls for a total of four new buildings as opposed to the previously approved five new buildings (Figure 6, on the following page). The proposed development remains urban in scale, but with a different site design that distributes the building mass across more of the acreage instead of using towers. Retail uses would be distributed along a central plaza with a drive aisle that connects the Sheraton with a new traffic signal at the central access along Sunrise Valley Drive. The Reston International Center, listed as Building E on the PRCA Plan, would receive a 15-story addition. Traffic would now enter the site from Reston Parkway as well as Sunrise Valley Drive. Pedestrian amenities include a 10-foot wide shared use path along Sunrise Valley Drive and an off-site sidewalk that would connect with the RMAG’s pedestrian crossing for Reston Parkway. The following paragraphs describe the proposed amendment.

- *Buildings*

The applicant proposed four new buildings for the site along with a substantial addition to the Reston International Center for a total of five buildings. Table 1 provides bulk measurements for each building. Differences in building height from the height above grade are due to the need to accommodate mechanical equipment within a rooftop penthouse. In total, the applicant’s proposed buildings would reach a FAR of 2.80.

Table 1 – Building Data Chart							
Building	Building Height	Height Above Grade	Stories	Residential GFA	Retail GFA	Office GFA	Dwelling Units
A	75'	90'	6	519,000	68,700	0	385
B	60'	60'	5	N/A	N/A	N/A	0
C	190'	200'	15	156,000	58,600	0	113
D	135'	153'	10	0	3,600	100,000	0
E	203'	210'	15	0	14,100	328,225	0
Totals	--	--	--	675,000	145,000	428,225	498

- **Building A** is the largest proposed building based on gross floor area. It occupies the majority of the southern end of the site, but reaches north and crosses over the site’s central drive aisle and retail plaza. The building would have first floor retail uses near the site’s central access point. Additional storefronts would be located along the façade of the northeastern section of the building that faces the retail plaza.

The main entry to the building would be located near the central access point. Dwelling units located along Sunrise Valley Drive and along the property’s southern frontage with Exxon would have entrances to the street.

The PRCA Plan calls for an amenity courtyard at the center of Building A. The applicant has programmed this space to have a swimming pool, a seating area, landscaping, and fire pits (Figure 7). Dwelling units that have ground-floor exposure

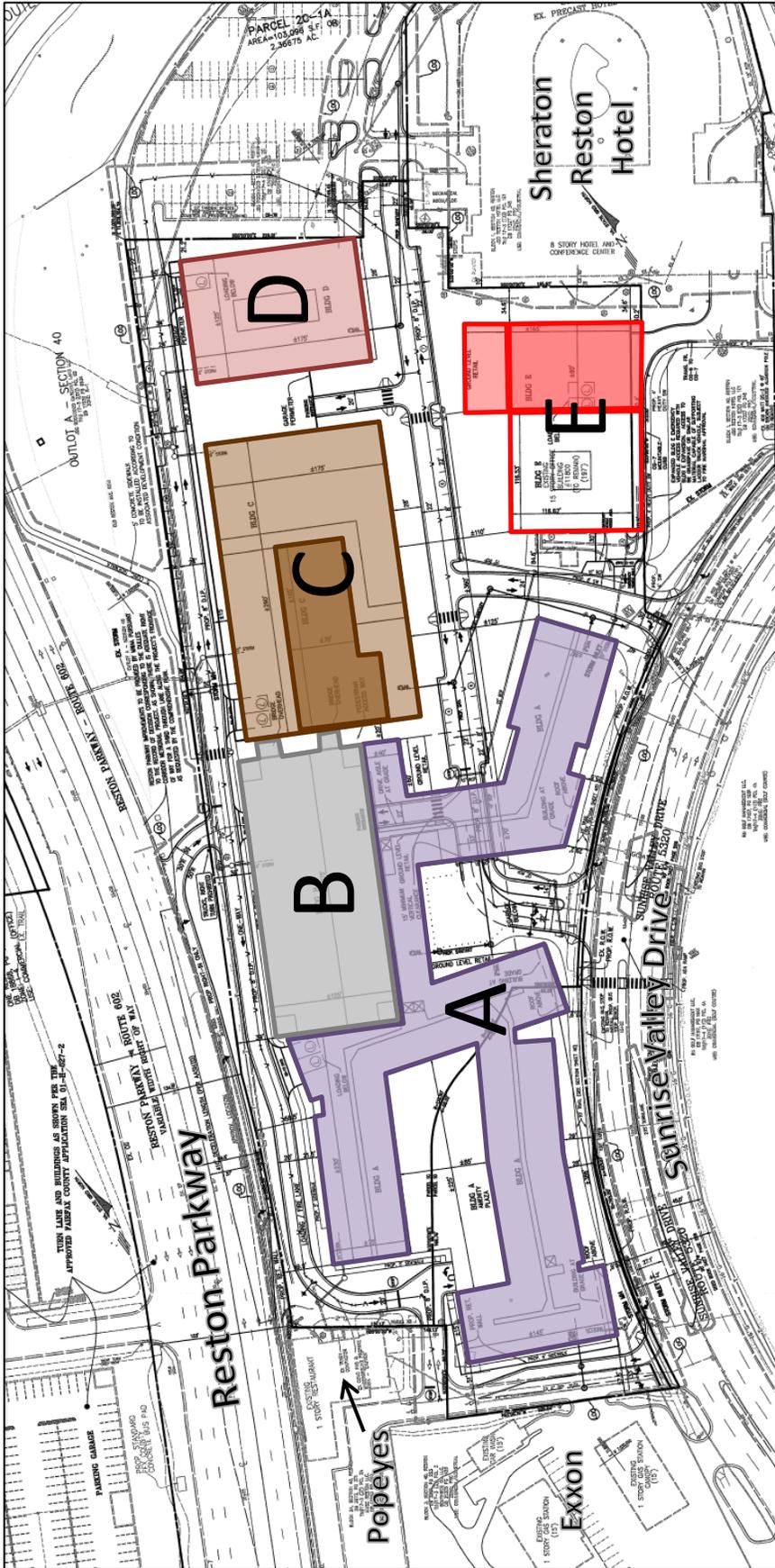


Figure 6: The proposed reconfiguration of the site design (Source: Urban, Ltd. – March 15, 2013)

Building				
Label	Building	Height Above Grade	Uses	
	Building A	90 feet	Residential; Retail	
	Building B	60 feet	Parking	
	Building C	200 feet	Residential; Retail; Parking	
	Building D	153 feet	Office; Retail; Parking	
	Building E (Existing)	210 feet	Office	
	Building E (Proposed)	210 feet	Office; Retail	

to the amenity courtyard would have private outdoor terraces with access to the courtyard. The applicant intends to install a wood deck around the pool, which remains cooler than other surfaces in warm summer months. The amenity courtyard would be open to the southwest and be approximately 21 feet above drive aisle and parking garage entrances.



Figure 7: Graphical depictions of the amenity courtyard for Building A (Source: Olin Partnership Ltd. - March 15, 2013)

- **Building B** consists of five levels of above-ground parking, with an entrance along the central drive aisle close to the proposed signalized intersection with Sunrise Valley Drive. The parking levels would be masked from Sunrise Valley Drive by Building A, and would be screened from motorists and pedestrians along Reston Parkway. The applicant has included the treatment shown in Figure 8 below as an option for Building B's screening. While the applicant indicated to staff that these curving vertical fins are the preferred option, the PRCA Plan includes other screening alternatives that would use synthetic wood slats, metal framing, and a steel-framed trellis that would support vertical plant growth.



Figure 8: The applicant's preferred option for screening the parking structures that face Reston Parkway (Source: Cunningham Quill Architects, PLLC – March 15, 2013)

- **Building C** would be a 15-story mixed use building. The first two stories would be split between two levels of parking and two levels of retail space. The two levels of parking would face the Reston Parkway frontage, while the retail space would address the central retail plaza. The remaining stories would be dwellings.
- **Building D** would provide 3,600 square feet of ground floor retail space along the central retail plaza. The four floors above the retail space would be structured parking, and the top five floors would be used as office space. This retail space would only occupy the portion of the building footprint adjacent to the retail plaza. For pedestrians or motorists along Reston Parkway, the building would appear to contain five stories of parking and five stories of offices.
- The applicant identified the existing 183,100 square foot Reston International Center as **Building E**. The PRCA Plan calls for an additional 145,035 square feet of office space to be constructed on the northern side of the building. This addition would match the current building's 203 foot height. The applicant would add ground level retail space and extend it approximately 50 feet beyond the footprint of the upper floors into the retail plaza. The existing facades for the Reston International Center would be replaced once the building was constructed.

future to trigger this analysis. Two egress lanes from the site would allow motorists to turn right or left, and one ingress lane would bring motorists into the site.

The southern access also provides access for the Exxon and Popeyes due to cross easements granted amongst the three property owners. A median break in Sunrise Valley Drive would allow left and right turn movements for motorists leaving the site and left turns into the site from Sunrise Valley Drive. There is no traffic signal at this location currently, and no signal is proposed by the applicant.

The applicant proposes a new access point on Reston Parkway (Figure 10) that would allow motorists to enter the site from the northbound travel lanes. The ingress would be located approximately 1,300 feet north of Reston Parkway’s intersection with Sunrise Valley Drive, and near the beginning of the roadway taper that widens out to become the eastbound ramp to access the Dulles Toll Road. The applicant would use an approximately 410-foot right turn lane to decelerate cars using this access point.

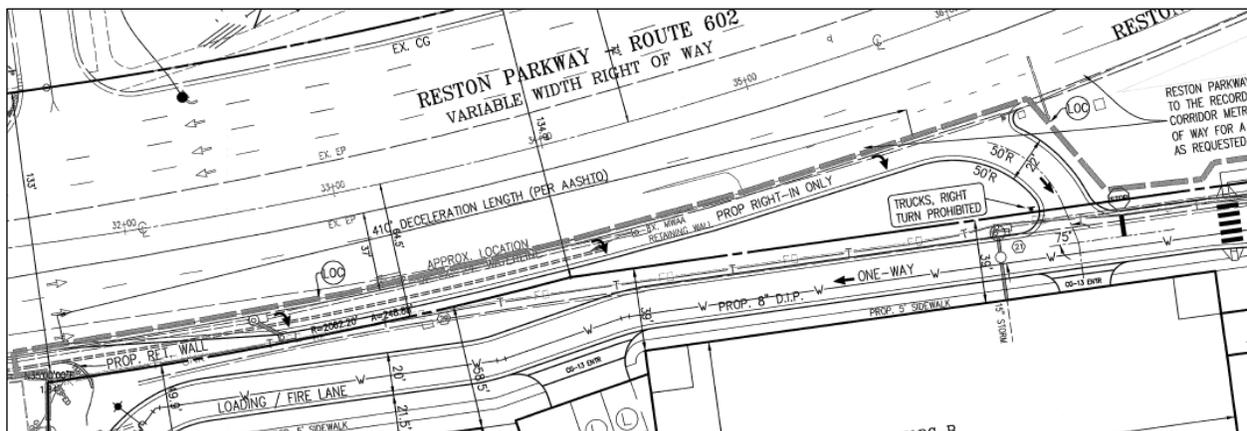


Figure 10: The proposed ingress from Reston Parkway, showing the ultimate road design with the third northbound lane on Reston Parkway in accordance with the Metrorail Record of Decision (Source: Urban, Ltd. – March 15, 2013)

The applicant intends to construct this ingress in two stages. If site construction were to commence prior the construction of the ROD’s third northbound lane for Reston Parkway, the applicant would seek approval to construct an interim right turn lane in the general location of the northbound lane to serve the property’s ingress (Figure 11). In this scenario, the ingress would likely need to be closed temporarily to construct the third northbound lane. The applicant would then follow up the ROD with a new right turn lane for the ingress, displaying the ultimate condition shown in the PRCA Plan.

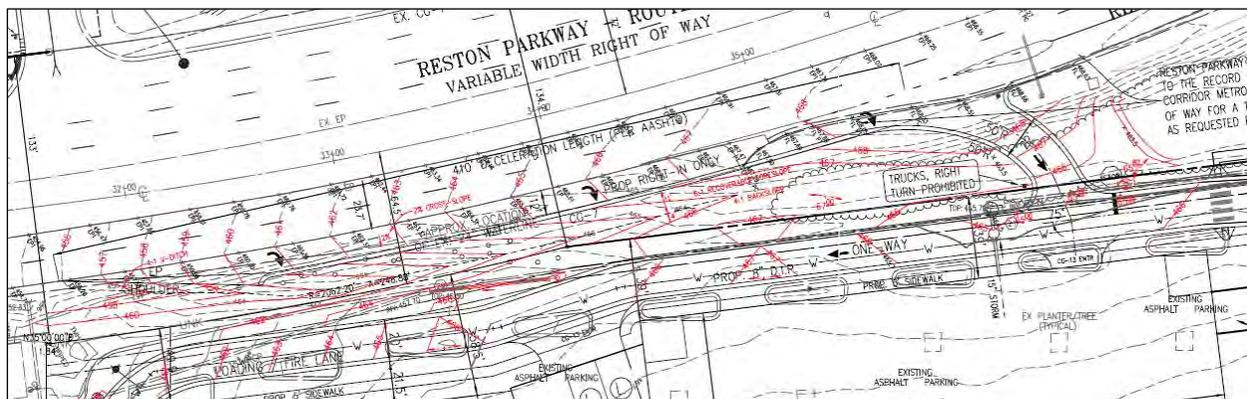


Figure 11: An exhibit created by the applicant to demonstrate to staff how the interim lane configuration would be designed prior to the ROD’s construction (Source: Urban, Ltd. – April 8, 2013)

- *Parking*

The applicant would construct a parking deck to contain the majority of the site's parking. This structure would be located underneath portions of each of the proposed buildings, but would also include five floors of above-ground parking in Building B, two floors in Building C, and four floors in Building D. The parking aisles in Buildings B and C would connect above a 20-foot wide pedestrian path. The garage contains 2,805 of the site's 2,844 parking spaces. The remaining spaces would be dispersed along the drive aisle that bisects the retail plaza.

The parking garage levels would be interconnected, allowing motorists to enter one entrance, travel through the garage, and exit through another entrance. The garage would have four entrances (Figure 12). One entrance would serve cars entering the site from Reston Parkway, while a second entrance would be located at the southern end of the site. The remaining two entrances are located along the retail plaza's drive aisle. The Reston Parkway entrance would allow cars to enter but not exit the garage, while the three other entrances would allow entry and exit.

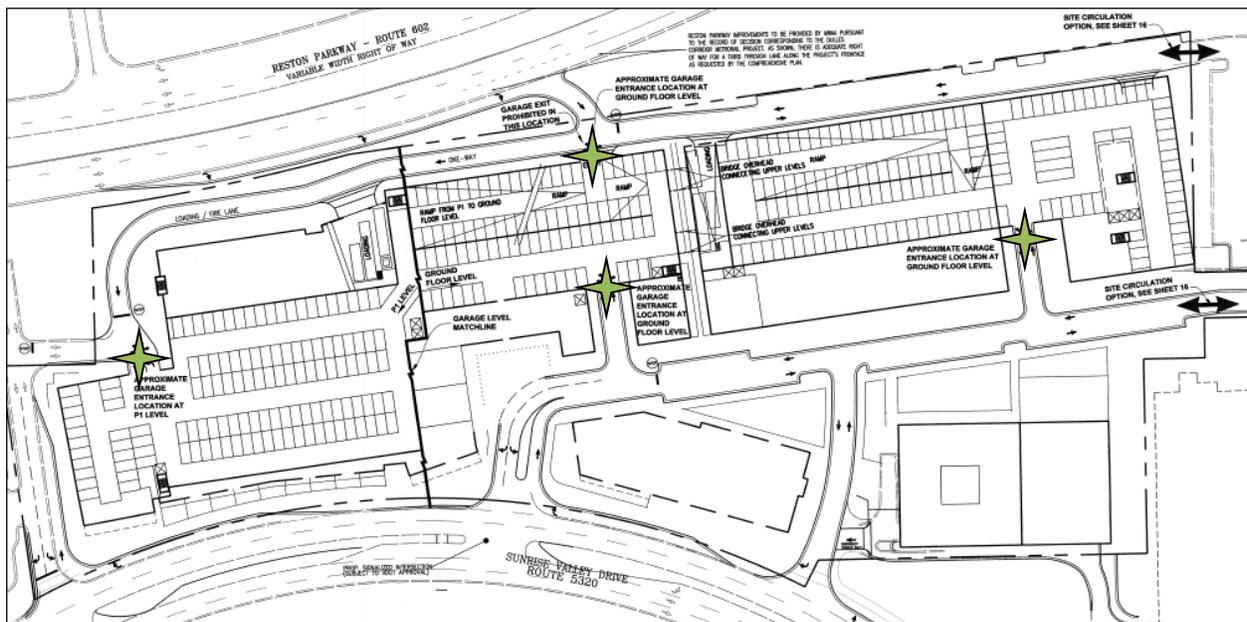


Figure 12: The stars indicate the proposed garage entrances (*Source: Urban, Ltd. – March 15, 2013*)

The applicant anticipates that residents will most often use either the southern entrance or the entrance closest to the central access point to Sunrise Valley Drive. Office workers would most likely use the northern entrance, while retail customers would use all four entrances. Furthermore, the applicant expects workers based in the Reston International Center to park in the garage and exit at the retail plaza level, walking across the central drive aisle to enter the building. Staff is of the opinion that these usage patterns will be established based on the paths of least resistance for motorists on the nearby road network.

- *Pedestrian Facilities*

The applicant's PRCA Plan attempts to facilitate pedestrian movements in a variety of ways. Along Sunrise Valley Drive, the applicant proposes a shared-use trail that would

maintain a minimum width of 10 feet along the properties' entire frontage with Sunrise Valley Drive. The applicant listed a number of potential paving materials for this trail and other pedestrian travelways on Sheet 39 of the plan, and has agreed to maintain this trail.

The central retail plaza has been designed as a pedestrian-focused zone. The western side of the drive aisle would provide a 22-28 foot wide sidewalk. The eastern side would offer even wider pedestrian walkways that would open onto potential outdoor seating space for restaurants. At their widest, the applicant's cross section in Figure 13 shows an almost 70-foot wide pedestrian zone. The drive aisle separating both sides would have parallel parking along the eastern side.

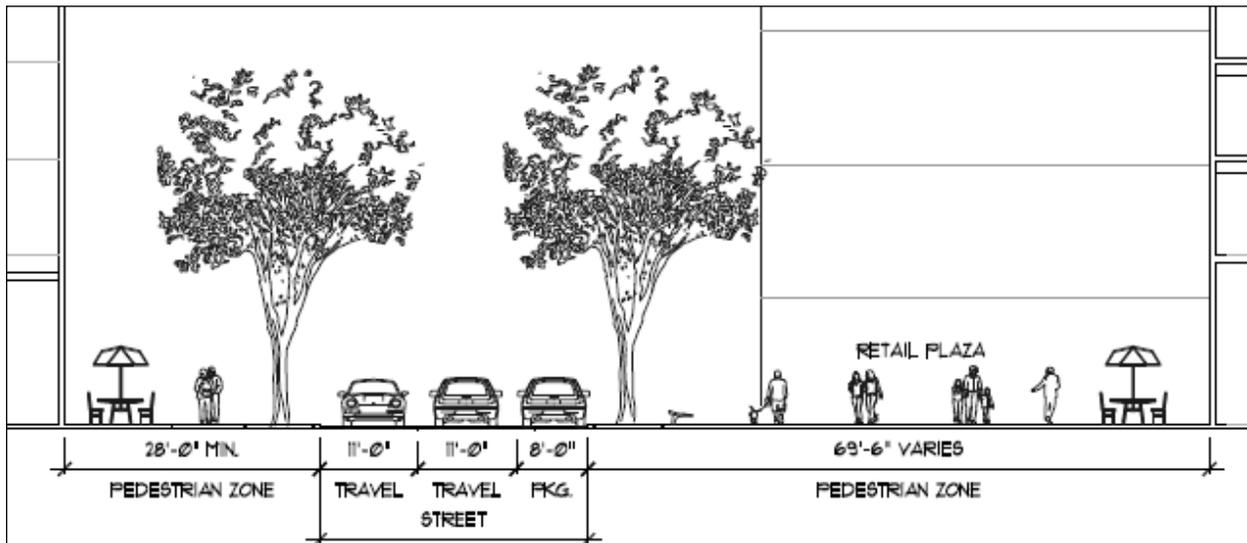


Figure 13: The cross sectional view of the central retail plaza, with west on the left and east on the right (Source: Cunningham Quill Architects, PLLC – March 15, 2013)

The main entrance to the residential building is located near the central access point to Sunrise Valley Drive, and would have retail uses on either side (Figure 14). The pedestrian pathways would range from 19-30 feet and give first-floor restaurants room for café space and for pedestrians. While not a formal part of the roadway, the applicant identified the area immediately outside the main entrance as a paved circle where deliveries could occur.



