

# A. J. DWOSKIN

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& ASSOCIATES, INC.

Public Hearing for ST09-III-UP1(A)  
November 13, 2013

Commissioner de la Fe and Members of the Fairfax County Planning Commission:

I represent Albert J. Dvoskin, the managing member of the owner of the retail component of the Village Commons "pad development". The property is located on Sunset Hills Road and is within ¼ to ½ mile of the Town Center Metro Station plat form and is within walking distance to the Reston Town Center.

The 5.2 acre property is currently developed as 4 pad buildings-consisting of a drive thru bank, a drive thru Chick Fil A, a Chipotle/Potbelly building and a Carrabas restaurant. The property totals about 5 acres. While economically productive, the development is a low density automobile oriented one that does not make economic use of the county's investment in Metro. We anticipate the likelihood of redevelopment of this property within a 7 to 15 -year horizon. Clearly within the planning horizon of the master plan.

The proposed amendment recommends Residential Mixed Use at up to a 1.5 FAR. We support the land use recommendation but request the commission's consideration of an FAR up to 2.5 for a number of reasons.

1. In addition to being within walking distance to the metro station and the Town Center. It has convenient access to the regional transportation system (DAAR) and the W&OD trail. Truly a unique opportunity in the county to have market supported high quality residential TOD in the county that should not be lost.
2. The property abuts the JBG Reston Executive Center, also mostly within the ¼ to ½ mile radius from the metro platform , which property the plan views as an extension to the Town Center, an link between the Town Center and the Metro Station. The JBG property is proposed for an FAR of 3-4. A 2.5 FAR designation for Village Commons represents an appropriate transition.
3. The density will not adversely impact the surrounding development to the north, south or west.
  - To the north is a 15 year old "motel style" 144 room extended stay, which I doubt will stay as-is as the area redevelops and prospers.
  - To the west, the YMCA—a great resource within walking distance to the residents and workers of future development.
  - To the south across Sunset Hills Road is a gas station and the DAAR.

I should note that this property is part of Section 7 of Reston Town Center Concept Plan and was originally identified for up to a .7 FAR and 10 stories or 120 feet in height and has historically—even before the metro station planning occurred-- been viewed as appropriate for higher intensity use, because of its location and area land use.(RZ 86-C-121 & CP 86-C-121-5)

4. Permitting additional residential development density will allow more flexibility to achieve the ratio balance between jobs and residents and provide opportunities for greater housing diversity in proximity to the metro station.
5. Reston's goal is high quality place making ....not just a disconnected residential development. A critical mass of residents will be necessary to activate the streets and support the services and retail components along the streets. Under the 1.5 FAR scenario, we would fall short of this critical mass with only 250 -270 residences. A 2.5 FAR would permit closer to 400-450 residents making the viability of support services possible and amenities.
6. Last but not least, perhaps more important to the owner than others, a 1.5 FAR does not provide an economic incentive for redevelopment. Mr. Dwoskin strongly believes the minimum required density for redevelopment to occur would be between a 2.5 and a 3 FAR.

For all these reasons, we ask that the commission consider recommending at least 2.5 FAR for the Village Commons property. Mr. Selden has asked us to describe the type of development we envision—While we have had some discussions, it is difficult to be definitive before rezoning and with a likely redevelopment horizon of 7/8 to 15 years. However with some speculation, Mr. Dwoskin believes that the property would likely redevelop in 2 or 3 phases, depending on market conditions at the time. He anticipate that at least some of the development could be six story podium style with garage parking. We believe the regular configuration of the property would lend itself to the orderly phasing of redevelopment and to an ability to coordinate with all of our neighbors...JBG to the east, the Extended Stay to the north and the YMCA, for which Mr. Dwoskin has done some fund raising. The merits of the rezoning would be evaluated at that time.

In addition to consideration of this request, we would appreciate it if Mr. Selden could clarify a few items for the record.

1. Does the limited basket of development in the proposed master plan only apply to the Transit Station Mixed Designated Development within ¼ mile of the metro stations? Or does it also apply to the Residential Mixed Use in the ¼ to ½ mile area of the metro station?
2. If the goal is to increase the amount of residential development, its diversity and its quality, and to balance the ratio of residential development with jobs, would it not make sense to provide some additional flexibility within the plan at this time for such development by permitting a true TOD density of 2.5 to 3 FAR for residential mixed use, located in close proximity to both the Town Center Metro Station and the Town Center?

Thank you for your consideration.



Roni Robins

VP Development

AJ Dwoskin & Associates Inc.





