

APPROVED DEVELOPMENT CONDITIONS

PRCA B-846

May 21, 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, necessary permission for traffic signal equipment locations, 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 construct a right-turn lane and entrance from Reston Parkway as shown on the PRCA Plan. 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. The construction of property access from Reston Parkway and sidewalk along Reston Parkway are subject to VDOT approval. A crosswalk across the entrance shall be designed and constructed that provides a safe and adequate pedestrian movement subject to the approval of FCDOT and VDOT.
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. The applicant shall not erect permanent obstructions to prevent pedestrian travel from Sunrise Valley Drive to Reston Parkway as generally shown on Sheet 15 of the PRCA Plan.
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 on a continual basis.

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 or 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 25% 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 Work Plan shall be submitted to FCDOT for approval prior to initial site plan approval. The TDM Work Plan shall be adopted and implemented prior to the issuance of the first RUP or Non-RUP. The TDM Work Plan should outline the components of the TDM Work 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 Work 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 Work 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.
 - (4) Participate in a larger Transportation Management Association should one be established for this area.
 - (5) Incentive Fund – The TDM Incentive Fund is an account into which the building owners, through the TC, shall deposit contributions to fund a multimodal incentive program for initial purchasers/lessees within Reston Heights. Such contributions shall be made one time on a building by building basis at the rate of \$0.02 per gross square foot of new office or residential uses to be constructed on the Property and provided prior to the issuance of the first RUP or Non-RUP for each individual building. In addition to providing transit

incentives, such contributions may also be used for enhancing/providing multimodal facilities within and proximate to the Property, such as a shuttle.

- D. Surveys. One year following build-out of the Property and every other year thereafter, the Transportation Coordinator will administer a survey of residents and office workers on the Application Property and report the survey results to FCDOT, subject to the flexibility in reporting provisions set forth in Paragraph H below. 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. Annual Reporting. One year following build-out of the Property and every year thereafter, the effectiveness of the TDM strategies shall be evaluated and reported to FCDOT, subject to the flexibility in reporting provisions set forth in Paragraph H below. 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 non-compliance fee as outlined in J below.
- F. TDM Remedy Fund. 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. If any annual report demonstrates that the baseline trip reduction has not been met, then prior to FCDOT approval of the revised TDM Work Plan as outlined below in subparagraph G(4), 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. Trip Generation Counts - 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 and report this evaluation to

FCDOT. Trip generation counts shall be initially collected at one year following build-out of the Property and shall be collected every other year thereafter, subject to the flexibility in reporting provisions set forth in subparagraph H below.

- (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 Work Plan to FCDOT for review and approval 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 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. Each year the baseline trip reduction goal is not met, the TDM Remedy Fund withdrawal described in subparagraph G(5) above shall be transferred to the operating budget for the TDM Work Plan. The applicant shall repeat this transfer each subsequent year that the trip reduction goal is not met.

H. Flexibility in Reporting - If three consecutive surveys conducted in accordance with subparagraph D above and three trip generation counts conducted in accordance with subparagraph G(1) above reveal that the trip reduction thresholds have been met after build-out of the Property as defined herein, then no further trip generation 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.

(1) Upon three consecutive demonstrations, via surveys and trip generation counts, that the trip reduction goals have been met once the Property reaches buildout, the Remedy Fund may be dissolved and all remaining monies shall be returned to the applicant.

(2) If the programmatic elements of the TDM Program are changed in such a way that would require new trip generation counts to be collected, and if the trip generation data reveals that the baseline trip reduction goals are not being met, then the applicant shall establish the Remedy Fund as outlined in subparagraph F above if such Remedy Fund was never established. If such Remedy Fund was established but has been returned to the applicant per subparagraph H(1) above, then the Remedy Fund shall be reestablished in an amount equal to the funds returned to the applicant. If the Remedy Fund is reestablished then subparagraph H(1) shall again apply.

- I. If subsequent trip counts reveal that the trip reduction thresholds are not being met, then the annual counts and surveys shall again be required as described in subparagraphs D, E, G(1) until such time as three consecutive trip counts reveal that the trip reduction thresholds are met.
- J. If the TC fails to timely submit a report to FCDOT as required by this condition, the TC will have 60 days within which to cure such violation following notice. If after such 60 day period the TC has not submitted the delinquent report, then the applicant shall be subject to a penalty of \$75 per day not to exceed \$27,375 for any one incident. Such penalty shall be payable to Fairfax County.

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. As an alternative, the quality, character and massing of Building D and Building E may be adjusted so long as they are in substantial conformance with the illustrative architectural elevation drawings and Alternative Building Data Chart attached as Exhibit A of these Development Conditions.
- 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 or unless

they are in substantial conformance with Exhibit A of these Development Conditions. 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 40 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.