Figure 14: The view of the main entrance from Sunrise Valley Drive (Source: Cunningham Quill Architects, PLLC – March 15, 2013)

Although Reston Parkway presents a formidable barrier for pedestrian links to the west of the site, the applicant has attempted to address this issue. Earlier versions of the PRCA Plan included a high intensity activated crosswalk, or HAWK signal, that would allow controlled pedestrian crossings of Reston Parkway without the need to install an additional traffic signal.

- One long term bicycle parking space for the first 7,500 square feet of office gross floor area, with one additional short term space for each additional 20,000 square feet of office gross floor area;
- One long term space for every three dwelling units, and one short term space for every 50 units; and,
- Two short term spaces for every 10,000 square feet of the first 50,000 square feet of retail space, one short term for every additional 12,500 square feet of retail space, and one long term space for every 25,000 square feet of retail space.

Using these calculations, the applicant would be required to provide 280 bicycle parking spaces. The ultimate location of the bicycle parking would be coordinated with FCDOT during site plan review. The bicycle parking for a particular use would be installed prior to the issuance of the first RUP or Non-RUP for that use. In addition, the applicant has committed to providing shower facilities in the office buildings, which would be available to bicycle commuters.

The 280 bicycle parking spaces would exceed the commitments included on recent PRC Plan approvals, but fall short of the recommendations in the forthcoming Bicycle Master Plan currently being developed by FCDOT. FCDOT's recommendation is that the applicant provide 440 spaces in conformance with that forthcoming plan.

○ *Housing Affordability*

The applicant committed to providing 12% of the dwellings as workforce dwelling units (WDUs) per the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines. This carries forward to the commitment identified on the PRC Plan and conditioned by the Board of Supervisors with the approval of PRC B-846. This would result in 60 workforce units to be included within the proposed total of 498 dwelling units.

Both staff and the applicant discussed the prospect of incorporating bonus density into the project per the Comprehensive Plan's workforce dwelling unit policy. In consultation with the Zoning Administrator and the County Attorney's office, staff has determined that the applicant is only eligible for bonus units or nonresidential bonus floor area when the workforce housing commitment is proffered in either a Rezoning or Proffered Condition Amendment (PCA) application. An adopted proffer statement would allow the applicant to exceed the maximum density of the PRC zoning district by attaining one bonus market rate unit, or its equivalent in nonresidential square footage, for every workforce unit incorporated into the project. The Comprehensive Plan allows a bonus of up to 20% in this manner.

Since the applicant is pursuing a PRCA Plan instead of a Rezoning or PCA, the applicant is not eligible for bonus market rate dwelling units beyond the maximum density prescribed in the PRC district standards. Part 5 of Section 6-308 in the Zoning Ordinance allows proffered bonus units or floor area to exceed the maximum density prescribed by the PRC district standards, but does not permit additional density if the applicant participates in the workforce housing program for a project not subject to a Rezoning or PCA.

To take advantage of the bonus density provisions in the Comprehensive Plan, the applicant will explore a PCA in the future. Staff would consider any additional transportation impacts or urban design issues that would arise with this bonus during the course of a PCA review for the site.

- *Stormwater Management*

The applicant intends to meet the Fairfax County Public Facilities Manual's (PFM) requirements for stormwater detention by using existing off-site stormwater ponds. Two of the ponds are located to the southwest of the site, along the north side of Sunrise Valley Drive just west of its intersection with Reston Parkway. The third pond is to the east of the site located generally between Roland Clarke Place, Dulles Toll Road, Association Drive, and Sunrise Valley Drive. No on-site measures for managing stormwater, such as vegetated roofs, tree box filters, or porous pavement have been included in the PRCA Plan.

The applicant obtained a waiver of the on-site detention requirements in 2006 which was included on the approved PRC Plan for PRC B-846. DPWES has determined that this waiver remains valid and may be carried forward for PRCA B-846.

- *Landscaping*

Since the applicant's construction would affect the entire acreage, no trees would be preserved post-development. The applicant has requested a deviation from the tree preservation target prescribed by the PFM, which would require approximately 3,321 square feet of tree canopy to be preserved. Staff from DPWES's Urban Forest Management Division (UFMD) are supportive of this request due to the lack of significant trees on the subject property.

The PFM requires a minimum of 10% coverage for all land designated in PRC districts for high-density use. The applicant would need to provide an additional 6,336 square feet of tree canopy at the time of site plan review based on what was shown on the PRCA Plan.

The landscape plan shows trees lining both sides of the drive aisle that runs between the buildings and Reston Parkway. As the drive aisle nears Sunrise Valley Drive, trees are shown only between Building A and the pavement in the sidewalk. To avoid conflicts with underground utilities, the applicant placed street trees along Sunrise Valley Drive close to Building A, and used smaller shrubs that require less soil volume near the curb line. The landscape plan shows trees in all of the pedestrian walkways and along the drive aisle that leads through the retail plaza.

The applicant's landscaping plan shows plantings that would be located above the underground parking garage. To ensure healthy growth, these plantings would need a minimum of 36 inches in soil depth above the garage. Moreover, UFMD staff is supportive of the applicant's usage of Silva cells for increasing soil volume under the central retail plaza, but these structural cells must provide the PFM's minimum soil depth of 36 inches.

UFMD staff does not support the use of structural soil, which can consist of 80-85% stone, and would not accept it for achieving the required soil volume.

Finally, UFMD identified what appear to be Category III trees, which are typically 35-40 feet high, proposed in above-ground planters for the residential amenity courtyard. These planters are approximately five feet on each side. For sustainable growth in Category III trees, 90 square feet of soil volume is needed. Trees should also not be planted closer than four feet from any barrier that will restrict root growth. The applicant can use either above-ground plants or an alternative design to achieve this soil volume.

The PFM requires an eight-foot wide rooting area for trees. To reduce this required width but still maintain the necessary soil volume for healthy tree growth, the applicant would use modular suspended pavement cells for planting trees in selected areas (Figure 16). These cells are filled with soil and located under the sidewalk adjacent to where a tree is planted, allowing tree roots to extend underneath an improved surface without compromising the integrity of the surface. Structural cells are permitted in the PFM as an alternative method for planting trees in an urban context. The applicant also indicates that structural soils, which would replace conventional soil with a stone aggregate, could be used in some locations. Staff is opposed to the use of structural soils in lieu of using conventional soils to satisfy the PFM’s minimum soil volume requirements.



COMPREHENSIVE PLAN PROVISIONS

The Comprehensive Plan provides site-specific guidance for development of the subject properties, Popeyes, Exxon, and the office condominiums. These properties are contained within Sub-unit F-1 of the Reston-Herndon Suburban Center’s Land Unit F.

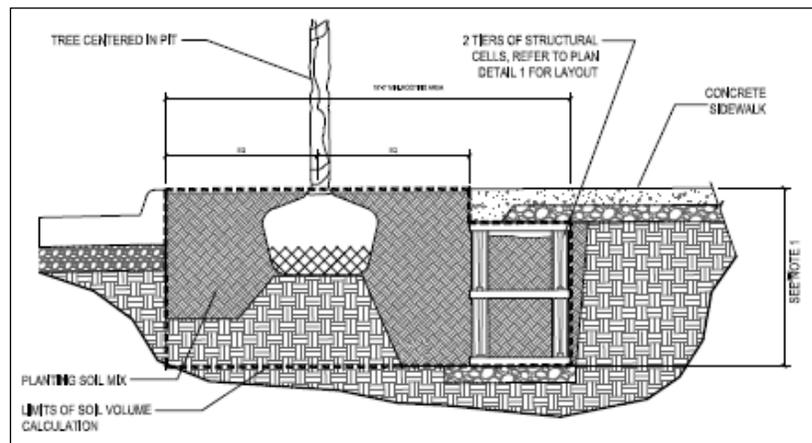


Figure 16: These images show how the modular cells can be used under pavement surfaces to increase soil volume for trees (Source: Olin Partnership, Ltd. – March 15, 2013)

Across all properties within the Sub-unit, the Comprehensive Plan calls for “well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities.” Each development with residential uses should include “on-site affordable housing that is well integrated and dispersed throughout the development.”

The Sub-unit F-1 properties are planned for residential use at up to 30 dwelling units an acre, with active recreation needs for residents met through on-site facilities or a collaborative agreement with an adjacent residential development. The Plan also calls for pedestrian walkways throughout the Sub-unit that connect to adjacent properties and existing sidewalks/trails.

The Comprehensive Plan gives additional guidance on a rail-oriented residential mixed use option for development that would allow mixed use development up to a 1.0 FAR with both residential and nonresidential components. The nonresidential component should include office, hotel, and support retail. The residential portion of the development pursued under this option should be 40-50% of the total gross floor area. Development should meet the following conditions:

- The site should have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Parcel consolidation should be substantial.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed [in the district level recommendations] should be utilized to the maximum extent possible.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

The Comprehensive Plan's Land Use Map designates the site as a Residential Planned Community, which is the common designation for PRC-zoned properties in Reston.

CONFORMANCE WITH THE DEVELOPMENT PLAN

The Development Plan associated with RZ B-846 approved by the Board of Supervisors in 1969 designates this portion of the property for high density residential, office service center, and minor commercial use. As previously mentioned, no conditions or modifications were approved by the Board with the 1969 approval. As previously

determined with the approval of PRC B-846, the proposed PRC Plan would conform to the Development Plan as the proposed uses fall within the general categories listed.

ZONING ORDINANCE PROVISIONS

The purpose and intent of the PRC District regulations are to permit greater 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. With every step of the planning, design and development within the PRC District, including the review of a PRC(A) Plan, the applicant must demonstrate the achievement of the applicable objectives and regulations of the PRC district. Furthermore, all PRC plans shall be in accordance with the approved rezoning and development plan, any conditions or modifications that may have been previously approved by the Board, the design standards listed in Sect. 16-102, the applicable objectives and regulations of the PRC District and the submission requirements of Sect. 16-303 for PRC plans.

Bulk Regulations (Section 6-307)

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 areas or widths, and there are no maximum limits to building height, floor area ratio, or percentage of lot coverage.

The proposed structures are of a similar scale and arrangement as the hotels, office building, and residential condominiums to the northeast. Although the urban scale proposed would not be compatible with the existing Popeyes eating establishment or Exxon service station to the south, the proposed structures would be located at a distance that would not be detrimental to their prospective redevelopment.

PRC District Objectives (6-301)

- 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.*

Housing Affordability

The Comprehensive Plan's Guidelines for the Provision of Workforce Housing are included in the Policy Plan's Housing section, and attached as Appendix 4. The guidelines allow developers to realize a bonus of one additional market rate dwelling unit for each WDU that is proffered. The Zoning Administrator has determined that, in accordance with Sect. 6-308(5) of the Zoning Ordinance, PRC Plans are not eligible for bonus units since they are not associated with proffers. To achieve bonus units or nonresidential floor area, the applicant would need to submit a Rezoning or PCA and contribute the WDUs through a proffer statement.

The approved PRC Plan conditioned the applicant with providing 12% of the dwelling

units as WDUs. The provision of WDUs fulfills this PRC objective as it provides a greater variety of housing types for families of all levels of income. Based on the 498 units proposed, the applicant would dedicate 60 units as workforce housing. Since the applicant is amending a PRC Plan and not applying for a Rezoning or a PCA, the bonus provisions in the Comprehensive Plan are not applicable to this project. The applicant's proposal of 498 market rate units would require that the 12% commitment be fulfilled within this maximum number of units.

As noted previously, the applicant has committed to providing 12% of the dwelling units as WDUs, and intends to submit a PCA at a later date to achieve bonus density through proffers. Staff has included a development condition in Appendix 1 that addresses WDUs.

Unit Types

The applicant anticipates that the dwelling units will be a mix of studio, one-bedroom and two-bedroom rental apartments. No breakdown of this mix has been included on the PRCA Plan. Staff recommends that the applicant provide a breakdown of this unit mix with ranges to allow flexibility during the site plan and building permit review processes. To fully meet Objective #1 of the PRC District, the applicant should commit to designating a percentage of the units as three-bedroom apartments. Larger apartments provide more space for families with multiple children; with recent multifamily construction in the region focusing on smaller dwelling units with fewer bedrooms, staff is concerned about the lack of supply for larger dwellings in a multifamily setting.

Universal Design

Staff included a development condition that would require the applicant to furnish 10 dwelling units, or 2% of the total units, with a number of universal design features to enhance mobility and accessibility for disabled persons. Universal design principles help achieve Objective #1 because they allow further variety in the housing types that can cater to County residents who are disabled.

Mixed Use Development

The applicant's mix of residential, office, and retail uses provides a balanced development with employment opportunities and commercial services for the residents of the proposed development and those nearby.

The proposed PRCA plan would satisfy this objective with the adoption of the conditions recommended by staff.

2. An orderly and creative arrangement of all land uses with respect to each other and to the entire community.

The applicant's site design concentrates the offices uses to the north of the site closer to the Sheraton Reston Hotel and the Dulles Toll Road, while the residential uses are located to the south and oriented more toward Sunrise Valley Drive. The retail uses would be interwoven with the residential and office uses in a central retail plaza, creating distinct zones of residential, retail, and employment activity in a mixed use setting.

Transfer of Density from Building E to Building D

As previously noted, the applicant has included a note on Sheet 2 of the PRCA Plan that would allow the full transfer of the new office square footage intended for the Reston International Center addition to Building D. This building is shown to be five stories of office space over five stories of parking with ground floor retail along the central plaza. Staff is concerned with the level of flexibility that this note would allow in transferring density between the two office buildings. The applicant has not demonstrated in the PRCA Plan's elevation drawings how Building D at 17 stories would compare with the other buildings on the site.

Staff would like an opportunity to review massing and elevation drawings for a scenario where density would be transferred between Building D and E. The applicant should include this scenario amongst the architectural exhibits that have been provided as opposed to leaving the transfer as a footnote to the Building Data Chart. If the applicant is unable to include these exhibits in the PRCA Plan, staff recommends that the Board of Supervisors adopt a development condition that would prohibit this flexibility. Otherwise, staff remains open to a continued dialogue with the applicant to explore the feasibility of a more limited approach.

With the implementation of the above development condition, the proposed PRCA plan would satisfy this 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 transportation improvements proposed with the PRCA Plan pose a number of issues that complicate pedestrian and vehicular traffic. These issues are discussed below, with staff recommendations on how they can be resolved to create a better planned and integrated comprehensive transportation system.

Access from Reston Parkway and Right Turn Lane

FCDOT is also concerned about the feasibility and appropriateness of the right turn access from Reston Parkway. From their perspective, the proposed right-in access introduces a number of operational and safety concerns which are described here as well as outlined in Appendix 5.

The proposed entrance is located at the current taper for the on-ramp from Reston Parkway to the Dulles Toll Road. It is likely that an Interchange Modification Request (IMR) subject to the Federal Highway Administration's (FHWA) and the Metropolitan Washington Airports Authority's (MWAA) approval is necessary if the access is constructed prior to the ROD improvements. Further, given the necessity of a modification, it is unclear if VDOT would support a change in operation that creates a private property entrance from a ramp lane as well as a potential reduction in ramp capacity at this location.

The proposed design, with assumed ramp modifications under current conditions, is an unusual circumstance considering that Reston Parkway carries traffic at an increasingly

higher speed as it approaches the Dulles Toll Road, with a free-flowing ramp access for cars that requires no slowing or stopping before entering the toll road. A right-turn lane to access private property immediately adjoining this ramp can create driver confusion especially if signage is directing drivers to the Dulles Toll Road ramps.

The third northbound lane to be added to Reston Parkway per the ROD will become the ramp lane for the Dulles Toll Road as motorists travel toward the toll road. In addition, the applicant has shown a new right-turn lane to serve the Reston Parkway ingress to the subject property, separate from the ROD's new northbound lane. While the ROD's widening may allow for greater differentiation of the site turn lane from ramp traffic, the private property access will still be within the interchange influence area, located at the beginning of the eastbound ramp under today's conditions.

In addition to the interchange proximity concerns, FCDOT staff has identified sight distance; driver, pedestrian, and bicyclist safety concerns; and design and engineering challenges with the proposed access.

The conflicts could be further exacerbated by the sequencing of the ROD and RMAG improvements with the applicant's construction schedule. The third northbound lane for Reston Parkway is scheduled to be constructed prior to the opening of the Reston Town Center Metrorail station in 2018. Staff encouraged the applicant to show this feature as an existing feature on the PRCA Plan to show that the right turn lane could be accommodated with the ROD improvements. However, the applicant could complete construction of the right turn lane and ingress before 2018, and it is unclear how these improvements would be constructed in an interim setting, or if the construction costs of the ROD would increase if demolition of the right turn lane and damage payments had to be factored into the ultimate costs. Even more uncertainty is created by the funding concerns surrounding Phase 2 of Metrorail and the current absence of funding for the RMAG recommendations, which could create delays for the ROD and RMAG plans.

The applicant has a number of options for resolving these concerns, and should ideally proceed through the following sequence:

- a) Delay construction of the right-in access from Reston Parkway until the ROD improvement program for Reston Parkway is completed.
- b) Design and construct the right-turn lane in such a way as to accommodate the Wiehle Avenue/Reston Parkway Station Access Management Plan's minimum five-foot wide sidewalk along Reston Parkway. The sidewalk should have the standard setbacks and clearances adjacent to the turning lane, and also be constructed by the applicant.
- c) Provide a crosswalk across the entrance of the right-in access, and it should be designed and constructed to provide safe and adequate pedestrian movement subject to FCDOT's approval during site plan review.
- d) Dedicate in fee simple to Fairfax County, at no cost to the County and without encumbrances, all right-of-way associated with the right-turn lane and the adjoining sidewalk.
- e) The applicant should continue discussions with staff on the interim design for the site's pedestrian connection to the intersection of Reston Parkway and the eastbound ramp for the Dulles Toll Road.

Staff has recommended a development condition that would require coordination with FCDOT, VDOT, MWA, and any other necessary agencies to ensure that the proposed ingress does not conflict with the other nearby transportation initiatives previously discussed. Since Reston Parkway is a VDOT-maintained road and would have the ultimate approval authority for the ingress, VDOT will need to study and address these issues prior to the right-turn lane’s construction in either the interim or ultimate condition during the site plan review for the project if approved by the Board of Supervisors.

Reston Metro Access Group (RMAG) Sidewalk

The Fairfax County Department of Transportation (FCDOT) reviewed the proposed PRCA Plan (Appendix 5). FCDOT is concerned about the ability to implement the sidewalk included in the Wiehle Avenue/Reston Parkway Station Access Management Plan, or RMAG plan, for the eastern side of Reston Parkway. If the applicant is granted permission from VDOT to construct a right turn lane and ingress after the third northbound lane on Reston Parkway is constructed, the applicant’s ability to implement the sidewalk per applicable engineering standards would be minimized. This new northbound lane is an element of the Federal Transit Administration’s Record of Decision (ROD) for the environmental impact statement for Phase 2 of the Metrorail extension along the new Silver Line. As previously noted, the ROD is the formal document issued by the FTA that authorizes construction of Phase 2 of the Dulles Corridor Metrorail Project, but also includes new transportation facilities near the forthcoming Metrorail stations such as the widening of Reston Parkway. The applicant’s site design only leaves approximately 3.5 feet between the right turn lane and the existing right-of-way line near the Popeyes.

To address this concern, the applicant has agreed to construct a five-foot wide sidewalk along the property’s Reston Parkway frontage. This ensures that the applicant would bear any additional costs beyond those projected by RMAG. The applicant would need to construct the sidewalk to accommodate the ROD and the right turn lane into the site. Staff is supportive of this resolution.