A Fairfax County, Virginia Publication



Map Date: 05/27/2013  
Map Title: Village Commons  
Map Scale: 1" = 100 Feet  
Map Author: Village Commons  
Map Reviewer: Village Commons  
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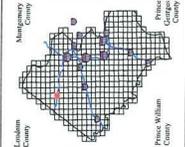
GENERAL NOTES



Village Commons

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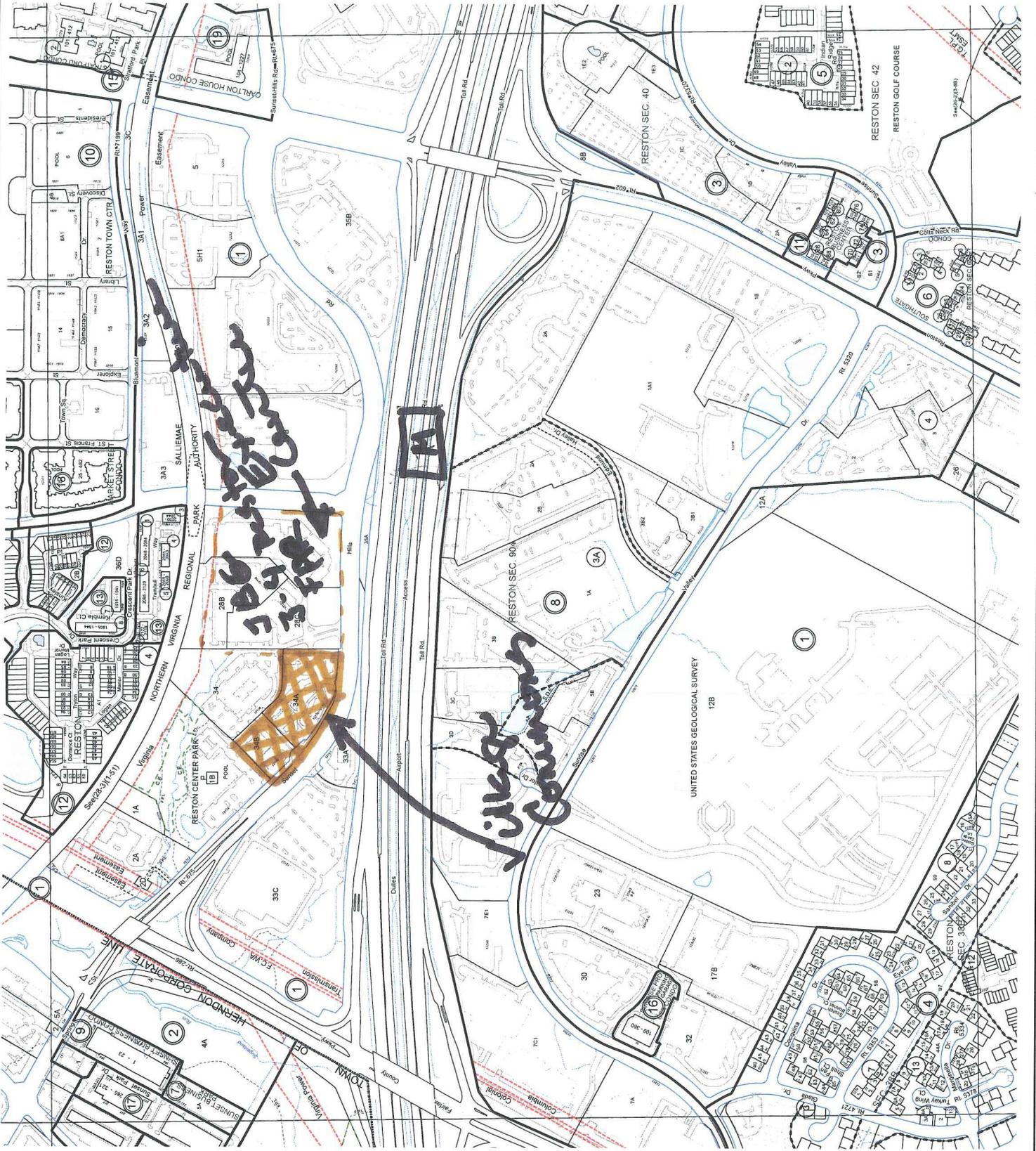
CADASTRAL MAP

17-3

Revised to: 04 - 05 - 2013

Property: Village Commons  
Department: Planning and Development  
12000 Government Center Parkway, Suite 117  
Falls Church, VA 22041  
Phone: (703) 271-6188  
Email: pds@fairfaxva.gov

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Print Date: 05/27/2013





Google earth

miles 300  
km 500



Village Commons

Local-serving amenities such as pocket parks, trails, and public art should be provided throughout district and for all types of development and are guided by the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities as well as the Urban Parks Framework in the Policy Plan. There may be an additional opportunity to provide an enhanced stormwater park in this district, to cluster amenities around the stormwater features and create a valued recreational and/or cultural asset.

Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) near the W&OD and in collaboration with NVRPA should be explored.

#### RESTON TOWN CENTER TRANSIT STATION AREA

The Reston Town Center Transit Station Area (TSA) is bounded on the north by Baron Cameron Drive, on the east by Reston Parkway, Old Reston Avenue and the Plaza America office development and development immediately west of Roland Clarke Place. To the south, the TSA is bounded by Sunrise Valley Drive, Reston Parkway, South Lakes Drive, and the residential neighborhoods south of the U.S. Geological Survey property. To the west, it is bounded by Fairfax County Parkway.