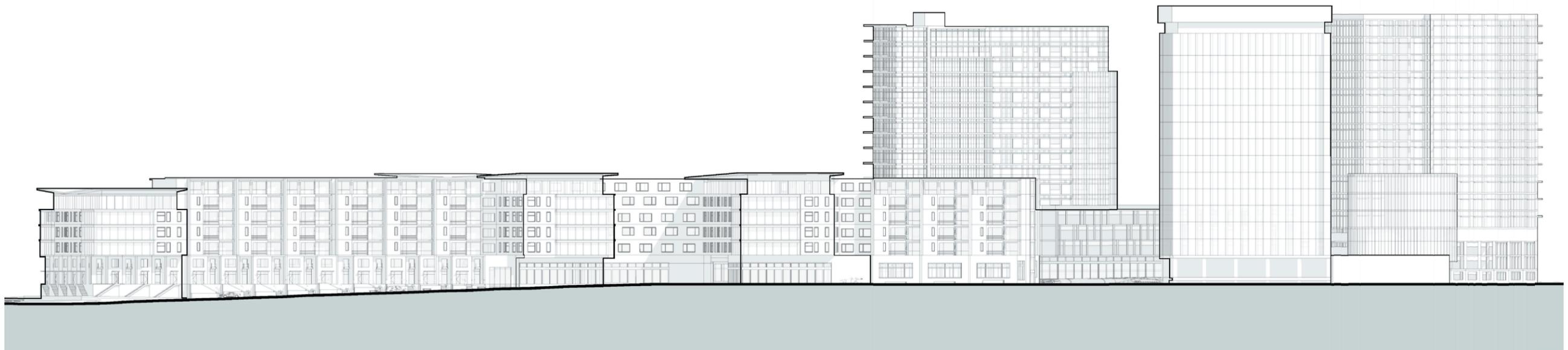
The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

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.