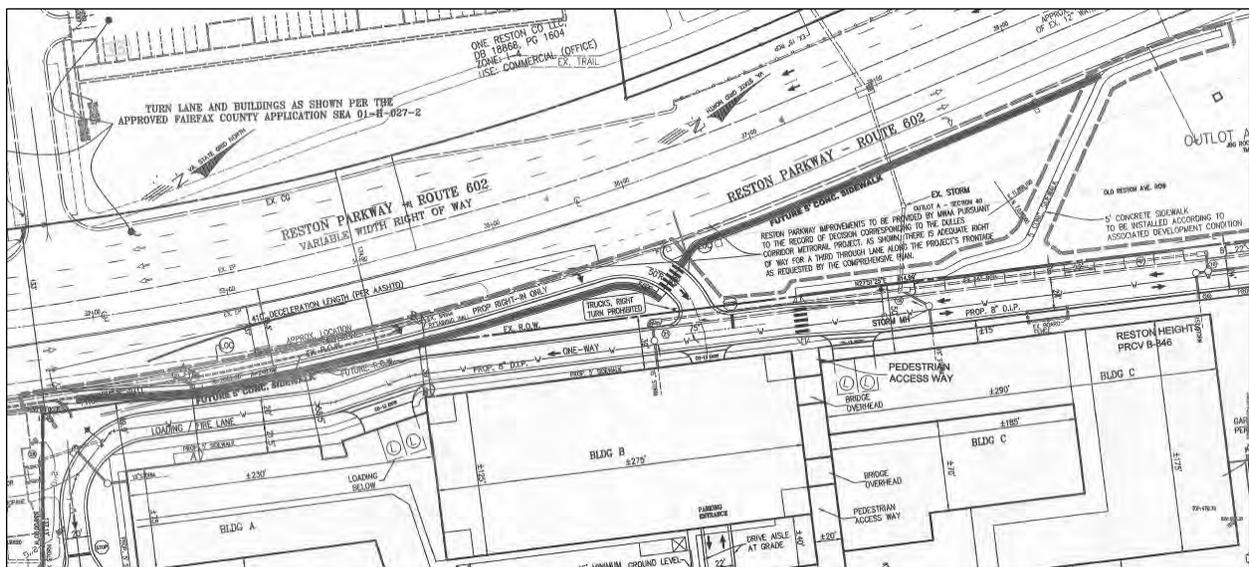


Figure 17: The dark line shows a conceptual location for the RMAG sidewalk (Source: Urban, Ltd.)

However, FCDOT staff is concerned with the right turn lane into the site could pose safety hazards for pedestrians using the RMAG sidewalk. The radius of the turn brings drivers into the site at a higher speed without a stop sign or other traffic control at the end of the ramp which would allow pedestrians to safely cross the right turn lane. FCDOT is concerned about pedestrian visibility, as there is a grade differential between Reston Parkway and the internal intersection on site where motorists could either enter the parking garage or turn left at the rear drive aisle to the buildings. Pedestrians travelling north on the sidewalk may not see cars turning from Reston Parkway in time due to the acute angle of the turn lane at differing grades. Pedestrians walking southward may have difficulty discerning whether cars entering the site are in the right turn lane or in the through lane that leads to eastbound Dulles Toll Road.

The issues that FCDOT raises would need to be addressed by the applicant during the site plan review. Staff has communicated these issues to VDOT officials, who would review the right turn lane for compliance with sight distance, turn length, radius, and additional standards for new access points on Reston Parkway.

Pedestrian Connection from Subject Property to RMAG Crossing

Staff prefers a flexible approach to connecting the subject property to the RMAG's Reston Parkway crossing. Staff encourages the applicant to continue to work on the ultimate location and terminus of this sidewalk. Staff will continue to support the applicant's efforts to connect the site to the RMAG crossing. Particularly in the interim before the crossing is constructed, it is critical that a proper terminus is determined for the sidewalk. Staff plans to discuss with the applicant the possibility of an alternative location for this sidewalk, delaying the sidewalk's construction for a period of time, or collecting escrowed funds from the applicant for the ultimate construction of the sidewalk by others.

Traversing Reston Parkway

FCDOT's analysis highlights the continued need for better pedestrian and bicycle connectivity to the forthcoming Reston Town Center Metrorail station from points east of Reston Parkway. FCDOT staff encouraged the applicant to assess the feasibility of incorporating an alternative to the HAWK signal originally proposed. These alternatives would include a grade separated pedestrian bridge over Reston Parkway, a tunnel underneath Reston Parkway, or enhanced connectivity at the existing traffic signals. The applicant has not committed to any alternative to the HAWK signal, and cited several reasons why an alternative could not be incorporated into the proposed PRCA Plan.

Staff recommends that the applicant provide a pedestrian link from the subject properties to Reston Parkway's intersection with the Dulles Toll Road ramps, where the RMAG plan recommends an at-grade pedestrian crossing to be integrated into the existing intersection. Because of the impacts that the applicant's right-in access would create on the RMAG sidewalk for Reston Parkway, staff recommends that the applicant also construct a minimum five-foot wide sidewalk in accordance with the RMAG plan. In response, the applicant has committed to providing this pedestrian link to the RMAG crossing, and staff addressed this commitment in the development conditions. The applicant has yet to commit to providing the RMAG sidewalk along Reston Parkway; staff has recommended a development condition to construct this sidewalk.

Internal and Interparcel Connectivity

The applicant's site design precludes easy internal vehicular and pedestrian connectivity. To traverse the length of the site in either direction, a motorist must drive through multiple levels of a parking garage. A roadway to the rear of the development offers only a one-way connection across the site. Similar obstacles exist for pedestrian traffic. With the current design, it is not immediately evident how north/south connections can be made other than along the Sunrise Valley Drive trail.

FCDOT has also indicated concerns with interparcel connectivity with the adjacent properties. Specifically, the applicant's drive aisle between the backs of Buildings A and B and Reston Parkway only permits one-way traffic south of the Reston Parkway entrance. The drive aisle was originally intended for two-way movements, but was changed to one-way heading south to eliminate conflicts with and to provide an ample turning radius for motorists entering the site from Reston Parkway. Unless a motorist is to enter the underground parking structure and negotiate the parking levels to access one of the other garage entrances, the drive aisle's one-way traffic constrains interparcel access from points south from travelling north.

The applicant's traffic impact analysis shows long queue lengths for cars heading north on Sunrise Valley Drive from the southern access point during peak hours. No traffic signal is proposed for this entrance, and an additional traffic signal would not meet VDOT's spacing requirements for the distance between signals at the central and southern access points. Vehicles turning left out of the southern access point could block cars from getting to the right turn lane that allows traffic to head south on Sunrise Valley Drive, which could force vehicles to use the office condominiums' access point and create increased traffic congestion on the properties to the south.

The applicant could install signs to direct motorists intent on heading south on Sunrise Valley Drive to only use the southern access point or to travel through the parking garage to use the traffic signal at the central access point. Staff has recommended a development condition that would require the applicant to provide this signage.

Vehicle Circulation Near Reston International Center

The applicant's northern access point on Sunrise Valley Drive is within close proximity to the egress that would be used by emergency vehicles responding to a service call on the eastern side of the Reston International Center. FCDOT noted that this egress could create safety concerns for motorists entering the site from Sunrise Valley Drive, who may not have enough time to stop for vehicles exiting from the emergency drive aisle.

To avoid this conflict, staff recommended a development conditions to use signs and a barrier to ensure that the access is only used by emergency vehicles.

Transportation Demand Management

Strategies for transportation demand management (TDM) aim to influence travel behavior so that trips taken in single occupancy vehicles are reduced and alternative modes are encouraged and used more frequently. In Fairfax County, TDM is used to meet goals for travel demand that are based on the subject property's proximity to a Metrorail station and whether or not the property is located in Tysons Corner. Based on

the adopted standards for TDM in Fairfax, the proposed PRCA Plan should achieve a 20% trip reduction prior to the opening of the Reston Town Center Metrorail station, and a 35% trip reduction after the station has opened.

The applicant has agreed to a TDM strategy to achieve these goals through an incentive based, flexible approach. While the applicant did not commit to the staff recommended reduction goal of 35 percent, the 30 percent commitment substantially increases the TDM commitment that the applicant made with PRC B-846. The TDM program exceeds those approved with other recent PRC Plans, and is similar to commitments required for staff support in Rezoning or PCA applications.

Bicycle Amenities

In response to the FCDOT recommendation, the applicant has committed to provide bicycle spaces at rates exceeding other recent PRC Plan approvals, but below the FCDOT recommendation. Using the applicant's preferred parking rates referenced earlier in this report, the applicant would provide 280 spaces on site. Staff prefers the higher parking rates, but is comfortable with the bicycle parking capacity that would be created with this commitment and has included the applicant's rates as a development condition.

On-Road Bike Lane

FCDOT's pending bicycle master plan will call for on-road bicycle lanes along each side of Sunrise Valley Drive in front of the subject properties. At the time of staff report publication, the County Bicycle Master Plan has not yet been adopted by the Board of Supervisors. Fairfax County's Countywide Trails Plan also calls for a major paved trail to be constructed on the western side of Sunrise Valley Drive along the applicant's frontage.

The applicant has not included an on-road bicycle lane in the streetscape design for Sunrise Valley Drive. The PRCA Plan shows variable pavement width of 25 to 27 feet for the southbound Sunrise Valley Drive lanes along the applicant's frontage. To accommodate a bike lane, the applicant would need a total of 29 feet to accommodate the travel lanes and bike lane. Due to the limited additional right-of-way needed and the fact that the applicant is already adjusting the curb for most of its frontage, staff encourages the applicant to provide for the bike lane.

The applicant has included a shared-use path with a minimum width of eight feet, which conforms to the recommendations in the Countywide Trails Plan in lieu of the on-road bike lane requested by FCDOT.

Warrant Study for Traffic Signal

The applicant is proposing a new traffic signal for their central access intersection and Sunrise Valley Drive. New signals must be approved by VDOT and are only permitted when a warrant study shows the signal is necessary based on a minimum number of traffic warrants being reached. In meetings with the applicant and staff from FCDOT and VDOT, VDOT was concerned that the traffic signal may not be approved for construction because the warrant study may not show that a signal is warranted until the applicant's site has reached close to full build-out. It is staff's and the applicant's preference that the traffic signal be installed during the construction of the buildings so

that the signal can be operational once use permits have been issued and residents, customers, and workers begin using the site.

To address this concern, staff recommended a development condition that indicates that the applicant is to submit the warrant study within one year prior to the point when anticipated site traffic volumes would specify the need for a signal. If the signal is warranted, then the applicant would install the signal contingent upon VDOT's approval. The development condition proposed by staff and agreed to by the applicant would hold the applicant responsible for the signal's installation once warranted.

With the implementation of the above development conditions, the proposed PRCA plan would satisfy this objective.

4. The provision of cultural, educational, medical, and recreational facilities for all segments of the community.

To facilitate the integration of public art in Reston, staff recommends that the applicant coordinate with the Institute for Public Art – Reston (IPAR) to determine if there are suitable locations for public art on the subject property. Staff has included the standard condition used with all PRC plans that requires engagement with IPAR.

The applicant intends to provide indoor recreation facilities for the residential building, and a commercial health club could be a prospective retail tenant. The shared use path along Sunrise Valley Drive and the bicycle storage amenities are additional facilities that allow the applicant to satisfy this objective.

With the implementation of this condition, the proposed PRCA plan would satisfy this objective.

5. The location of structures to take maximum advantage of the natural and manmade environment.

The applicant has several opportunities to take maximum advantage of the natural and manmade environment.

Green Building Design

The subject properties are within areas of the County that are designated by the Comprehensive Plan where green building certification is encouraged for new construction and redevelopment activity.

The applicant's corporate policy is to obtain the Silver level of Leadership in Energy and Environmental Design (LEED) Certification for all office buildings. Staff commends this commitment, and encourages the applicant to further study a broader commitment that would encompass the residential buildings, too. The applicant could employ an alternative certification system similar to LEED. These alternatives, and the Planning Division analysis of the PRCA Plan, are included in Appendix 6. For residential buildings, the applicant has committed to using Energy Star appliances in each dwelling unit as was approved in the Spectrum case. The applicant would also make an effort to incorporate green building design elements to achieve energy efficiency and water

reduction, but no strong commitment to a rating system such as LEED or a LEED equivalent has been communicated to staff.

Landscaping

Prior to site plan approval, the applicant's PRCA Plan will need to comply with Article 13 of the Zoning Ordinance, the Tree Conservation Ordinance in Chapter 122 of the County Code, and the PFM as currently stated, not the regulations in force when PRC B-846 was approved in 2008. Staff included a development condition to ensure that an existing vegetation map, tree canopy calculation table, and any required landscaping information shall be provided per current regulations. The condition would also require the applicant to meet the 10% minimum tree canopy requirement.

Staff included a development condition that would give UFMD the authority to require 36 inches of soil depth above all garages, as previously discussed and outlined in Appendix 7. Staff's conditions also address the usage of Silva Cells, the need to prohibit structural soils, and Category III trees in the amenity courtyard.

With the implementation of the above conditions, the proposed PRCA plan would satisfy this objective.

6. The provision of adequate and well-designed open space for the use of all residents.

The applicant provided detailed drawings of both the amenity courtyard (Figure 3) and the retail plaza (Figure 18). Each area provides adequate space for users to enjoy individual or group activities, with the potential for both passive and active recreation usage.

The Fairfax County Park Authority (FCPA) recommended additional features for the amenity courtyard, such as a multi-use sports court, bocce court, or horseshoe pitch (Appendix 8). FCPA made similar recommendations for the retail plaza; the applicant could employ a multi-use lawn space, multi-seasonal sprayground, or public art to attract more people to use the plaza as a gathering space. The applicant should consider these recommendations during both the site plan and building plan review process. The proposed PRCA plan would satisfy this objective.

7. The staging of development in a manner which can be accommodated by the timely provision of public utilities, facilities and services.

The subject properties are served by adequate fire protection, sanitary sewer, and water service as described in Appendices 9-11. However, the applicant's off-site strategy for controlling water quantity and improving water quality overlooks the need to provide facilities that perform those functions on site. By providing best management practices (BMPs) and low impact development measures (LIDs) on site, the impact on the off-site stormwater management ponds and ultimately the downstream water bodies can be reduced.

DPWES's Site Development and Inspections Division (SDID) notes in Appendix 12 that the applicant would need to demonstrate that the existing off-site ponds to the east and west have capacity to detain the stormwater flow that would be generated from the

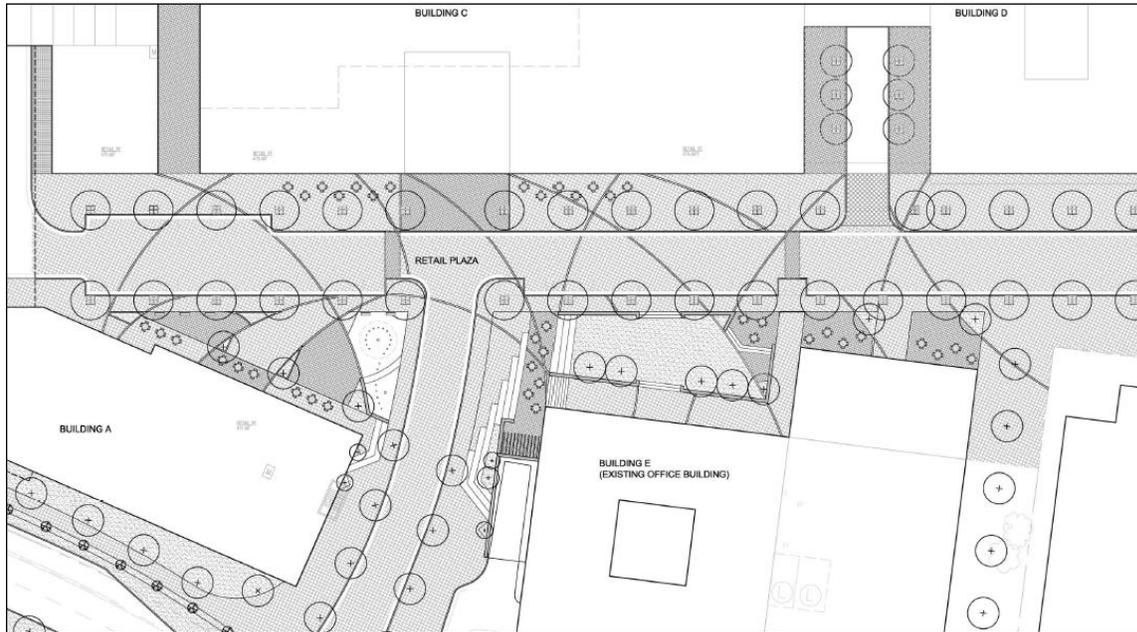


Figure 18: The central retail plaza showing landscaping, seating areas, and alternative paving surfaces (Source: Olin Partnership Ltd. - March 15, 2013)

subject properties. Even if capacity is available, the applicant would need to secure maintenance agreements with the respective property owners of these ponds.

On Sheet 2 of the PRCA Plan, the applicant has included a 2006 approval letter from DPWES that waives the PFM's on-site stormwater detention requirements. SDID staff have researched and confirmed with DPZ staff that this approval letter for 6734-WSWD-001-1 is still valid because PRC B-846 was approved within two years of the waiver's approval.

Staff has recommended a development condition that would require stormwater management and BMPs in accordance with the PFM unless waived or modified by DPWES. With the above condition, the PRCA Plan would satisfy this objective.

Planned Development District Design Standards (16-102)

- 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.*

The proposed building additions and site modifications would be surrounded by property zoned PRC to the north and south. The applicant is not proposing to exceed the height of the existing Reston International Center except for possible transfer of density between Buildings D and E. The properties to the south are developed under the same Development Plan as the subject properties. Since the Development Plan for RZ B-846

did not specify bulk regulations, the properties to the south have the ability to achieve similar building form as those shown in the proposed PRC Plan.

The Development Plan was amended for the property to the north that holds the Sheraton Reston Hotel, the Westin Reston Heights, the Mercer condominium building, and the office building. This Development Plan Amendment is more detailed and contains the bulk regulations that were implemented with the buildings seen today.

Since the PRC zoning to the north and south allows a similar development pattern as shown on the proposed PRCA Plan, the applicant's proposal would satisfy Design Standard 1.

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.*

Open Space

The applicant reduced the amount of open space from that which was approved with PRC B-846. The applicant provided 20% of the site as open space, while the previous approval provided 30%. By reducing the building heights and spreading the building mass more throughout the site, the applicant reduced the amount of open space to fit the new site design onto the subject properties. Much of the open space in the previous approval was provided in a similar format, with wide pedestrian plazas for cafés or gathering spaces. The applicant provided additional high quality details to the public and private open space with PRCA B-846 not seen in the first PRC Plan; thus, staff is amenable to the reduction in open space.

Parking

For off-street parking, Sheet 13 of the PRCA Plan displays the applicant's parking tabulation. In total, the applicant is providing 2,844 spaces with all but 39 spaces in the underground garage. The applicant's tabulation on Sheet 13 of the PRCA Plan demonstrates that the proposed parking would meet the minimum standards prescribed by Article 11 of the Zoning Ordinance.

The proposed PRCA Plan exceeds the Zoning Ordinance's minimum requirement of five loading spaces by providing seven loading spaces.

Signs

The applicant has noted in meetings with staff that a portion of the building facades facing Reston Parkway may be used for signs to advertise the retail tenants on site. Neither staff nor the applicant has focused on signs during the review process. Any signs installed by the applicant would require a sign permit per Article 12 of the Zoning Ordinance.

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.

The applicant's drive aisles and on-site circulation will need to meet all applicable PFM standards. The applicant submitted access management exceptions to VDOT for the three entrances on Sunrise Valley Drive and for the proposed ingress from Reston Parkway. VDOT has not issued a decision for these exceptions, but it is anticipated that the applicant will be able to obtain them prior to final site plan approval.

The applicant has agreed to construct a sidewalk starting at the southern edge of the property's Reston Parkway frontage that would ultimately connect to the future RMAG planned crossing of Reston Parkway. This link, along with the shared use path along Sunrise Valley Drive, would provide off-street access for pedestrians and bicyclists to reach either the Reston Town Center or Wiehle Avenue Metrorail stations. Staff has included this commitment in the development conditions.