This TSA includes the Reston Town Center Station Transit-Oriented Development (TOD) District and six non-TOD Districts, specifically the Town Center Urban Core District, the Town Center North District, the Town Center West District, the Old Reston Avenue District, the Reston Heights District and the Central Sunrise Valley Drive District. The Reston Town Center Station TOD District is further divided into the North Subdistrict and South Subdistrict and the Town Center North District is further divided into the East Fountain Drive Subdistrict and the West Fountain Drive Subdistrict.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the TSA to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan.

As described in the Areawide text on Urban Parks, Recreation Facilities, and Cultural Facilities, athletic field needs will be met through improvements to existing nearby fields as well as the construction of new fields. Contributions toward land and improvements sufficient to create one full-service athletic field in this TSA should be provided with development.

#### **Reston Town Center Station Transit-Oriented Development (TOD) District**

The Reston Town Center Station TOD District is envisioned to complement the existing Reston Town Center urban core with urban neighborhoods that are well-connected to transit via existing streets, which should have facilities added to become more pedestrian-friendly; new pedestrian-oriented streets; and new pedestrian-only connections. These neighborhoods should have a balanced mix of diverse uses including arts and entertainment uses similar to those already found in the Town Center urban core.

The district is divided into two subdistricts, as shown on Figure 27 - the North subdistrict and the South subdistrict. The vision for the North subdistrict is an extension of the Town Center core with a balanced mix of uses to include new office uses, destination retail uses and restaurants, a hotel with convention facilities, a significant residential component, one or more civic uses and ground floor uses that foster a varied and interesting pedestrian environment.

The vision for the South subdistrict is for a new urban neighborhood that complements the development in the North TOD subdistrict but at a lower intensity.

Guidance for evaluating development proposals in each subdistrict is contained in the Areawide Recommendations and the following subdistrict recommendations. Redevelopment options are dependent on the degree to which necessary public infrastructure can be provided and Plan objectives and development conditions set forth in the Areawide and subdistrict guidance can be satisfied by development proposals.

#### ***North Subdistrict***

The North subdistrict is comprised of approximately 88 acres and is bounded by the W&OD trail on the north, Reston Parkway on the east, the DAAR on the south and the YMCA property on the west. Sunset Hills Road extends from east to west through the subdistrict with Reston Parkway and Town Center Parkway being the primary north-south streets. The subdistrict is strategically located between Reston Town Center urban core and the Reston Town Center Metro station.

Existing development includes several suburban office parks at intensities from .30 to .80 FAR located in buildings from 2-5 stories and served by both surface and structured parking. Other uses include an extended stay hotel, several restaurants and a vacant parcel that is currently being used as temporary surface parking lot.

#### ***Base Plan***

The subdistrict is planned for a variety of uses, including office retail, residential and community-serving uses, at approved intensities of between .70 and 1.0 FAR or residential use at up to 30 dwelling units per acre.

#### ***Redevelopment Option***

The vision for this subdistrict is for substantial redevelopment at higher intensities in predominantly mid- to high-rise buildings with more diverse land uses than currently exist and a wider array of support services. Redevelopment should create a series of urban plazas and parks to provide gathering places for people of all ages to enjoy festivals and community events.

Local-serving amenities including plazas, other urban parks, trails, and public art should be provided throughout the subdistrict to serve local leisure and recreation needs. The exact number of urban parks, their sizes and distribution will be determined by the amount and type of new development, in accordance with the Urban Parks Framework in the Policy Plan. Opportunities to provide small-scale recreational waysides (e.g. seating areas, playgrounds) or larger recreational or cultural facilities (e.g. gathering places) near the W&OD and in collaboration with NVRPA should be explored.

The Transit Station Mixed Use area is planned for intensity within a 3.0 to 4.0 FAR range. The planned zoning target for office development in this subdistrict is 3.0 million square feet of existing, approved and new development. The planned zoning target for residential development is approximately 2,600 residential units. Development proposals should typically provide a mix of 50 percent non-residential use and 50 percent residential use. The availability of vacant land in close proximity to the Metro station in this subdistrict presents an opportunity to realize the desired mix for Transit Station Mixed Use areas of 50 percent non-residential uses and 50 percent residential uses. Individual developments may have flexibility to build more office use if other developments are built or rezoned with a use mix that contains proportionally less office. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use. Development should be organized around a large, signature community gathering space near the station entrance.

The Residential Mixed Use area in the North TOD subdistrict is bounded on the north by the W&OD trail and is planned for residential uses up to 1.5 FAR (approximately 500 units). Development proposals should typically be 75 percent residential use. The low density retail development with surface parking located along the western boundary of the subdistrict presents an opportunity for new residential development. Individual development may have flexibility to vary from the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the area designated as the Residential Mixed Use category. Ground level retail and support service uses are encouraged to add to the vibrancy and enhance the pedestrian environment. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the objective of allowing residents and employees to minimize daily automobile use.

### ***South Subdistrict***

The South TOD subdistrict is comprised of approximately 107 acres and is bounded by the DAAR on the north, by Reston Parkway on the east, by Sunrise Valley Drive on the south and by a self-storage business on the west. Reston Parkway and Edmund Halley Drive are the primary north-south streets.

### ***Base Plan***

The subdistrict is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre.

Figure 27. Reston Town Center Station TOD District