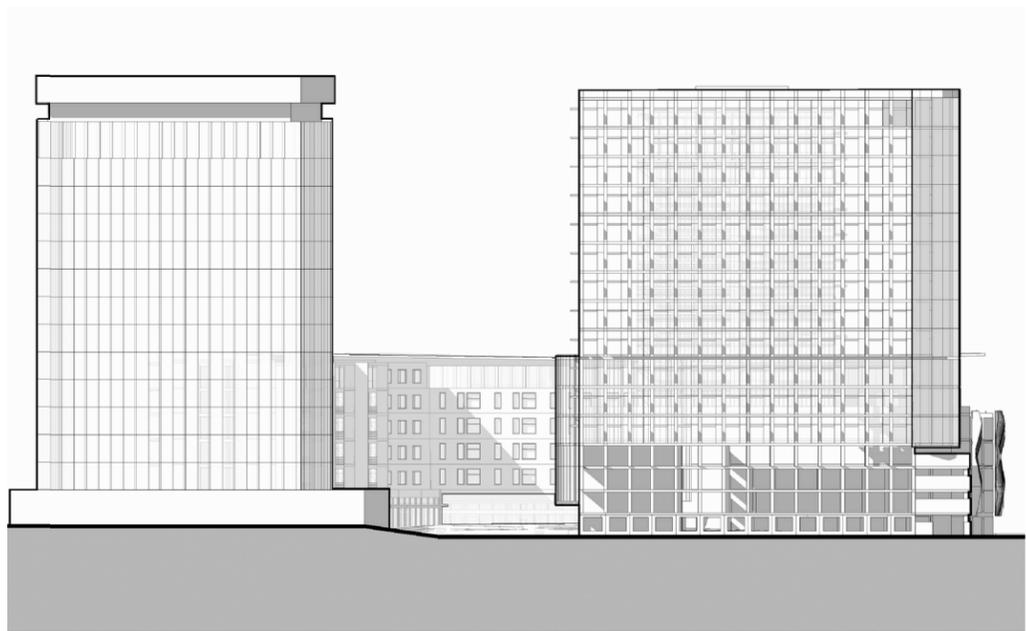
MIXED-USE DEVELOPMENT

RESTON HEIGHTS

RESTON, VIRGINIA



3 ALTERNATE EAST ELEVATION
SUNRISE VALLEY DRIVE
1"=80'-0"



2 ALTERNATE NORTH ELEVATION
1"=80'-0"



1 ALTERNATE SOUTH ELEVATION
1"=80'-0"

ALTERNATE ELEVATIONS FOR DENSITY TRANSFER FROM BLDG E TO BLDG D

*REFER TO NOTE 4 ON ALTERNATE BUILDING DATA CHART



RESTON HEIGHTS

RESTON, VIRGINIA

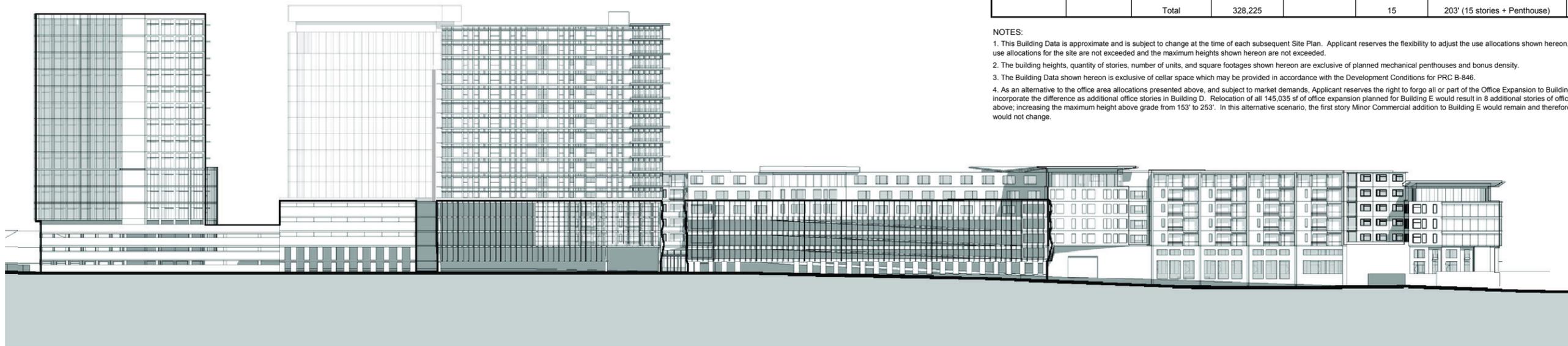
ALTERNATE BUILDING DATA CHART

Reston Heights PRC plan
May 6, 2013

Building	Type of Construction	Use Group Classification	Gross Floor Area	Residential Units	Number of Stories	Building Height	Max Height Above Grade
Below Grade Parking and Cellar	IA	S-2 (Parking), 'M (Minor Commercial) and B(Office)	N/A			4 stores below grade, see Sheet #10	N/A
Building A	IA and IIIA	R2 (Residential)	519,000	385	5	55' (5 stories + Penthouse)	90'
		M (Minor Commercial)	68,700		1	above 20' Minor Commercial	
		Total	587,700	385	6	= 75' Total + Penthouse	
Building B	IA	S-2 (Parking)	N/A		5	60' Structured Parking	60'
		Total	N/A		5	60' Structured Parking	
Building C	IA	R2 (Residential)	156,000	113	12	130' (12 stories + Penthouse)	200'
		M (Minor Commercial)	58,600		2	above 60' Minor Commercial adjacent to first Minor Commercial story	
		S-2 (Parking)	N/A		2		
		Total	214,600	113	15	190' + Penthouse	
Building D (see Note 4)	IA	B (Office)	100,000		5	75' (5 stories + Penthouse)	153' (see Note 4)
		S-2 (Parking)	N/A		4	above 40' Structured Parking	
		M (Minor Commercial)	3,600		1	above 20' Minor Commercial	
		Total	103,600		10	135' Total + Penthouse	
Building E (see Note 4)	IA	B (Existing Office)	183,190		15	203' (15 stories + Penthouse) (existing)	210' (existing) (see Note 4)
		B (Office Expansion)	145,035		15	203' (15 stories + Penthouse)	
		M (Minor Commercial)	14,100		n/a	within Office levels	
		S-2 (Parking)	N/A		n/a	in cellar of Expansion	
		Total	328,225		15	203' (15 stories + Penthouse)	

NOTES:

1. This Building Data is approximate and is subject to change at the time of each subsequent Site Plan. Applicant reserves the flexibility to adjust the use allocations shown hereon, provided the maximum use allocations for the site are not exceeded and the maximum heights shown hereon are not exceeded.
2. The building heights, quantity of stories, number of units, and square footages shown hereon are exclusive of planned mechanical penthouses and bonus density.
3. The Building Data shown hereon is exclusive of cellar space which may be provided in accordance with the Development Conditions for PRC B-846.
4. As an alternative to the office area allocations presented above, and subject to market demands, Applicant reserves the right to forgo all or part of the Office Expansion to Building E and alternatively incorporate the difference as additional office stories in Building D. Relocation of all 145,035 sf of office expansion planned for Building E would result in 8 additional stories of office above the 5 listed above; increasing the maximum height above grade from 153' to 253'. In this alternative scenario, the first story Minor Commercial addition to Building E would remain and therefore, the site plan footprints would not change.



1 ALTERNATE WEST ELEVATION - RESTON PARKWAY
1"=80'-0"

ALTERNATE ELEVATIONS FOR DENSITY TRANSFER FROM BLDG E TO BLDG D

*REFER TO NOTE 4 ON ALTERNATE BUILDING DATA CHART