CONCLUSIONS

The proposed PRCA Plan represents a significant change in architectural form from the original PRC Plan approved in 2008. The proposal would make a strong design statement in the Dulles Toll Road corridor and Town Center portions of Reston. However, the applicant's proposal also presents a number of transportation challenges associated with local and regional transportation efforts. These challenges are exacerbated by the site's location at Reston Parkway, which serves as a highly traveled, critical transportation link for north/south vehicular traffic across the Dulles Toll Road. Reston Parkway accommodates traffic travelling north/south through the County while providing connectivity between the Reston Town Center and lower intensity, nearby suburban office and residential development south of the Toll Road. Its functional classification creates a challenging environment for pedestrians and bicyclists.

However, staff is satisfied that the access management issues can be resolved with the proposed development conditions. The applicant's commitments to further coordination with the relevant transportation agencies ensures a forum for determining how the ROD, RMAG, and PRCA Plan improvements will be phased in along Reston Parkway.

Staff has recommended a number of development conditions to offset the adverse impacts of the proposed site design, and the applicant has agreed to the language put forth in Appendix 1. With these conditions, the PRCA Plan would conform to the original Development Plan, the Planned Development District Design Standards, and the PRC District standards listed in the Zoning Ordinance.

STAFF RECOMMENDATION

Staff recommends approval of PRCA B-846, subject to the development conditions in Appendix 1.

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

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

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

APPENDICES

1. Proposed Development Conditions Dated April 25, 2012
2. Applicant's Statement of Justification
3. Clerk's Letter and PRC Plan for PRC B-846
4. Comprehensive Plan's Workforce Housing Policy
5. FCDOT Transportation Analysis
6. Planning Division Environmental Analysis
7. Urban Forest Management Division Analysis
8. Fairfax County Park Authority Analysis
9. Fire and Rescue Department Analysis
10. Sanitary Sewer Analysis
11. Fairfax County Water Authority Analysis
12. Stormwater Management Analysis
13. Glossary of Terms

PROPOSED DEVELOPMENT CONDITIONS

PRCA B-846

April 25, 2013

If it is the intent of the Board of Supervisors to approve PRCA B-846 (the “PRCA Plan”) located at 11800 and 11842 Sunrise Valley Drive, Tax Map 17-3 ((3)) 1C & 1D (the “Property”), for use as an office, retail establishment, and multiple family dwellings, then staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

General

1. The following conditions supersede all previously approved development conditions that affect the Property. If a conflict arises between these conditions and the PRCA Plan, these conditions shall govern.
2. Any site plan, minor site plan, or building plan submitted pursuant to this PRCA Plan shall be in substantial conformance with the approved PRCA Plan entitled “PRCA B-846 | Reston Heights | Reston Section 40 | Blocks 1C and 1D” prepared by Urban, Ltd., consisting of 43 sheets, and dated December 1, 2010 as revised through March 15, 2013. Minor modifications to the approved PRCA Plan may be permitted pursuant to Sect. 16-203 of the Zoning Ordinance.
3. Density credit shall be reserved for the Property as provided by Section 2-308 of the Zoning Ordinance for all dedications described herein and/or as shown on the PRCA Plan or as subsequently made at the time of site plan approval or otherwise.
4. Upon demonstration by the applicant that, despite diligent efforts or due to factors beyond the applicant’s control, the applicant will be or has been delayed in the completion of one or more of the obligations or improvements required by these conditions (such as the inability to secure necessary permission for utility relocations or VDOT approval for traffic signals) beyond the timeframes set forth in these conditions, the Zoning Administrator may agree to a later date for the fulfillment/completion of such obligations or improvements, provided the applicant otherwise is in substantial conformance with these conditions.
5. The maximum non-residential gross floor area (“GFA”) that may be constructed on the Property is 573,225 square feet and the maximum number of residential units is 498, both are exclusive of any cellar space and inclusive of workforce dwelling units. The applicant reserves the right to construct a lesser amount of GFA or lesser amount of units. Additionally, the applicant reserves the right to

pursue a Proffered Condition Amendment (PCA) for bonus density associated with the provision of workforce dwelling units (WDUs).

Universal Design

6. A minimum of 2% of the dwelling units shall be designed and constructed with universal design features. These features shall include, but not be limited, to the following:
 - A. Front entrance doors that are a minimum of 36 inches wide;
 - B. Lever door handles instead of knobs;
 - C. Light switches 44-48 inches high;
 - D. Thermostats a maximum of 48 inches high;
 - E. Electrical outlets a minimum of 18 inches high;
 - F. A curb-less shower, or a shower with a curb of less than 4.5 inches high; and/or,
 - G. Grab bars in the bathrooms that are ADA compliant.

Housing

7. The applicant shall provide 12% of all dwelling units as WDUs, subject to the income tiers set forth in the Board of Supervisors' Workforce Dwelling Unit Administrative Policy Guidelines dated October 15, 2007, as amended. The WDUs shall be administered in accordance with the referenced Board of Supervisors' policy. Additionally, the applicant reserves the right to pursue a PCA for bonus density associated with the provision of WDUs.

Reston Parkway Frontage

8. The applicant shall design and construct the right-turn lane and access to accommodate a minimum five-foot wide sidewalk along the Property's frontage with Reston Parkway with standard setbacks and clearances adjacent to the turning lane. A five-foot wide sidewalk shall be constructed on the Property frontage in the sidewalk's ultimate location to accommodate the Reston Town Center Metrorail Station Record of Decision (ROD) improvement program. A crosswalk across the entrance shall be designed and constructed that provides a safe and adequate pedestrian movement subject to the approval of FCDOT.
9. The applicant shall dedicate in fee simple all right-of-way associated with the right-turn lane and adjoining sidewalk as shown on the PRCA Plan.
10. The applicant shall designate a liaison to coordinate with the appropriate officials from FCDOT, VDOT, MWAA, and any other necessary agencies to ensure that the construction of the right-in access and turn lane does not conflict with the ROD improvements or materially increase the cost of or delay the ROD improvements. The name and contact information for the liaison shall be communicated to FCDOT and the Hunter Mill District Supervisor's office prior to the initial site plan approval that includes the initial right-in access and turn lane.

11. The location and design of the interim and ultimate right turn lane and access point along Reston Parkway shall be subject to the review and approval of VDOT.

Sunrise Valley Drive Frontage

12. The applicant shall construct right turn lanes for each property entry. Right-of-way for these improvements shall be dedicated to Fairfax County in fee simple, without encumbrances, and at no cost to Fairfax County. All improvements shall be in conformance with the PRCA Plan.

Wayfinding and Directional Signs

13. The applicant shall install wayfinding signs for motorists heading south on the drive aisle behind Buildings A and B directing them to use the southern access point or the parking garage in order to head south on Sunrise Valley Drive.
14. The applicant shall install signs to notify motorists that the egress to the east of the Reston International Center is for emergency vehicles only. The egress from the emergency vehicles drive aisle shall be restricted to exit for emergency vehicles in a manner acceptable to the Fire Marshal with a sign noting that access is limited to emergency vehicles.

Pedestrian Facilities

15. Sidewalks shall be constructed by the applicant concurrent with the construction of the associated streetscape. The pedestrian circulation plan shown on Sheet 15 of the PRCA Plan shall be constructed to meet ADA and ADAAG requirements and guidelines. All internal sidewalks shall be maintained by the applicant. The pedestrian facility along Sunrise Valley Drive shall be maintained by the applicant in accordance with VDOT policy concerning private sidewalks in public right-of-way, as applicable. Sidewalk improvements along Reston Parkway, wholly located within existing or proposed rights-of-way, shall be publically maintained. The applicant shall provide wayfinding signs to direct pedestrians from Sunrise Valley Drive through the Property to Reston Parkway.
16. Internal sidewalks shall provide a minimum of 5 feet of clear pedestrian walking area irrespective of proposed streetscape elements. All sidewalks shall provide a linear path for pedestrians to avoid conflicts with street furniture, lighting poles, landscaping, or other similar features.
17. The frontage improvements along Sunrise Valley Drive shall be designed with the streetscapes generally as shown on the PRCA Plan. The location of street trees, residential entrances, street furniture, and streetscape layout may be adjusted as part of final engineering and design to accommodate the underground utilities, the specific needs of retail tenants, and sight lines.

- 18. Prior to the issuance of site plan approval, the applicant shall demonstrate adequate sight distance for the ingress from Reston Parkway, subject to the review and approval of VDOT. Trees, signage or similar potential sight-distance impediments shall be treated (located, limbed, etc.) such as to not interfere with adequate sight-distance, subject to VDOT approval.

Bicycle Facilities

- 19. The applicant shall provide secure bicycle storage in locations convenient to the office, multifamily residential and retail uses using the standards outlined below. For the purposes of this condition, short term parking shall be located at a convenient location for visitors. Long term parking shall be in a secure location such as a bike room, bike cage, bike locker or other secure parking option approved by FCDOT:
 - A. One long term bicycle parking space for the first 7,500 square feet or portion thereof of office gross floor area and one additional short term space for each additional 20,000 square feet or portion thereof of office gross floor area;
 - B. One long term bicycle parking space for every three multifamily residential units or portion thereof and one short term space for every 50 multifamily residential units or portion thereof;
 - C. Two short term bicycle parking spaces for every 10,000 square feet or portion thereof of the first 50,000 square feet of retail gross floor area, one additional short term space for every 12,500 square feet of additional retail gross floor area, and one long term space for every 25,000 square feet of retail gross floor area.
- 20. The exact locations of the bicycle parking spaces and lockers to be provided shall be coordinated with FCDOT at the time of site plan review.
- 21. The bicycle parking spaces for any particular use shall be installed prior to the issuance of the first RUP of Non-RUP for such use in accordance with the site plan on which the applicable bicycle parking spaces and lockers are shown.
- 22. The applicant shall provide one shower per gender for every 50,000 square feet of office gross floor area, up to a maximum of three showers per gender in each office building.

Bus Shelters

- 23. If approved with the traffic signal plan for the below intersection, the applicant shall relocate the existing bus stop that is presently located on the northeast side of the Sunrise Valley intersection with the central project entrance as shown on Sheet 16 of the PRCA Plan to the southeast side of such intersection and install a crosswalk, ADA improvements and a concrete bus stop within the existing right of way, provided utilities do not need to be relocated to accommodate the bus stop. Additionally, the applicant shall coordinate with FCDOT to provide a bus stop with benches on the western side of such intersection as shown on Sheet

16 of the PRCA Plan in conjunction with site plan approval of the proposed development adjacent thereto.

Traffic Signal Warrant Study

24. If warranted at any time after approval of this application, the applicant shall design and install a signal at the Property's central access intersection with Sunrise Valley Drive.
25. If not already installed, within one year prior to anticipated traffic volumes, the applicant shall submit to VDOT a traffic signal warrant study for a traffic signal at the Property's central access point on Sunrise Valley Drive. A copy of this analysis shall also be submitted to FCDOT for information.
26. Should the warrant study determine that a traffic signal at such location(s) is warranted, then, prior to the issuance of the first RUP or Non-RUP, as applicable, for the building that triggers the requirement for such signal (and subject to timely VDOT approval of the signal construction plans), the applicant shall design and install such signal, including audible (if approved by VDOT), pedestrian-activated countdown signals and crosswalks across both legs of the subject intersection.

Transportation Demand Management (TDM)

27. Transportation demand management strategies, as detailed below, shall be utilized by the applicant and/or its successors or assigns to reduce vehicular trips generated by residents and employees of the Property during peak hours. The TDM program associated with this development is categorized by FCDOT as a 'moderate' level of participation.
 - A. Mass transit, ride-sharing, and other transportation strategies shall be utilized to reduce baseline trips generated from the Property during peak hours by a minimum of 20% prior to the opening of the Reston Town Center Metrorail station, and a minimum of 30% after the Reston Parkway Metrorail station's opening. For purposes of this agreement, the baseline number of trips from which such reductions are measured shall be determined using the trip generation rates data published by the Institute of Transportation Engineers in the Trip Generation Manual, 8th Edition and as determined by FCDOT. Residents and employers of the Application Property shall be advised of this transportation strategy. Transportation coordination duties shall be carried out by the Property Manager, or assigns.
 - B. In order to meet the trip reduction goals set forth above, a TDM Plan shall be submitted to FCDOT for approval prior to initial site plan approval. The TDM Plan shall be adopted and implemented prior to the issuance of the first RUP or Non-RUP. The TDM Plan should outline the components of the TDM Plan and may be subsequently adjusted by mutual agreement between the applicant (and subsequent UOA/HOA/COA, as applicable)

and FCDOT. All adjustments shall be approved by FCDOT and will not require an amendment to the PRCA Plan. Any changes to the TDM Plan should be noted in the Annual Report described below.

- C. The following is a list of strategies, in addition to others that may be outlined in the TDM Plan, that shall be instituted by the applicant of the Application Property prior to the issuance of the first RUP or Non-RUP, whichever is first:
- (1) Designate an individual (such as property management staff and/or residential association representative) to act as the transportation coordinator (“TC”) for the Property, who shall be responsible to implement the TDM strategies for the entire Property, with on-going coordination with FCDOT. The applicant shall provide written notice to FCDOT within 10 days of the designation of the TC and thereafter within 10 days of any change in said designation.
 - (2) Provide Metro maps, schedules, and forms; information on the Fairfax County Ride Share Program; and information on other relevant transit options available to owners/tenants either in a newsletter to be published on a regular basis and not fewer than four times per calendar year in the event that a website for the Application Property is not established. If the Applicant elects to establish a website for the project it shall include links to the commuter information listed above.
 - (3) The TDM program shall be continued by a Condominium Owners Association (“COA”) in the event of a condominium conversion.
- D. One year following build-out of the Property and, if the survey described above reveals that the trip reduction goals are not being met, every three years thereafter, the Transportation Coordinator will administer a survey of residents and office workers on the Application Property. For purposes of this TDM agreement, build-out of the Application Property shall be deemed to occur upon when 80% of the RUPs and Non-RUPs have been issued. The survey shall include, at a minimum, details regarding the number of times per week the resident commutes, the mode of transportation for commuting purposes, and his or her work destination and shall be approved by FCDOT prior to distribution.
- E. One year following build-out of the Property and, if the survey described above reveals that the trip reduction goals are not being met, every year thereafter, the effectiveness of the TDM strategies shall be evaluated and reported to FCDOT until three successive annual reports indicate that the trip reduction goals are being met. The TC shall submit to FCDOT a report describing the previous year’s TDM strategic efforts and the effectiveness of the TDM program in reaching trip reduction goals. The

report shall be submitted to FCDOT no later than April 15th of each year, unless a later date is approved by the County. The TC shall coordinate draft survey materials and the methodology for conducting traffic counts with FCDOT prior to each year's count, as applicable. If in any year the annual report is not received by April 15th, the Applicant will be subject to a TDM Remedy Fund payment of \$75 per day in arrears beginning with the first day of non-submission, provided that the County shall first give the applicant notice of such failure to report and a reasonable time to cure the same.

- F. If the applicant based on the most recent report is not achieving the trip reduction goals, the applicant shall establish a separate, interest-bearing account referred to herein as the "TDM Remedy Fund." All interest earned on moneys deposited in the TDM Remedy Fund shall be added to the principal of the TDM Remedy Fund and used for TDM Remedy Fund purposes. Within 30 days after the issuance of the first RUP for the Property, or if the applicant's shuttle service is discontinued and the trip reduction goals are not being met, the applicant shall make a one-time contribution of \$0.20 per square foot of commercial, excluding retail, and \$0.10 per square foot of residential to the TDM Remedy Fund. Moneys from the TDM Remedy Fund shall be drawn on by the applicant/successor or COA only for purposes of immediate need of TDM funding and may be drawn upon prior to any TDM Budget adjustments.
- G. As part of the reporting process required by Paragraph E, the applicant shall measure actual trip generation of the Property in order to evaluate the success of meeting the trip reduction objectives set forth in subparagraph A, above.
- (1) Peak hour vehicular traffic counts shall be conducted during the highest peak traffic period (AM or PM, whichever is highest) ("Peak Hour Trips") of the adjacent streets over two days, within a maximum two week period, at a time of year that reflects typical travel demand conditions (e.g., September to May - and not during holiday weeks, on Mondays or Fridays, or when public schools are not in session.)
- Residents and employees shall not be notified in advance of the days or times that these counts will be taken.
- The applicant shall notify and get approval from FCDOT on the trip count methodology in advance of the dates that the counts are to be undertaken.
- (2) The results of the trip generation analyses above shall be compared to the baseline trip generation referenced in

subparagraph A above to determine if the reduction goals have been met.

- (3) In the event the traffic counts reveal that the reduction goals have not been met, then the applicant shall continue to implement the TDM strategies in place and no adjustments to the program or penalties are required.
- (4) If applicable, the first time traffic counts that are conducted in accordance with subparagraph G(1) above reveal that the baseline trip reduction has not been met, the TC shall request a meeting with FCDOT within thirty days after the completion of the traffic counts to review the results of that report and the TDM strategies then in place for the Property. The TC shall be responsible to design and implement a strategy that is intended to bring baseline peak hour trip reductions to the percentage listed in subparagraph A. The applicant shall submit any revisions to the TDM Plan to FCDOT within thirty days following this meeting.
- (5) In the event that subsequent annual traffic counts conducted in accord with subparagraph G(1) above reveal that the baseline trip reductions have not been met, then the TC shall draw upon the Remedy Fund (if then existing) based on the following scale:

Exceeded Trip Goals	Penalty
1% - 3%	1% of Remedy Fund
3.1% - 6%	2% of Remedy Fund
6.1% - 10%	4% of Remedy Fund
Over 10%	8% of Remedy Fund

- (6) Monies from the Remedy Fund should be used to enhance the TDM program in order to meet the stated goals.

H. If three consecutive annual trip counts conducted in accord with subparagraph G(1) above reveal that the trip reduction thresholds are met after build-out of the Property as defined herein, then additional trip counts shall be conducted on the third anniversary if requested by the County to confirm that the trip reduction goals are still being met, or less (including elimination of this requirement) if it is determined by FCDOT that fewer counts are necessary to indicate continued compliance. If such report indicates continued compliance with the trip reduction goals, then no further trip counts will be required unless the programmatic elements of

the TDM Program are changed. Further, upon such event, only annual reports detailing the programmatic elements in place and yearly TDM expenditure assessment and/or survey results will be required.

- I. If subsequent trip counts reveal that the trip reduction thresholds are not being met, then the annual counts, surveys, and reports shall again be required as described in subparagraphs D, E, G(1), and G(5), until such time as three consecutive trip counts reveal that the trip reduction thresholds are met.

Urban Design

28. The quality, character and massing of all the buildings shown in the PRCA Plan shall be in substantial conformance with the illustrative architectural elevation drawings, perspectives and cross sections shown on Sheets 25-35 of the PRCA Plan. Modifications may be permitted and may not require an amendment to the PRCA Plan provided the changes are in substantial conformance with the quality, character and massing set forth on Sheets 25-35 of the PRCA Plan as determined by the Zoning Administrator.
29. The applicant shall provide a residential amenity plaza and a retail plaza in substantial conformance with sheets 36-38 of the PRCA Plan. The retail plaza shall be accessible to visitors and guests, at a minimum, between the hours of 7:00 a.m. and 10:00 p.m., provided that nothing herein shall prevent the applicant from installing security features such as fences, gates or similar facilities to separate quasi-public areas from private resident amenities. The applicant reserves the right to install temporary or permanent canopies in the plazas, which areas covered by the canopies shall not be counted against GFA and such installation shall not require a PRC plan amendment. Modifications may be permitted and may not require an amendment to the PRCA Plan provided the changes are in substantial conformance with the quality and character set forth on Sheets 36-38 of the PRCA Plan as determined by the Zoning Administrator.
30. Use of exterior insulation and finishing system (“EIFS”) materials and vinyl siding for exterior cladding is prohibited.
31. Notwithstanding the notes accompanying the Building Data Chart on Sheet 2 of the PRCA Plan, land uses, gross floor area and building heights shall be substantially conform to the Building Data Chart. No transfer of density and no modifications of building height may be permitted unless via the minor modification process outlined in Sect. 16-203 of the Zoning Ordinance. Building Heights shall be exclusive of those structures that are excluded from the maximum height regulations as set forth in Section 2-506 of the Zoning Ordinance, including, for example, penthouses and other rooftop structures used for common amenity space, exercise rooms, meeting rooms and similar facilities. Such penthouses and other rooftop structures permitted under Section 2-506 of the Zoning Ordinance may be constructed to a height 20 feet from the roof level

of the top floor of the building below to the top of the penthouse/rooftop structure roof. All building penthouses/rooftop structures shall be integrated into the architecture of the building below.

32. The Property is subject to the Design Guidelines administered by the Reston Design and Review Board, as the same may be amended from time to time.
33. Build-out of the Property may proceed in phases. As such, the total area of open space provided at any given phase of development shall not be required to be equivalent to the 20 percent overall open space required at project completion; provided that the total combined open space at the completion of all development shall satisfy the overall open space requirement as shown on the PRCA Plan.
34. The permitted principal uses shall not result in any additional buildings beyond those represented on the PRCA Plan. However, the applicant reserves the right to establish Group 8 Temporary Uses, including the hosting of special events on the plazas and construction and sales/marketing trailers on an interim basis all without the necessity of an amendment to the PRCA Plan if such do not alter the limits of clearing and grading.
35. The applicant shall be permitted to operate up to 10 movable carts, which shall be defined as temporary, transportable kiosks that serve a retail purpose. Each kiosk/cart shall be no more than 120 square feet. Said carts may be located within plaza areas and garage areas, as determined by the applicant, provided that, cumulatively, said carts do not negatively affect streetscape views and do not interfere with pedestrian movements or safety.

Public Art

36. The applicant shall incorporate public art into the development following consultation with the Initiative for Public Art – Reston (IPAR). The applicant shall coordinate with IPAR to obtain its recommendations on the type and location of public art to be provided on site. The applicant shall make the final selection of the public art features and their location based on recommendations from IPAR and shall incorporate such features into the development prior to issuance of a Non-RUP for the building that includes such public art.

Landscaping

37. All landscaping on site shall conform to Article 13 of the Zoning Ordinance, Chapter 122 of the Fairfax County Code, and the Public Facilities Manual (PFM), as amended per the date of the Board of Supervisors' approval of this PRCA Plan.
38. The applicant shall provide interior parking lot landscaping as required by the Zoning Ordinance. To promote tree survivability, the applicant shall seek to satisfy the interior parking lot landscaping requirements for all exposed parking surfaces, including the top level of Building B's parking structures, generally as

shown on Sheet 12 of the PRCA Plan. This manner of satisfying the applicable Zoning Ordinance provisions shall be subject to the review and approval of the Department of Public Works and Environmental Services (DPWES).

39. All planting sites above garage and retail spaces shall provide a minimum of 36 inches in soil depth. For any trees classified as Category III or IV trees in the PFM, such plantings shall also meet the soil volume requirements specified in Condition 42 below.
40. The first and all subsequent submissions of the site plan shall include a landscape plan that is in substantial conformance with the landscape plan approved with the PRCA Plan, subject to revision as may be necessary for the installation of utilities, to be reviewed and approved by UFMD. Notwithstanding what may be shown in planting details included in the approved PRCA Plan, the applicant shall use structural cells, or other solutions acceptable to the UFMD to provide planting sites meeting the following specifications if planting areas do not otherwise meet the PFM requirements.
 - A. A minimum of four feet open surface width and 16 square feet open surface area provided for Category I, III and IV trees, as indicated in PFM Table 12.17;
 - B. A minimum of two feet open surface width and four square feet open surface area provided for Category II trees, as indicated in PFM Table 12.17;
 - C. A minimum of 36 inches of soil depth;
 - D. Rooting area a minimum of eight feet wide, which may be achieved below permeable paved surfaces using structural cell or other technology acceptable to UFMD;
 - E. Soil volume for Category III and IV trees, as indicated in PFM Table 12.17, shall be a minimum of 700 cubic feet per tree for single trees. For two trees planted in a contiguous planting area, a total soil volume of at least 1200 cubic feet shall be provided. For three trees or more planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree; and,
 - F. Soil in planting sites shall be as specified in planting notes to be included in site plans reviewed and approved by UFMD.
 - G. Applicant shall contact UFM (703-324-1770) at least 3 business days prior to installation of trees, and provide an opportunity for UFM staff to verify conformance with these requirements.
41. Notwithstanding the details shown in the approved PRCA Plan, the use of structural soils shall be prohibited on the subject properties.
42. All plantings for the residential amenity courtyard shall provide adequate soil area and depth for the proposed plantings. Planting designs that can achieve long-term health and functionality may be reviewed and approved by UFMD. Such

strategies may include, but not be limited to, planting trees in large containers or planting multiple trees within a contiguous area for more efficient use of soil.

Stormwater Management

43. The applicant shall provide stormwater management (SWM) and best management practices (BMPs) facilities in accordance with the Public Facilities Manual and in substantial conformance with the PRCA Plan, unless waived or modified by DPWES.

Parking

44. Parking shall conform to the parking requirements of Article 11 of the Fairfax County Zoning Ordinance, as determined by DPWES, for the uses established on the Property.
 - A. Parking for the buildings shown on the PRCA Plan shall be in parking structures generally as shown on Sheet 13 of the PRCA Plan. The applicant reserves the right to modify the parking layout without requiring a PRC Plan amendment, provided the parking for the uses is in compliance with Article 11 and Sect. 16-203 of the Zoning Ordinance.
 - B. Should the development occur in multiple phases, parking will be constructed in phases as buildings are developed. As development and parking construction is phased, the applicant reserves the right to provide parking in excess of the minimum required per the PRCA Plan.
 - C. At time of each site plan following the establishment of the first use, the applicant shall demonstrate how the parking requirement for the existing uses will be satisfied during construction, and the applicant shall be permitted to use valet, stacked and off-site parking arrangements during such periods of construction, as reasonably approved by the Fairfax County Department of Transportation.
45. As shown on Sheets 33 and 34 of the PRCA Plan, the applicant shall use architectural treatments to screen a substantial portion of the above-grade portions of each parking structure from view along Reston Parkway. Any material deviation from that shown on the PRCA Plan shall be subject to administrative review by the Planning Commission.
46. The applicant may at its sole discretion petition Fairfax County to reduce the required number of parking spaces on the Property. Said reduction shall either be proposed pursuant to a revised parking requirement established by the Fairfax County Zoning Ordinance, or by a parking reduction as approved by the Board of Supervisors. Said reduction shall not require an amendment to the PRCA Plan.

Noise Mitigation

47. Prior to the first residential building plan approval, the applicant shall provide to the Environment and Development Review Branch of DPZ an acoustical study for review and approval, in accordance with DPZ's established guidelines for such study at the time of PRCA Plan approval, to assess the impact of transportation noise from Reston Parkway and Sunrise Valley Drive on the proposed development based on final site grades and future traffic volumes. In order to reduce interior noise to a level of approximately 45 dBA DNL within a highway noise impact zone of DNL 65-70 dBA, the applicant shall employ acoustical treatment measures reasonably satisfactory to DPWES.
48. Prior to the first office building plan approval, the applicant shall provide to the Environment and Development Review Branch of DPZ an acoustical study for review and approval, in accordance with DPZ's established guidelines for such study at the time of PRCA Plan approval, to assess the impact of transportation noise from Reston Parkway and Sunrise Valley Drive on the proposed development based on final site grades and future traffic volumes. In order to reduce interior noise to a level of approximately 50 dBA DNL within a highway noise impact zone of DNL 65-70 dBA, the applicant shall employ acoustical treatment measures reasonably satisfactory to DPWES.

Energy Efficiency

49. The applicant shall install, as part of initial construction of each residential building, Energy Star appliances in each unit constructed on the property. In addition, the applicant shall use reasonable efforts to incorporate sustainable design elements into the proposed residential building(s) to achieve energy efficiency and reduction in water use. In furtherance of this condition, concurrent with its submission of both the initial site plan and the initial building permit applications for each residential building, a LEED AP, who is also a professional engineer or licensed architect, shall submit to the Environment and Development Review Branch of the Department of Planning and Zoning a certification statement listing the sustainable features and facilities incorporated into the building's design. Prior to final bond release for each residential building, a LEED AP, who is also a professional engineer or licensed architect, shall submit to the Environment and Development Review Branch of the Department of Planning and Zoning a certification statement and documentation listing and confirming the sustainable features and facilities incorporated into the building.
50. The applicant will include, as part of future building plan design submissions for office buildings, a list of specific credits within the version of the U.S. Green Building Council's Leadership in Energy and Environmental Design - Core and Shell rating system (LEED®-CS) in effect at the time the office building is registered with the U.S. Green Building Council (USGBC), or other LEED rating system determined to be applicable to the building(s) by the USGBC, that the applicant anticipates attaining. A LEED-accredited professional (LEED-AP) who

is also a professional engineer or licensed architect will provide certification statements at both the time of site plan review and the time of building plan review confirming that the items on the list will meet at least the minimum number of credits necessary to attain LEED Silver certification of the building(s) shown on such plans.

- A. In addition, prior to building plan approval, the applicant will designate the Chief of the Environment and Development Review Branch of the Department of Planning and Zoning as a team member in the USGBC's LEED Online system. This team member will have privileges to review the project status and monitor the progress of all documents submitted by the project team, but will not be assigned responsibility for any LEED credits and will not be provided with the authority to modify any documentation or paperwork.
- B. Prior to building plan approval for an office building, the applicant will submit, to the Environment and Development Review Branch of DPZ, documentation from the USGBC demonstrating that LEED Silver precertification under the Core and Shell program has been attained for that building. Prior to release of the bond for the office building, the applicant shall provide documentation to the Environment and Development Review Branch of DPZ demonstrating the status of attainment of LEED Certification from the USGBC for the building.
- C. As an alternative to the actions outlined in the above paragraphs, or if the applicant fails to attain LEED Silver precertification prior to building plan approval, the applicant will post, for each building, a "green building escrow," in the form of cash or a letter of credit from a financial institution acceptable to DPWES as defined in the Public Facilities Manual, in the amount of (\$2/sq. ft.). This escrow will be in addition to and separate from other bond requirements and will be released upon demonstration of attainment of certification, by the USGBC, under the version of the LEEDCS rating system in effect at the time the office building is registered with the USGBC or other LEED rating system determined, by the USGBC, to be applicable to the office building. The provision to the Environment and Development Review Branch of DPZ of documentation from the USGBC that the office building has attained LEED certification will be sufficient to satisfy this commitment.
- D. If the applicant provides to the Environment and Development Review Branch of DPZ, within eighteen months of issuance of the final 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 USGBC to fall within three points of attainment of LEED certification, 50% of the escrow will be released to the applicant; the other 50% will be released to Fairfax County and will be posted to a fund within

the county budget supporting implementation of county environmental initiatives.

- E. If the applicant fails to provide, within eighteen months of issuance of the final 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 will be released to Fairfax County and will be posted to a fund within the county budget supporting implementation of county environmental initiatives.
- F. 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 Owner or to the County during the extension.

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

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

Statement of Justification

Reston Heights West

PRC Plan PRC-B-846 was approved for Reston Section 40, Blocks 1C and 1D (also known as the Reston International Center site) on January 28, 2008. The approved PRC Plan proposes 145,000 square feet of above-grade retail, 100,000 square feet of below-grade retail, 428,225 square feet of office (including the existing office building), and 675,000 square feet of residential (498 units). This proposed PRC Plan Revision does not change the approved density or use allocations. Instead, the new plan capitalizes on the local community-expressed needs and desires about places in their lives. The new plan better allows for a new grocery and neighborhood retail into pedestrian-friendly, urban-type streetscape with mid-rise residential above. The plan is punctuated by a commercial office tower adjacent to the existing Reston International Center office building.

At its core, the new plan creates a unique, transit-oriented place on the south side of the Toll Road for people to work, live, and play that is within walking distance of the new Metrorail station. The new plan's complete streets are a significant first-step toward establishing a grid of networked streets south of the Toll Road. The proposed signalized-intersection on Reston Parkway connects the grid of streets to the existing network, giving significant relief to the Reston Parkway/Sunrise Valley Road intersection. Similarly, the proposed proximate interchange (direct site access onto the adjacent Dulles Toll Road entrance ramp) would offer an alternate route onto the Toll Road, giving Reston Parkway and Sunrise Valley Drive further relief. These three new proposals – the grid of streets, intersection, and interchange improvement – will make travel more efficient by providing choice in modes and routes.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

January 29, 2008

Benjamin F. Tompkins
 Reed Smith LLP
 3110 Fairview Park Drive, Suite 1400
 Falls Church, Virginia 22042-0681

RE: Planned Residential Community Application PRC B-846

Dear Mr. Tompkins:

At a regular meeting of the Board of Supervisors held on January 28, 2008, the Board approved Planned Residential Community Application PRC B-846 in the name of JBG/RIC Retail LLC, JBG/RIC LLC. The Board's action approved the PRC Plan associated with Development Plan Application DP B-846 to permit high density residential, minor commercial and office service center development. The subject property is located at 11800 Sunrise Valley Drive on approximately 9.96 acres of land zoned PRC [Tax Map 17-3 ((3)) 1C and 1D] in the Hunter Mill District, subject to the development conditions dated January 15, 2008.

1. This PRC Plan is subject to the provisions of Article 16, Development Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this PRC Plan shall be in substantial conformance with the approved PRC Plan entitled "*PRC B-846 - Reston Section 40 Blocks 1C & 1D*", prepared by Urban Engineering & Associates, Inc., consisting of 24 sheets, and dated January 15, 2008. Minor modifications to the approved PRC Plan may be permitted pursuant to Sect. 16-203 of the Zoning Ordinance.
2. A sewer capacity analysis shall be submitted by the applicant at the time of site plan review that evaluates whether the existing sewer line on the site has adequate capacity to handle the projected flow from this development. The applicant shall make/install any necessary improvements prior to issuance of a non-RUP or an occupancy permit for the proposed development, as determined necessary by DPWES.
3. A landscape plan shall be submitted with the first and all subsequent site plans that demonstrates sufficient landscaping shall be provided onsite to satisfy all applicable landscape and tree cover requirements of the Zoning Ordinance and Public Facilities Manual, as determined by Urban Forest Management (UFM), DPWES.

Office of the Clerk to the Board of Supervisors
 12000 Government Center Parkway, Suite 533
 Fairfax, Virginia 22035

Phone: 703-324-3151 ♦ Fax: 703-324-3926 ♦ TTY: 703-324-3903
 Email: clerktothebos@fairfaxcounty.gov
<http://www.fairfaxcounty.gov/bosclerk>

4. A minimum depth of 36 inches of soil shall be provided where trees are proposed to be planted over underground parking areas, as determined by UFM, DWPES.
5. No retail sales establishment-large, as defined in Article 20 of the Zoning Ordinance, shall be permitted on-site, and no single retail sales establishment shall be permitted to occupy a gross floor area greater than 60,000 square feet.
6. Irrespective of what is shown on the PRC Plan, the number of required loading/unloading spaces for the development shall meet the requirements of Article 11 of the Zoning Ordinance, as determined by the Director of DPWES. Any proposed waivers and/or modifications of such requirements shall be addressed at the time of site plan review.
7. The applicant shall enter into a separate binding written agreement with the appropriate Fairfax County agency as to the terms and conditions of the administration of the Workforce Dwelling Units referenced on Sheet 1 of 24, General Note #27 of the PRC Plan. Such an agreement shall use as a base the Workforce Dwelling Unit Administrative Policy Guidelines adopted on October 15, 2007 and shall otherwise be on terms mutually acceptable to both the Applicant and Fairfax County including reasonable variations to such Policy Guidelines. Such an agreement may occur after the approval of this Application. The agreement and any modifications thereto, shall be recorded in the land records of Fairfax County. No work-force housing units shall be permitted within any cellar space areas.
8. Cellar Space: The applicant reserves the right to utilize the cellar(s) of buildings in the proposed development ("Cellar Space") for Principal and Secondary Uses, except residential uses, provided that (a) the maximum total square footage of Cellar Space dedicated to Principal and Secondary Uses shall not exceed 100,000 square feet and (b) the Applicant shall be required to provide parking for the Cellar Space in accordance with the requirements of Article 11 of the Zoning Ordinance. Ancillary Uses located in the Cellar Space shall not count against the maximum total square footage of Cellar Space allowed for Principal and Secondary uses. The Applicant reserves the right to allocate the maximum total square footage of Cellar Space among any of the buildings of the development.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

The Board also:

- Modified the transitional screening requirements between the proposed residential and non-residential uses.

If you have questions regarding this Planned Residential Community Application, they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

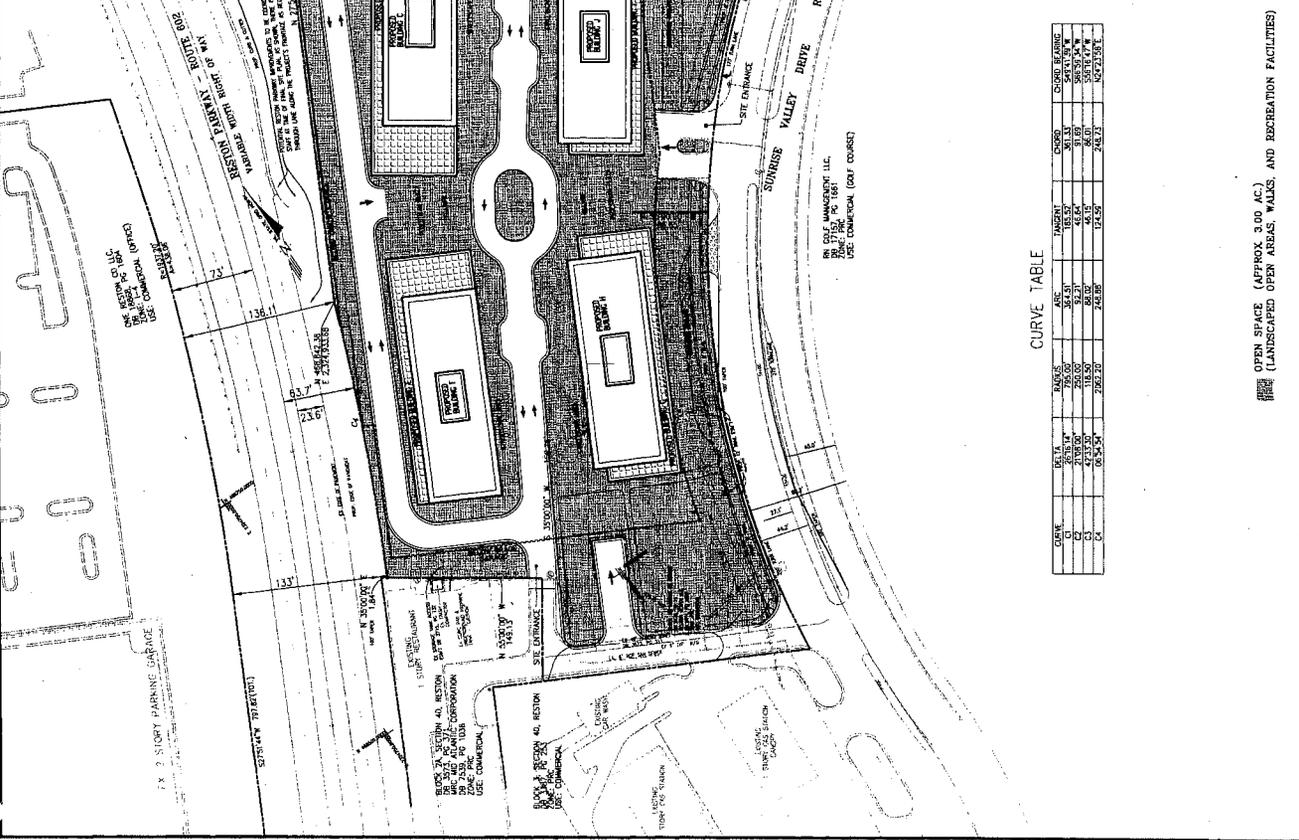
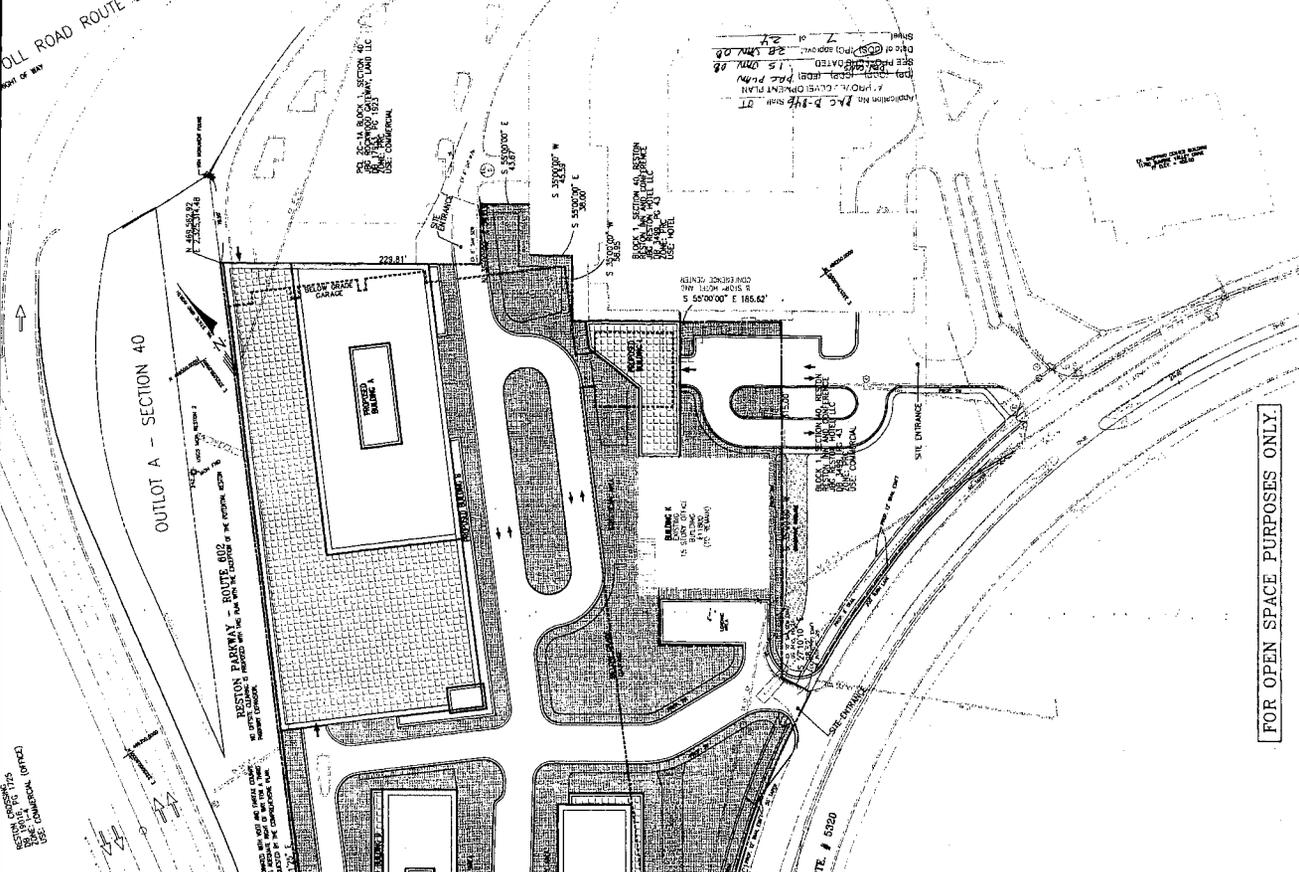
Sincerely,



Nancy Vehrs
Clerk to the Board of Supervisors
NV/dms

Cc: Chairman Gerald E. Connolly
Supervisor Catherine Hudgins, Hunter Mill District
Janet Coldsmith, Director, Real Estate Division, Dept. of Tax Administration
Regina Coyle, Director, Zoning Evaluation Division, DPZ
Diane Johnson-Quinn, Deputy Zoning Administrator, Dept. of Planning and Zoning
Thomas Conry, Dept. Manager. – GIS - Mapping/Overlay
Angela K. Rodeheaver, Section Chief, Transportation, Planning Division
Ellen Gallagher, Capital Projects and Operations Div., Dept. of Transportation
Audrey Clark, Director – Building Plan Review, DPWES
Ken Williams, Plans & Document Control, ESRD, DPWES
Department of Highways-VDOT
Sandy Stallman, Park Planning Branch Manager, FCPA
Charlene Fuhrman-Schulz, Development Officer, DHCD/Design Development Division
District Planning Commissioner
Barbara J. Lippa, Executive Director, Planning Commission
Jose Comayagua, Director, Facilities Management
Denise James, Office of Capital Facilities/Fairfax County Public Schools
Karyn Moreland, Chief Capital Projects Sections, Dept. of Transportation

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 CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS
 2712 LITTLE RIVER TURNPIKE
 ANNANDALE, VIRGINIA 22003 (703) 942-0980
 REVISION APPROVED BY DIVISION OF DESIGN REVIEW



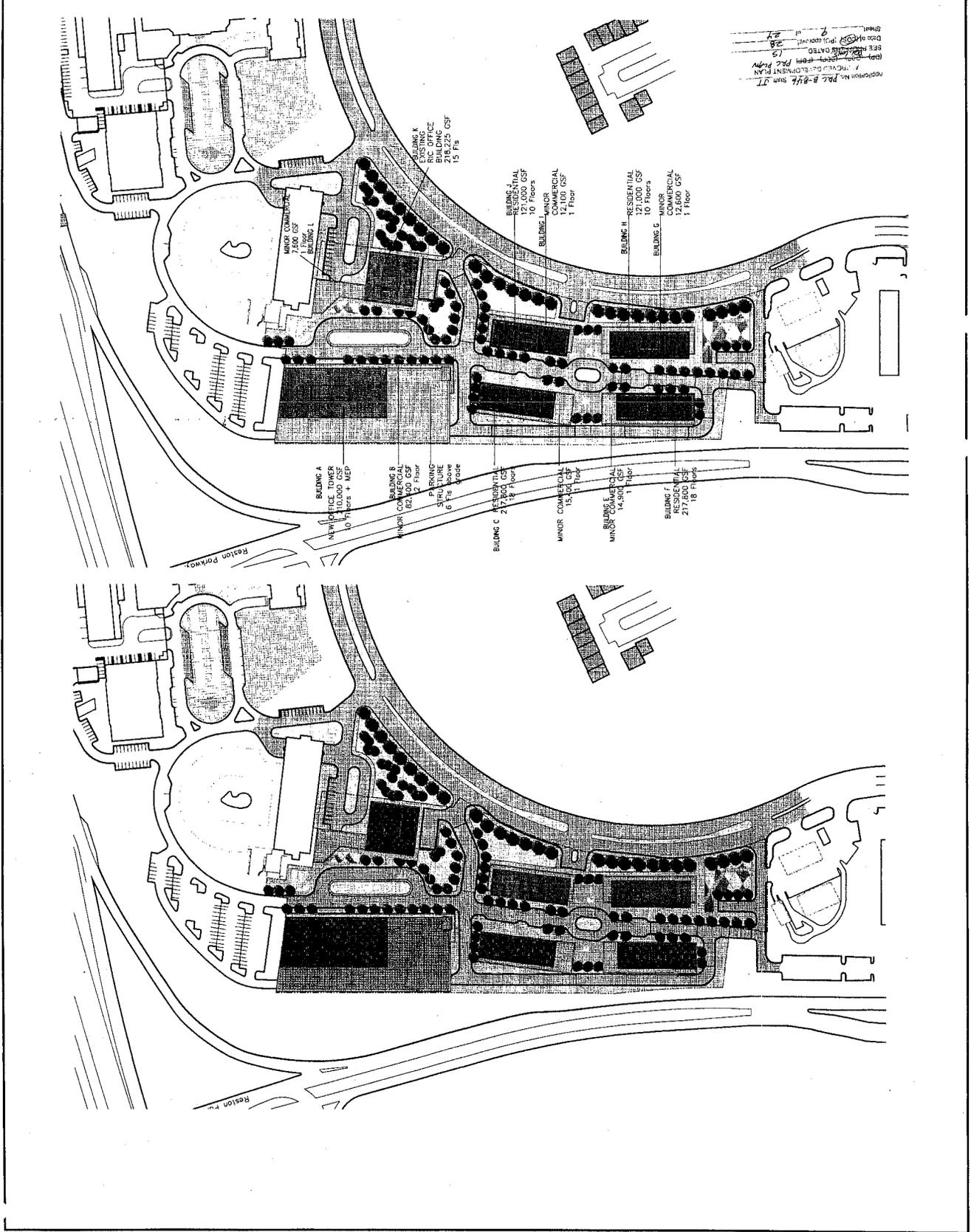
CURVE TABLE

CURVE	DELTA	MARKS	AREA	PERCENT	CURVE BEARING
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C2	47.33.53"	18.50	84.09	46.15	55176.77
C3	23.33.00"	226.00	105.54	31.33	56533.74
C4	23.33.00"	226.00	105.54	31.33	56533.74

FOR OPEN SPACE PURPOSES ONLY.

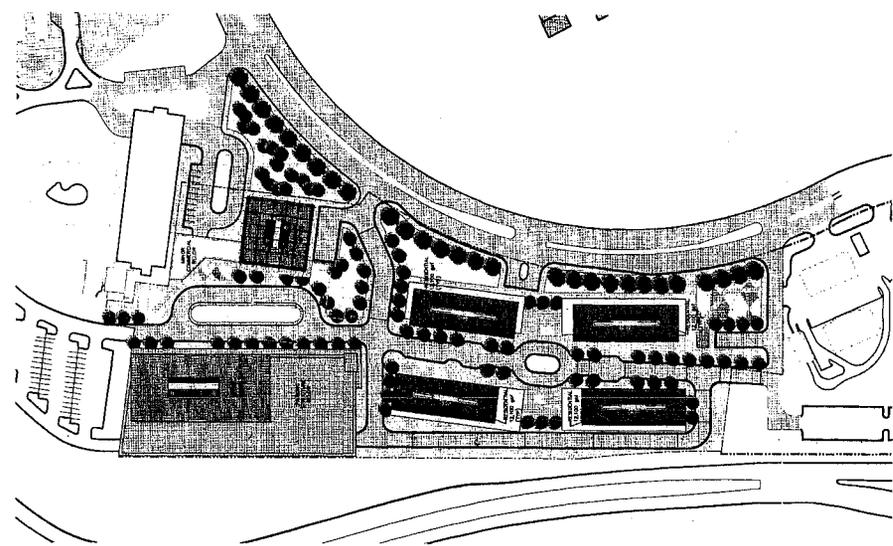
OPEN SPACE (APPROX. 3.00 AC.)
 UNDEVELOPED OPEN AREAS, WALKS, AND RECREATION FACILITIES

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 CIVIL ENGINEERS, LANDSCAPE ARCHITECTS & LAND SURVEYORS
 7112 LITTLE RIVER TURNPIKE
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 REVISION APPROVED BY DIVISION OF DESIGN REVIEW



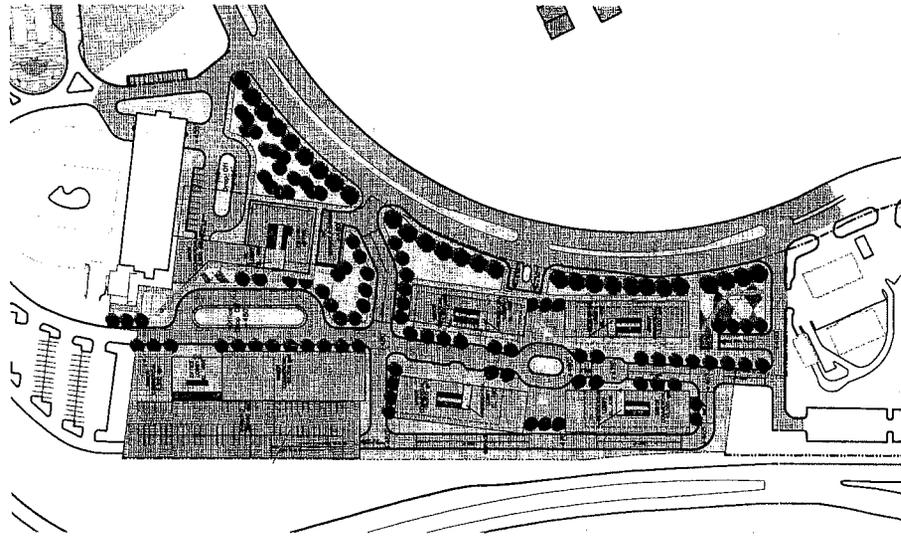
No.	DATE	REVISION	APPROVED	DATE
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2	08-15-07	REVISED		
3	08-15-07	REVISED		
4	08-15-07	REVISED		
5	08-15-07	REVISED		
6	08-15-07	REVISED		
7	08-15-07	REVISED		
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23	08-15-07	REVISED		
24	08-15-07	REVISED		

REVISION APPROVED BY DIVISION OF DESIGN REVIEW		URBAN ENGINEERING & ASSOC., INC. CIVIL ENGINEERS • LANDSCAPE ARCHITECTS • LAND SURVEYORS 7712 LITTLE RIVER TURNPIKE ANNANDALE, VIRGINIA 22003 (703) 642-0080		SCALE: 1"=100' DATE: AUG. 2007 CT. NO. NA FAIRFAX COUNTY, VIRGINIA HUNTER MILL DISTRICT BLOCK 1C & 1D RESTON SECTION 40 GROUND FLOOR PLAN/TYPICAL FLOOR PLAN	SHEET 01 OF 23 FILE NO. PREL. - 1735
DATE	NO.				



Typical Floor Plan

Registration No. PRC 2-848 Rev. 11
 1 - 100% L.C. ELEMENT PLAN
 (not to scale) - see PRC Plan
 SEE PREVIOUS EDITION DATED 15 JAN 08
 DATE OF ISSUE 28 MAY 08
 DRAWN BY 10
 CHECKED BY 27



Ground Floor Plan

NOTE: PHASING DEPICTED ON THIS SHEET IS SUBJECT TO CHANGE BASED ON MARKET CONDITIONS AND OTHER FACTORS

Program	Phase 1		Phase 2		Phase 3		Total	
	GSF	# of Cars	GSF	# of Cars	GSF	# of Cars	GSF	# of Cars
Office	0	0	0	0	218,225	568	183,200	476
Minor Commercial	18,500	80	18,500	80	80,000	344	117,000	504
Residential	337,500	400	337,500	400	8,000	80	28,000	280
Total Required per Phase	366,000	580	366,000	580	516,225	1,538	1,213,200	2,606
Overall Required Parking	580		580		1160		2,606	
Overall Provided Parking	828		828		1458		2,839	

Parking Requirements:

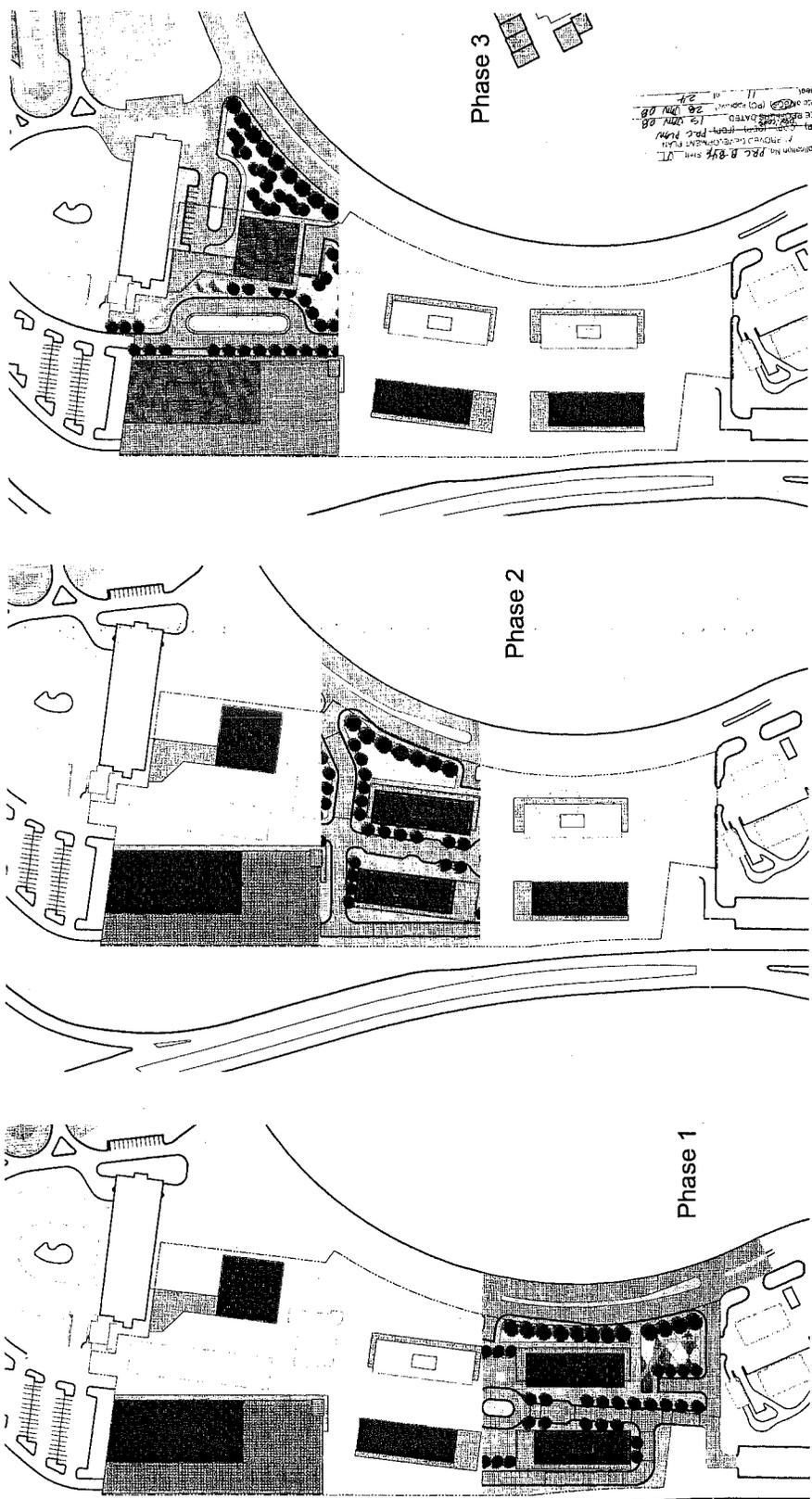
- Ex. Office = 218,225 gsf @ 0.26 spaces/1000gsf = 568
- Prop. Office = 210,000 gsf @ 0.26 spaces/1000gsf = 546
- Prop. Shopping Center = 117,000 gsf @ 0.3 spaces/1000gsf = 504
- Prop. Restaurants = 875 units @ 0.28 spaces/units = 245
- Prop. Bar/Resto = 20 units @ 0.28 spaces/units = 56
- Prop. Total Restaurant Parking = 280
- Prop. Residential = 498 units @ 1.6 spaces/unit = 800

TOTAL PARKING REQUIRED = 2,898

CARAGE SPACES = 2,831

SURFACE SPACES = 8

TOTAL PARKING PROVIDED = 2,839



Application No. PRC B-846
 Date of Decision: 12/11/07
 Date of Issuance: 12/11/07
 Other: 11/11/07



URBAN ENGINEERING & ASSOC., INC.
 CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - LAND SURVEYORS
 7112 LITTLE RIVER TURNPIKE
 ANNAPOLIS, VIRGINIA 22003 (703) 842-0800

REV	DATE	DESCRIPTION	BY	CHKD
01-15-08		REVISION		
01-07-08		REVISION		
11-18-07		REVISION		
10-18-07		REVISION		
08-21-07		REVISION		
08-21-07		REVISION		
01-22-07		REVISION		
01-22-07		REVISION		

REVISION APPROVED BY DIVISION OF DESIGN REVIEW

URBAN ENGINEERING & ASSOC., INC.
 CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - LAND SURVEYORS
 7112 LITTLE RIVER TURNPIKE
 ANNANDALE, VIRGINIA 22003 (703) 642-0000

NO.	DATE	DESCRIPTION	REVISION APPROVED	DATE
01	01-15-06			
02	01-31-06			
03	02-15-06			
04	03-15-06			
05	04-15-06			
06	05-15-06			
07	06-15-06			
08	07-15-06			
09	08-15-06			
10	09-15-06			
11	10-15-06			
12	11-15-06			
13	12-15-06			
14	01-15-07			
15	02-15-07			
16	03-15-07			
17	04-15-07			
18	05-15-07			
19	06-15-07			
20	07-15-07			
21	08-15-07			
22	09-15-07			
23	10-15-07			
24	11-15-07			
25	12-15-07			

PLANNING DIVISION
 DATE: AUG. 2007
 CL # N/A
 FAIRFAX COUNTY, VIRGINIA
 HUNTER MILL DISTRICT
BLOCKS 1C & 1D
RESTON SECTION 40
PARKING PLAN 4-5-6
 PRC B-846

NOTE: PARKING SPACES WILL BE PROVIDED GENERALLY AS SHOWN. APPLICANT SHALL VERIFY THE ACCURACY OF THE ADJACENT PROPERTY RECORDS AND THE NUMBER OF SPACES AT THE TIME OF FINAL SITE PLAN, AS LONG AS THE NUMBER OF SPACES IS PROVIDED IN ACCORDANCE WITH ARTICLE 11 OF THE FAIRFAX COUNTY ZONING ORDINANCE.

REQUIRED HC SPACES = 2611 PER 100 SPACES OVER 1000
 PROVIDED HC SPACES = 2633 (8 OF WHICH ARE VAN ACCESSIBLE)
 HANDEDICAPPED PARKING: 8

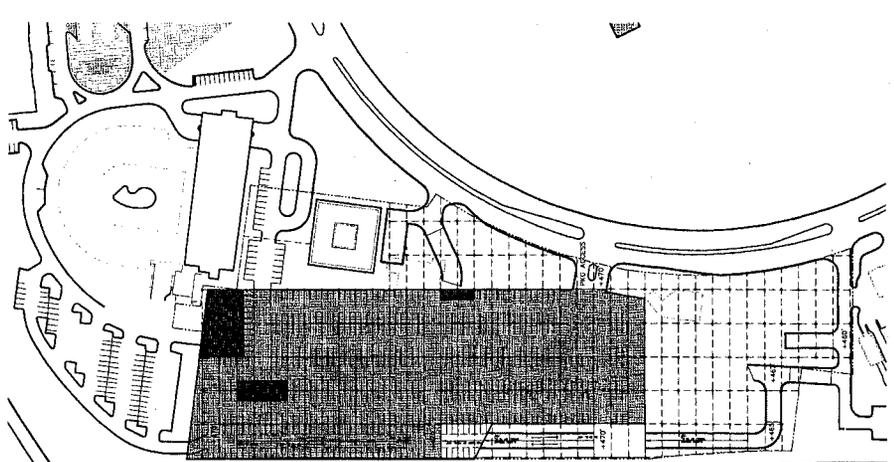
TOTAL EMPLOYED PARKING SPACES = 2633 SPACES
 REQUIRED HC SPACES = 2611 PER 100 SPACES OVER 1000
 PROVIDED HC SPACES = 2633 (8 OF WHICH ARE VAN ACCESSIBLE)

NOTE: PHASE 3 INCLUDES 8 ADDITIONAL SURFACE SPACES
 TOTAL EMPLOYED PARKING SPACES = 2633 SPACES
 HANDEDICAPPED PARKING: 8

REQUIRED HC SPACES = 2611 PER 100 SPACES OVER 1000
 PROVIDED HC SPACES = 2633 (8 OF WHICH ARE VAN ACCESSIBLE)

REQUIRED HC SPACES = 2611 PER 100 SPACES OVER 1000
 PROVIDED HC SPACES = 2633 (8 OF WHICH ARE VAN ACCESSIBLE)

REQUIRED HC SPACES = 2611 PER 100 SPACES OVER 1000
 PROVIDED HC SPACES = 2633 (8 OF WHICH ARE VAN ACCESSIBLE)



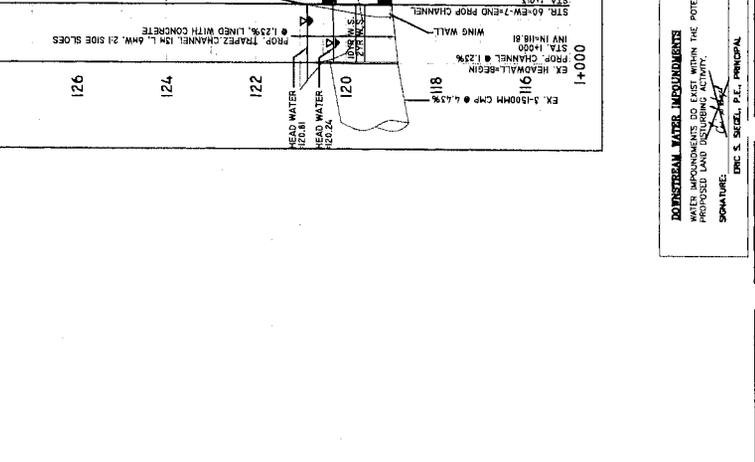
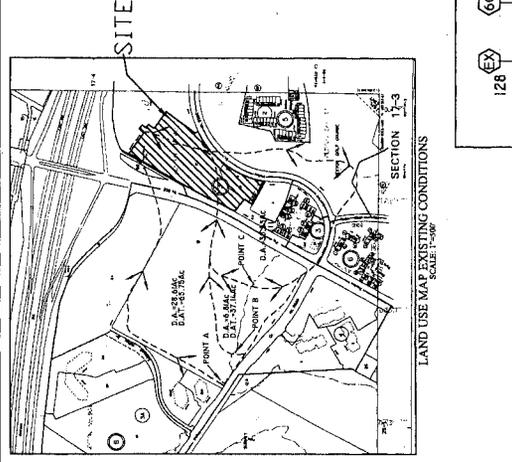
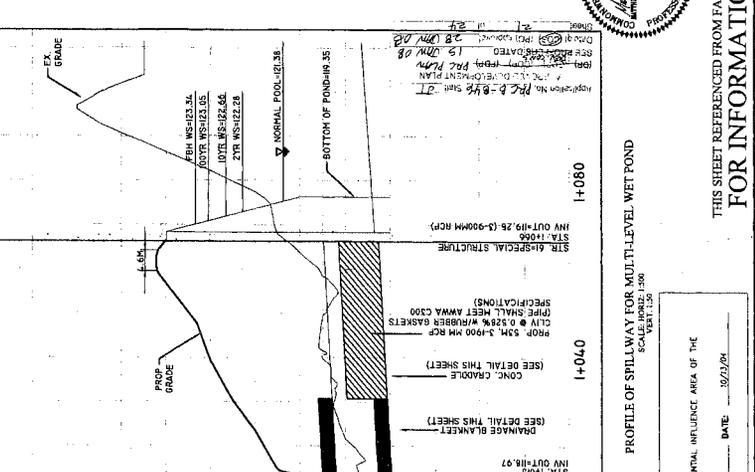
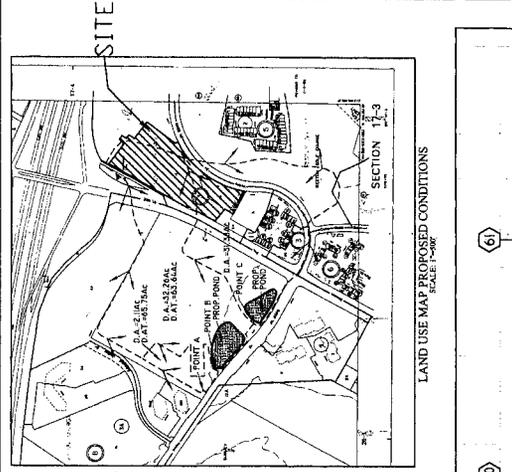
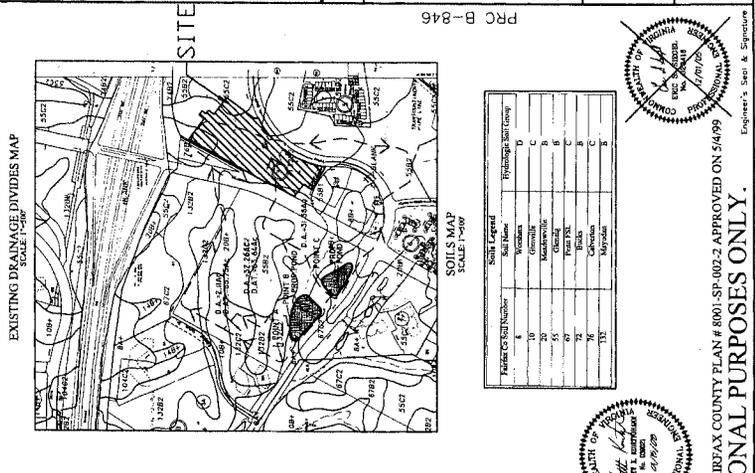
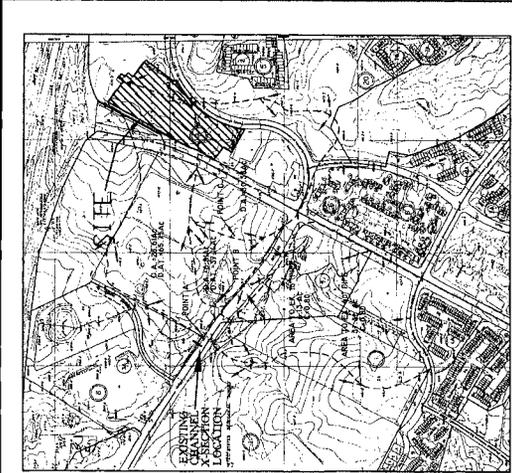
Parking Levels 7,8,9,10
 @ Elev. +510', +520', +530',
 +540'
 Phase 1: 0 Cars
 Phase 2: 177 Cars
 Phase 3: 177 Cars

Parking Levels 6
 @ Elev. +495'
 Ramp only

Parking Levels 5
 @ Elev. +480'
 Phase 1: 0 Cars
 Phase 2: 0 Cars
 Phase 3: 75 Cars

Parking Level 4 @ Elev. +470'
 Phase 1: 0 Cars
 Phase 2: 180 Cars
 Phase 3: 278 Cars
 TOTAL Cars Per Level = 458 cars

REVISIONS:
 1. SEE SHEET 40-1 FOR REVISIONS
 2. SEE SHEET 40-2 FOR REVISIONS
 3. SEE SHEET 40-3 FOR REVISIONS
 4. SEE SHEET 40-4 FOR REVISIONS
 5. SEE SHEET 40-5 FOR REVISIONS
 6. SEE SHEET 40-6 FOR REVISIONS
 7. SEE SHEET 40-7 FOR REVISIONS
 8. SEE SHEET 40-8 FOR REVISIONS
 9. SEE SHEET 40-9 FOR REVISIONS
 10. SEE SHEET 40-10 FOR REVISIONS
 11. SEE SHEET 40-11 FOR REVISIONS
 12. SEE SHEET 40-12 FOR REVISIONS
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 20. SEE SHEET 40-20 FOR REVISIONS
 21. SEE SHEET 40-21 FOR REVISIONS
 22. SEE SHEET 40-22 FOR REVISIONS
 23. SEE SHEET 40-23 FOR REVISIONS
 24. SEE SHEET 40-24 FOR REVISIONS
 25. SEE SHEET 40-25 FOR REVISIONS



STORMWATER MANAGEMENT BMP NARRATIVE

THE PROPOSED DEVELOPMENT CONSISTS OF (1) OFFICE BUILDINGS, (2) RETENTION POND, UNDERGROUND UTILITIES AND SURFACE PARKING. THE SITE DRAINAGE AND ONE EXISTING WET POND, WHICH ARE TO REMAIN, THE SITE IS LOCATED IN THE SUBURBAN RUN WATERSHED. ONE (1) WET POND IS LOCATED IN THE SUBURBAN RUN WATERSHED. THE PROPOSED WET POND WILL BE LOCATED WEST OF THE EXISTING MAIN ENTRANCE ON THE SOUTHWESTERN SIDE OF THE SITE AND TO THE STORM DRAINAGE TO AT LEAST REDEVELOPED CONDITIONS AND TO THE STORM DRAINAGE BOTH PONDS WILL BE PRIVATELY OWNED AND MAINTAINED.

OUTFALL NARRATIVE

WATER FROM THE SITE WILL BE COLLECTED BY THE STORM DRAINAGE SYSTEM AND THEN BE CONVEYED THROUGH A CLOSED CONDUIT TO THE STORMWATER MANAGEMENT AND BMP WET POND. THIS POND WILL ALSO CONTAIN OFFSITE DRAINAGE FLOWING INTO THE SITE VIA AN EXISTING 48" DIAMETER CONCRETE PIPE. THE POND WILL BE CONSTRUCTED WITH AN APPROPRIATE SYSTEM OF PILES INTO ONE OF TWO WET PONDS WHICH PROVIDES RETENTION AND BMP TO THE REMAINDER OF THE SITE. THIS POND WILL BE CONSTRUCTED WITH AN APPROPRIATE SYSTEM OF PILES INTO ONE OF TWO WET PONDS WHICH PROVIDES RETENTION AND BMP TO THE REMAINDER OF THE SITE. THIS POND WILL BE CONSTRUCTED WITH AN APPROPRIATE SYSTEM OF PILES INTO ONE OF TWO WET PONDS WHICH PROVIDES RETENTION AND BMP TO THE REMAINDER OF THE SITE.

OPINION OF ADEQUATE OUTFALL

IT IS THE OPINION OF URBAN ENGINEERING AND ASSOCIATES THAT THE SITE IS ADEQUATELY DRAINAGE ON SITE AND OUTFALLS ADEQUATELY TO EXISTING OFFSITE STORMWATER FACILITIES.

DATE: 10/22/04
SIGNATURE: ERIC S. SEBEL, P.E., PRINCIPAL

SE-10 NARRATIVE

ALL LAND DISTURBING ACTIVITY FOR THIS SITE WAS PERMITTED WITH FAIRFAX COUNTY DISTURBING ACTIVITY PERMIT # 0011-SP-001. THIS SITE IS PROPOSED WITH THIS SITE PLAN THEREFORE AS DISCUSSED AND AGREED TO WITH FAIRFAX COUNTY THAT SW-10 REQUIREMENTS DO NOT APPLY TO THIS PLAN.

EXISTING CONDITIONS

POINT C
 D.A. = 30.33 cfs
 O2 = 45.21 cfs
 O10 = 108.02 cfs

POINT A
 D.A. = 37.14 cfs
 O2 = 45.28 cfs
 O10 = 137.66 cfs

POINT B
 D.A. = 31.38 cfs
 O2 = 45.21 cfs
 O10 = 108.02 cfs

Point developed runoff @ Point A
 Point developed runoff @ Point B
 Point developed runoff @ Point C

Point developed runoff differential between Points A & B
 O10 A - O10 B = 272.05 cfs - 254.10 cfs = 17.95 cfs

Point developed runoff @ Point B
 O2 = 14.84 cfs
 O10 = 108.02 cfs

Point developed runoff @ Point A
 O2 = 27.32 cfs
 O10 = 108.02 cfs - 17.95 cfs = 137.66 cfs



THIS SHEET REFERENCED FROM FAIRFAX COUNTY PLAN # 8001-SP-002-2 APPROVED ON 5/04/09
FOR INFORMATIONAL PURPOSES ONLY.

DOWNSTREAM WATER IMPROVEMENTS

WATER IMPROVEMENTS DO EXIST WITHIN THE POTENTIAL INFLUENCE AREA OF THE PROPOSED LAND DISTURBING ACTIVITY.

SIGNATURE: _____ DATE: 10/22/04
 ERIC S. SEBEL, P.E., PRINCIPAL

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 1, 2013

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

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

FILE: 3-4 (RZ B-846)

SUBJECT: Transportation Impact

REFERENCE: PRCA B-846; JBG/RIC Retail LLC
(previously PRC B-846-03)
Traffic Zone: 1715
Land Identification Map: 17-3 ((03)) 1C, 1D

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 15, 2013 and the revised traffic analysis dated March 4, 2013.

The applicant proposes to develop 9.96 acres at a density of 50 dwelling units/ acre with an approved PRC Plan to construct 498 multi-family units, 145,000 square feet of commercial space and 428,225 square feet of office space. It is noted that this density has been previously approved, however the applicant has revised the site layout, internal circulation, and is now requesting direct access to Reston Parkway which prompted further staff review of these impacts.

The anticipated trip generation for the proposed development and the existing development are shown below:

Trip Generation (Proposed Approved –year 2022 vehicular trips per)

	AM peak Hour	PM Peak Hour	Daily
498 Dwelling Units	248	292	3,140
145,000 sq.-ft. of Commercial	200	816	8,650
428,000 sq.-ft. of Office minus (201,716 sq.-ft. existing)	425	395	2,850
Total Approved trips	873	1,503	14, 640

Primary Concerns:

- The proposed right-in access off Reston Parkway is not supported by FCDOT for the following reasons:
 - The Reston Metrorail Access Group (RMAG) recommends various roadway, intersection, pedestrian and bicycle facility improvements in and around the subject site to enhance access to future rail stations. One recommendation is a sidewalk along the east side of Reston Parkway from South Lakes Drive to the Dulles Toll Road. The applicant's proposed right turn lane would limit the feasibility of this improvement by further reducing an already constricted area, requiring waivers from the design standard, requiring acquisition of right-of-way where none was anticipated, and the potential for more utility relocation. If it can be constructed at all, these circumstances will incur potentially significant additional public cost to the sidewalk project.
 - The proposed right-in introduces operational and safety concerns related to sight distance, pedestrian visibility, inadequate angled approach, sharp turning radius, vehicular turning movements, perceptions of vehicle speed, and the ability to differentiate which lane vehicles are in given its close proximity to the toll road ramp and the height of Reston Parkway at this location.
 - Recognizing that VDOT may permit the construction of the right-in access off Reston Parkway, the following issues still remain:
 - The recommended RMAG sidewalk improvement along the east side of Reston Parkway along the applicant's property line should be included in the design of the proposed right turn lane and constructed by the applicant.
 - The Record-of-Decision (ROD) for the Dulles Rail Phase 2 requires the construction of a third northbound lane on Reston Parkway from South Lakes Drive to the Dulles Toll Road. The current design for the third northbound lane on Reston Parkway includes a retaining wall for the majority of its length. The applicant's revised plan shows the third lane and acknowledges its construction by others. However the plan for the right turn lane does not fully address the location of the retaining wall as it is depicted within the middle of the proposed right turn lane.
 - The site distance profile for the right-in entrance should include potential conflicts with the retaining wall, if any. Also, trees should not be planted within or near the sight distance lines.
 - If the construction of the ROD's third northbound through lane is delayed and not open to traffic before the applicant's proposed right turn lane is constructed, the applicant should provide an exhibit that depicts this interim condition.
 - The applicant should commit to closely coordinate with appropriate officials to ensure that the construction of the turn lane does not conflict with ROD improvements.
 - The applicant has requested bonus density which would result in additional residential units and/or additional retail square footage, neither of which was included in the traffic impact analysis. The residential units would not create as much of an impact as retail uses in terms of
-

vehicle trips. However, without further analysis, FCDOT would not support the bonus density if it was allowed to be converted to retail square footage.

- The site's overall plan does not provide adequate circulation in relation to all the adjacent parcels, particularly at the south entrance. If vehicles turning left out of the south entrance block access to the right-out turn lane, vehicles leaving the applicant's site can cut through the adjacent parcel's access points along Sunrise Valley Drive (i.e. the gas station entrances and/or the signal at Colts Neck Road). However the ability for northbound vehicles from the adjacent parcels are limited to only the south entrance now that the access road along Reston Parkway is restricted to one-way travel for southbound vehicles. This scenario could force a traffic burden on the adjoining site without a reciprocal means to access the subject site.
- The proposed vehicle circulation for Building E should be clarified in regards to the entrance marked "Emergency Vehicle Only" at the site's north entrance. Under existing conditions, vehicles can enter and pass through an alley under the Reston International Center building. It is unclear if this condition will remain based on how the access is labeled, if vehicles are able to adequately turn around, or if this access point meets corner clearance requirements.

Waivers and Exceptions

- Several waivers and exceptions have already been identified related to sight distance, turn lane lengths, signal spacing, and entrance spacing. The applicant should submit all necessary VDOT waivers and exceptions for review prior to zoning approval.

Bicycle, Pedestrian, and Transit Amenities

- The pending FCDOT bicycle master plan shows on-road bicycle facilities on Sunrise Valley Drive (State Route 5320). The current Countywide Trails Plan shows a major paved trail. The applicant is showing a shared use path, ten feet in width and no on-road bicycle facilities. Frontage improvements on Sunrise Valley Drive are included in this proposal therefore the pavement should be widened to accommodate an on-road bike lane.
- Bicycle parking should be included on site. The equipment type, amount of required bicycle parking, the location and placement should be approved by FCDOT at site plans for all or phases of development. With the intensity of the site development and proposed land uses, we recommend the applicant provide enclosed, secure bicycle parking for both the office and residential elements. Both short and long term bicycle parking needs have to be defined. Amenities such as showers at the office should be provided.
- Based on the number of residential dwelling units and commercial and office square footage, four hundred and forty (440) bicycle parking spaces should be provided as follows:
 - Residential (498 units): 50 visitor; 250 resident = 300 spaces
 - Commercial (145,000 ft²): 30 short term; 30 long term = 60 spaces
 - Office (428,225 ft²): 22 short term; 58 long term = 80 spaces
- Bicycle parking should be located in the garage structures. The applicant needs to demonstrate how bicycles will enter/exit the garages as the garage entrances appear very narrow and lack both pedestrian and bicycle access.

- The commercial garages should utilize way-finding measures for available bicycle parking.
- Several of the curb cut ramps are incorrectly and shown while other locations within the site show no ramps. All curb cut ramps should meet current VDOT accessibility design standards. Efforts should be made to maximize pedestrian sight distances, especially where pedestrians have to cross loading dock areas or parking garage entrances.
- Several street trees along the site's interior sidewalk network appear to impede the pedestrian path along the narrower sections of walkway, particularly around Building E and its raised plazas.
- Although an at-grade, mid-block crossing of Reston Parkway was not permissible, the applicant should consider other alternatives to provide connectivity to the future Reston Town Center Metrorail station entrance. Alternatives could include pedestrian bridge, tunnel or enhanced internal connectivity at existing traffic signals.
- The proposed crosswalk at the central access to Sunrise Valley Drive should be moved forward and not set so far back behind the median nose.

TDM Plan

- The subject site is located with ½ of a mile from the future Non-Tysons Metrorail station, therefore the TDM goals should be at a moderate participation level. The applicant should commit to a 20% trip reduction before the future station opens and 35% trip reduction after the onset of the Reston Metro Rail. Draft TDM strategies were submitted to DPZ staff via email on December 4, 2012 to help define a framework in order for the applicant to achieve trip reductions.

EAI/AK



County of Fairfax, Virginia

MEMORANDUM

DATE: April 2, 2013

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

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

SUBJECT: ENVIRONMENTAL ASSESSMENT for: PRCA B- 846-3
Reston Heights

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 March 15, 2013. 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:

Department of Planning and Zoning
Planning Division

12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



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

Encourage commitments to implementation of green building practices through certification under established green building rating systems (e.g., the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED[®]) program or other comparable programs with third party certification). Encourage commitments to the attainment of the ENERGY STAR[®] rating where applicable and to ENERGY STAR qualification for homes. Encourage the inclusion of professionals with green building accreditation on development teams. Encourage commitments to the provision of information to owners of buildings with green building/energy efficiency measures that identifies both the benefits of these measures and their associated maintenance needs. . . .

Policy 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.”

Fairfax County Comprehensive Plan, Policy Plan, 2011 Edition, Environment section as amended through July 27, 2010, on page 7 through 9:

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

Policy k. For new development and redevelopment, apply better site design and low impact development techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County’s streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

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

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

Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, page 18:

“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.”

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through February 25, 2008, page 11:

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

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

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

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 applicant is proposing LEED for New Development (LEED-ND) for the proposed development. However, this approach only provides an assurance that two of the proposed buildings will achieve LEED certification. The applicant has indicated that it is their intention and corporate model to strive for LEED silver for all new office construction. While this approach is appreciated by staff, it is not clearly reflected in any of the materials submitted for staff consideration. It should also be noted that there is no specific green building commitment for the residential portion of the proposed development. Staff has encouraged the applicant to consider LEED for Homes, Energy Star or EarthCraft for achieving green building goals for the residential portions of the proposed development. Staff feels that the applicant should more clearly define all green building measures as discussed. At this time, no firm commitment has been made regarding green building measures for the residential portions of the proposed development. Staff continues to support the concept for more substantive commitments on the residential portions of the proposed development.

Water Quality

The applicant is seeking a waiver of onsite detention requirements based on the existing offsite facilities and the creation of no new impervious surface. However, staff feels that this should be seen as an opportunity to improve water quality and runoff from the site as the existing offsite facilities were developed long ago and do not provide a significant water quality

benefit. The applicant has indicated a willingness to explore a variety of LID measures to be incorporated into the revised design. These measures may include infiltration, filterstrips, rain gardens and other measures which could be incorporated into the revised landscaping for the proposed development. Staff feels that these measures should be clearly noted on the revised plans.

Tree Cover

The proposed tree cover could be described as minimal at best. A variety of trees, shrubs, bushes, groundcover and other plantings should be considered as part of the proposed development. As noted above, additional water quality improvement measures could be incorporated into these areas thereby satisfying both suggested staff improvements.

Transportation Generated Noise

A sizable portion of the proposed residential development will sit in close proximity to Reston Parkway. There is significant potential for transportation generated noise to adversely impact these proposed units. Staff feels that the applicant should commit to provide a noise study at the time of site plan or building plan submission with a commitment to mitigate interior noise to no greater than 45 decibels.

PGN:JRB



County of Fairfax, Virginia

MEMORANDUM

DATE: April 1, 2013

TO: Nicholas Rogers, Staff Coordinator
Zoning Evaluation Division, DPZ

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

SUBJECT: Reston Section 40, Blocks 1C & 1D (Reston International Center Site)
PRCA B-846-03

I have reviewed the above referenced PRC submission, stamped as received by the Zoning Evaluation Division (ZED) on March 19, 2013. The following comments are based on this review and site visit conducted during review of previous submissions of this application.

1. **Comment:** Section drawings show trees planted over underground parking garage and retail space. Information in section drawings should include soil depth for planting sites above garage and retail spaces.

Recommendation: Ensure that information in section drawings include soil depth for planting sites above garage and retail spaces (a minimum of 36 inches), in addition to meeting requirements for soil volume for Category III and IV trees.

2. **Comment:** Silva cell planting details show cells stacked two high (32 inches), which does not provide adequate soil depth (36 inches).

Recommendation: Require the Applicant to provide planting details with sections and plan views that show how proposed planting spaces will meet requirements for minimum soil volume and depth. A condition could be written that supersedes any details that the plan may show and requires conformance with the following recommended condition language:

The first and all subsequent submissions of the site plan shall include a landscape plan that is in substantial conformance with the landscape plan approved with the PRC, subject to revision as may be necessary for installation of utilities, to be reviewed and approved by the Urban Forest Management Division, DPWES (UFMD). Notwithstanding what may be shown in planting details included in the approved PRC, the Applicant shall use structural



cells, or other solutions acceptable to the UFMD, to provide planting sites meeting the following specifications:

- a) A minimum of 4 feet open surface width and 16 square feet open surface area provided for Category I, III and IV trees (as indicated in PFM Table 12.17).
 - b) A minimum of 2 feet open surface width and 4 square feet open surface area provided for Category II trees (as indicated in PFM Table 12.17).
 - c) Soil depth a minimum of 36 inches.
 - d) Rooting area a minimum of 8 feet wide, which may be achieved below permeable paved surfaces using structural cell or other technology acceptable to UFMD.
 - e) Soil volume for Category III or IV trees (as indicated in Table 12.17 of the Public Facilities Manual) shall be a minimum of 700 cubic feet per tree for single trees. For two trees planted in a contiguous planting area, a total soil volume of at least 1200 cubic feet shall be provided. For three trees or more planted in a contiguous area, the soil volume shall equal at least 500 cubic feet per tree.
 - f) Soil in planting sites shall be as specified in planting notes to be included in site plans reviewed and approved by Urban Forest Management.
3. **Comment:** Details for structural soil are provided. Structural soil consists of 80-85 percent stone and is not an acceptable method to satisfy requirements for minimum soil volume.

Recommendation: Ensure that details and any other references to structural soil are deleted from the plan.

4. **Comment:** An Existing Vegetation Map is not provided in a format that conforms to requirements of PFM 12-0506.

Recommendation: Require the Applicant to provide an Existing Vegetation Map that conforms to the requirements of PFM 12-0506. This requirement could be stated as a condition of approval and met at the time of site plan submission.

5. **Comment:** PFM Table 12.10: 10-yr. Tree Canopy Calculation does not show the overall tree canopy requirement being met for the site. Tree canopy required is 43,400 sq. ft. (10%) Tree canopy provided is 37,050 sq. ft. (8.5%).

Recommendation: Provide a completed Table 12.10 that demonstrates how the 10-year Tree Canopy Requirement will be met.

6. **Comment:** The Plan Enlargement for the Residential Amenity appears to show Category III trees (35-40 ft. tall) proposed in above ground planters approximately five feet on each side.



Reston Section 40, Blocks 1C & 1D (Reston International Center Site)
PRCA B-846-03
April 1, 2013
Page 3 of 3

Planters of this size do not provide enough soil volume for a tree of this ultimate size, and do not satisfy planting area and width requirements.

Recommendation: The minimum planting area for a Category III tree is 90 sq. ft. and trees should be planted no closer than 4 ft. from any barrier that will restrict root growth. If this cannot be achieved in above ground planters, require additional alternative planting designs to demonstrate how trees will be planted to achieve long-term health and functionality. Suggest planting trees in larger containers, preferably multiple trees within a contiguous area for more efficient use of soil.

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

HCW/
UFMID #: 159622

cc: 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 27, 2013

SUBJECT: PRC B-846-03, Reston Heights, Reston Section 40, Blocks 1C & 1D Revised
2/7/13, Addendum
Tax Map Number: 17-3 ((3)) 1C & 1D

The Park Authority staff has reviewed the above referenced plan dated February 7, 2013 and provides the comments below. This addendum augments comments submitted in the memorandum dated November 8, 2012.

Residential Amenity

Staff recommends the addition of scale-appropriate active recreation elements to the residential amenity plaza/pool area. The currently un-programmed southern/eastern third of the area (see sheet #36) would be appropriate for a multi-use sports court, a bocce court, and/or a horseshoe pitch. The provision of such active recreation options would complement elements already depicted in the plan set and would increase the utility of the residential amenity area.

Retail Plazas, Public Spaces

Design details added in this revised plan set better demonstrate how these public spaces will be programmed and how residents and retail visitors might be able to use these areas. The provision of seating and meeting spaces, multi-use lawn space, a multi-seasonal sprayground, and public art (see sheet #38) will help these ground level plazas be usable, public gathering places. Staff requests that these design elements be reflected in any applicable proffer commitments.

FCPA Reviewer: Anna Bentley
DPZ Coordinator: Nicholas Rogers

Copy: Andrea L. Dorlester, Planner IV, Park Planning Branch
Chron Binder
File Copy



County of Fairfax, Virginia

MEMORANDUM

DATE: October 9, 2012

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

FROM: Eric Fisher, GIS Coordinator
Information Technology Section
Fire and Rescue Department

SUBJECT: Fire and Rescue Department Preliminary Analysis of Planned Residential
Community Application PRC B-846-03 (second review)

The following information is submitted in response to your request for a preliminary Fire and Rescue Department analysis for the subject:

1. The application property is serviced by the Fairfax County Fire and Rescue Department Station #425, Reston
2. After construction programmed ____ (n/a) ____ this property will be serviced by the fire station ____ (n/a) ____





County of Fairfax, Virginia

MEMORANDUM

DATE: October 31, 2012

TO: Nick Rogers
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Gilbert Osei-Kwadwo, P.E.
Engineering Analysis and Planning Branch

SUBJECT: Sanitary Sewer Analysis Report

REF: **Application No.** **PRC-B-846-03**
 Tax Map No. **017-3- ((03))- 001C, 001D**

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

1. The application property is located in the Difficult Run (D2) watershed. It would be sewerred into the **Blue Plains** Treatment Plant.
2. Based upon current and committed flow, there is excess capacity in the **Blue Plains** Treatment. For purposes of this report, committed flow shall be deemed that for which fees have been paid, building permits have been issued, or priority reservations have been established by the Board of Supervisors. No commitment can be made, however, as to the availability of treatment capacity for the development of the subject property. Availability of treatment capacity will depend upon the current rate of construction and the timing for development of this site.
3. An existing 8 inch line located in an easement and on the property is adequate for the proposed use at this time.
4. The following table indicates the condition of all related sewer facilities and the total effect of this application.

<u>Sewer Network</u>	<u>Existing Use +Application</u>		<u>Existing Use + Application +Previous Applications</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	X		X		X	
Submain	X		X		X	
Main/Trunk	X		X		X	

5. **Other pertinent comments:**





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

**PLANNING & ENGINEERING
DIVISION**

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

October 10, 2012

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

Re: PRC B-846-03
Reston Heights
Tax Map: 17-3

Dear Ms. Berlin:

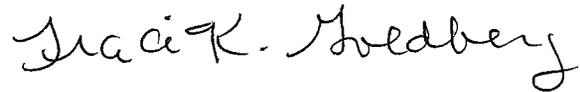
The following information is submitted in response to your request for a water service analysis for the above application:

1. The property is served by Fairfax Water.
2. Adequate domestic water service is available at the site from existing 16-inch and 8-inch water mains located at the property. See the enclosed water system map.
3. The existing 24-inch transmission main in Reston Parkway may be in conflict with the proposed development. In accordance with Fairfax Water policy (copy enclosed) all developer proposed relocations of Fairfax Water transmission mains greater than 16-inches in diameter require the approval of the Fairfax Water Board. If it is determined that the proposed construction requires a relocation, the applicant must submit a letter to the attention of Ms. Jamie Bain Hedges, P.E., Director, Planning and Engineering, requesting permission to relocate the existing transmission main. Submission of such a request, if necessary, is recommended as soon as possible to avoid subsequent project delays or rework. Relocation of the transmission main, if approved, will be at the owner's expense. After staff review, the request will be forwarded to the Board for consideration.

4. Depending upon the configuration of the on-site water mains, additional water main extensions may be necessary to satisfy fire flow requirements and accommodate water quality concerns.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

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

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

Enclosure
cc: Robert Lawrence



County of Fairfax, Virginia

MEMORANDUM

DATE: April 19, 2013

TO: Nicholas Rogers, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Aileen M. Santiago, Stormwater Engineer *A. Stgo*
Site Development and Inspections Division
Department of Public Works and Environmental Services

SUBJECT: PRC Development Plan Application # PRCA B-846, Reston Heights, Reston Section 40, Blocks 1C & 1D, Generalized Development Plan dated March 15, 2013, LDS Project #6734-ZONA-001-1, Tax Map #17-3-03-0001-C and -0001-D, 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 project (PFM 6-0401.1, CBPO 118-3-2(f)(2)). Applicant intends to provide BMP requirement using existing off-site ponds. Two SWM/BMP facilities are located on the northwestern side of the site. In addition, a third SWM/BMP facility is located southeast from the site. Applicant needs to demonstrate that existing off-site ponds were designed to control BMP from the subject site for the proposed development.

Floodplain

There are no regulated floodplains on the property.

Downstream Drainage Complaints

There are no downstream drainage complaints on file.

Stormwater Detention

The applicant has indicated to provide the stormwater detention requirement using existing off-site ponds. Two SWM/BMP facilities are located on the northwestern side of the site and another SWM/BMP (API Pond) facility is located southeast from the site. Applicant needs to demonstrate that off-site ponds were designed to detain flow from the subject site for the proposed development.

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



Nicholas Rogers, Staff Coordinator

PRC Development Plan Application # PRCA B-846, Reston Heights, March 15, 2013

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Please note that Fairfax County Regional SWM/BMP facility located on Reston Section 913 has not been retrofitted. For this reason, the applicant must demonstrate that the southeast SWM/BMP facility built with 0786-SP-09 /API Pond (upstream of County's Reston 913 pond) was designed to detain flow from the subject site for the proposed development.

A maintenance agreement between the owner of the off-site ponds and owner of the subject site will be required (PFM 6-0303.2).

In accordance with ZO16-203.11 the stormwater detention waiver shown on sheet 2 (6734-WSWS-001-1) remains valid for the wet pond located to the west, at Reston Crescent (SP# 8001-SP-002-2). The use of existing off-site wet pond built with SP# 786-SP-009/API Pond was not evaluated with referenced 2006 waiver and thus, will require a SW detention approval.

Site Outfall

An outfall narrative has been provided, however, applicant needs to demonstrate capacity and non-erosive velocities of the downstream drainage system (ZO 18-202.10.F). A demonstration of adequate outfall meeting PFM requirements will be required at site plan submission (PFM 6-0203 & 6-0204.1). When an off-site facility is used for detention, the outfall analyses must extend at least as far as the facility (PFM 6-0203.2E). If the outfalls are not adequate, either outfalls need to be fixed or provide on-site extended detention with a proportional improvement and no adverse impact to the downstream drainage system (as per PFM 6-0203.4A)

Applicant needs to show site specific drainage divide between the Difficult Run and Sugarland Run watersheds on plan. Drainage diversion of the major (i.e. named) watershed cannot be approved (PFM 6-0202.2A (4))

Additional Comments

Following are the recommendations and information obtained from the Stormwater Planning Division (SWPD):

- 1) The applicant's application (dated September 27, 2012) states that Stormwater Management and Best Management Practices are provided by an existing off-site SWM/BMP regional facility.

The County's Reston 913 pond in Difficult Run is downstream of the site, just upstream of Sunset Hills Road, however it does not provide adequate stormwater detention and BMP for the upstream watershed and cannot be used to meet the PFM requirements for detention and BMP for this site. In addition, it appears that the southwest part of the site drain to Sugarland Run Watershed not Difficult Run. There is a private pond downstream of the site below Sunrise Valley Drive; it is included in the Difficult Run Watershed retrofit plan, see recommended project below.

Nicholas Rogers, Staff Coordinator

PRC Development Plan Application # PRCA B-846, Reston Heights, March 15, 2013

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- 2) SWPD recommends that the applicant employ "Water Retention and Volume Reduction" stormwater practices as well as other LID practices to the full extent as allowed by the PFM and the Letters to Industry to minimize/reduce the impact on the receiving stream. SWPD recommends that the applicant uses the water retention techniques as discussed below. The use of multiple practices on the site is very effective in reducing the volume of water leaving the site and benefits the streams.
- **Bioretention Filters and Basins** – in open spaces
 - **Bioretention (vegetated) Swales**- next to parking areas, directing water to bioretention basins
 - **Vegetated Roofs**- on the buildings
 - **Tree (vegetated) box filters** – at locations around the site
 - Compost Amended soils- with native planting, including grasses and wildflowers, where appropriate
 - **Porous Concrete Paving** – with underlying gravel storage in the access roadways
 - **Permeable Pavement Blocks** – with underlying gravel storage in parking areas
- 3) The Difficult Run Watershed Plan recommends a pond restoration project downstream of the site, **DF9118B**. The project consists of installing a multistage riser designed for increased management of smaller storms and constructing an aquatic bench to improve vegetative uptake.
- 4) The assessment of Difficult Run is FAIR and the channel evolutionary model is Level 3, indicating that the stream has down cut and is widening to compensate for increased runoff volume. The assessment of Sugarland Run is POOR and the channel evolutionary model is level 3. An increase in volume of water leaving the site could cause the streams to downcut and widen even further (Based on the Fairfax County Stream Physical Assessment Report 2004.)
- 5) According to the SPS Report (2001) the site is in the SPS Watershed Restoration Level II category. This category recommends that this site be developed with the use of innovative BMP's and a reduction in imperviousness and if appropriate, sections of onsite streams that need stabilizing should be restored or stabilized. The primary goal of this category is to maintain areas to prevent further degradation.
- 6) The county's soil map indicates that the soils are GOOD for infiltration. Applicant should conduct soils tests as necessary and use underdrains or consider soil amendments to improve infiltration as part of the **Bioretention Filters and Basins, Bioretention (vegetated) Swales, Porous Concrete Paving and Permeable Pavement Blocks**.

AS/

cc: Fred Rose, Chief, Watershed Planning & Assessment Branch, Stormwater Planning
Division, DPWES
Shahab Baig, Chief, North Branch, SDID, DPWES

Nicholas Rogers, Staff Coordinator
PRC Development Plan Application # PRCA B-846, Reston Heights, March 15, 2013
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Zoning Application File

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		