



June 18, 2010

Via e-Mail & First Class Mail

Ms. Patricia Nicoson, Chairman  
Reston Master Plan Special Study Task Force  
211800 Sunrise Valley Drive, Suite 338  
Reston, Virginia 20191

**Re: Transit-Oriented Reston Master Plan Text Language on Fannie Mae  
Property; ±31.27 Acres, Tax Map 17-4((1)) 5, 5A, 9, 9A**

Dear Ms. Nicoson:

On behalf of the **Federal National Mortgage Association** ("Fannie Mae"), owner of the above-referenced campus ("Fannie Mae property"), I write to provide the Reston Special Study Task Force with information concerning the 31-acre Fannie Mae campus for your ongoing land use deliberations. As you may be aware, the Fannie Mae property is located on American Dream Way at the intersection of Sunset Hills Road (Route 675) and Old Reston Avenue. As shown on the attached graphic, the Fannie Mae property is located just outside the half-mile radius of both the planned Reston Parkway and Wiehle Avenue Metrorail station areas and is zoned to the Planned Development Commercial ("PDC"). The Fannie Mae property was rezoned in 1993 under RZ 93-H-004 (Student Loan Marketing Association) and is subject to an approved Final Development Plan that permits the development of up to 850,000 square feet of office uses in two separate development phases. The first phase includes Office Building 1; the second phase includes Office Buildings 2 and 3. As constructed, Office Building 1 consists of approximately 396,000 gross square feet and is fully occupied by Fannie Mae. Office Buildings 2 and 3 are unbuilt.

The Fannie Mae property is designated as a portion of Subunit D-7 under the Fairfax County Comprehensive Plan. The current Reston Master Plan text as it relates specifically to the Fannie Mae property is somewhat obscure as it states that the "Bowman Distillery property," generally, may develop for planned office use at a maximum of up to 0.65 FAR under certain circumstances and may develop as an option to the 0.7 FAR "...if an office/residential mixed use concept is employed and provided at a maximum ratio of office to residential use of 2:1 is maintained." Copies of the relevant Comprehensive Plan text are included for your reference.

The Fannie Mae property is centrally-located in Reston, located between two planned Metrorail stations and, given certain land use considerations, it remains one of the premier, largely available, transit-oriented properties along the Dulles Toll Road Corridor, offering

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significant opportunities for quality, mixed-use development. Like many property owners in the Reston-Dulles Corridor, Fannie Mae faces a major economic impasse in terms of deciding whether further development or redevelopment of its property is appropriate given current land use incentives. From a cost-benefit perspective, the existing Office Building 1 is relatively new (only 15 years old) and will continue to be economically viable for many years without significant maintenance.

We understand that the Task Force may want such property to have a residential component to have a residential component between 25 percent and 40 percent in order to provide for transit-oriented development ("TOD") opportunities and deliver the type of higher-quality development heretofore envisioned by the Task Force. If the Task Force seeks to do so, it would probably need to recommend a 2.0 mixed-use FAR for this property. Such a 2.0 mixed-use FAR will likely be necessary to achieve a transit-oriented redevelopment opportunity for the campus and, when coupled with provisions allowing sizeable residential development, will encourage a mix of moderate and high density development within walking distance of the Reston Parkway and Wiehle Avenue Metrorail stations. As the WO&D trail runs through this property, a 2.0 mixed use FAR would further increase transit ridership, enhance the pedestrian-friendly environment to further encourage walking and bicycling, and create a neighborhood identity that promotes pedestrian activity, human interactions, safety and livability.

I would appreciate it if you would provide this information to the Special Study Task Force for consideration in its deliberations. As always, we thank you for your time and consideration as well as for the opportunity to participate in the Task Force review process.

Very truly yours,

FANNIE MAE



Michael A. Pardo  
Director, Corporate Real Estate

Attachments: 1. Tax Map of Property  
2. Rail Access Map of Property  
3. Current Comprehensive Plan text for Subunit D-7

cc: William J. Keefe, AICP, Walsh Colucci  
Andrew A. Painter, Esq., Walsh Colucci

# Fannie Mae Property

Fannie Mae

Reston Parkway

Reston Parkway  
Station

Sunset Hills Road

Wood Trail

Dulles Airport Access Road

Sunrise Valley Drive

Wiehle Avenue  
Station



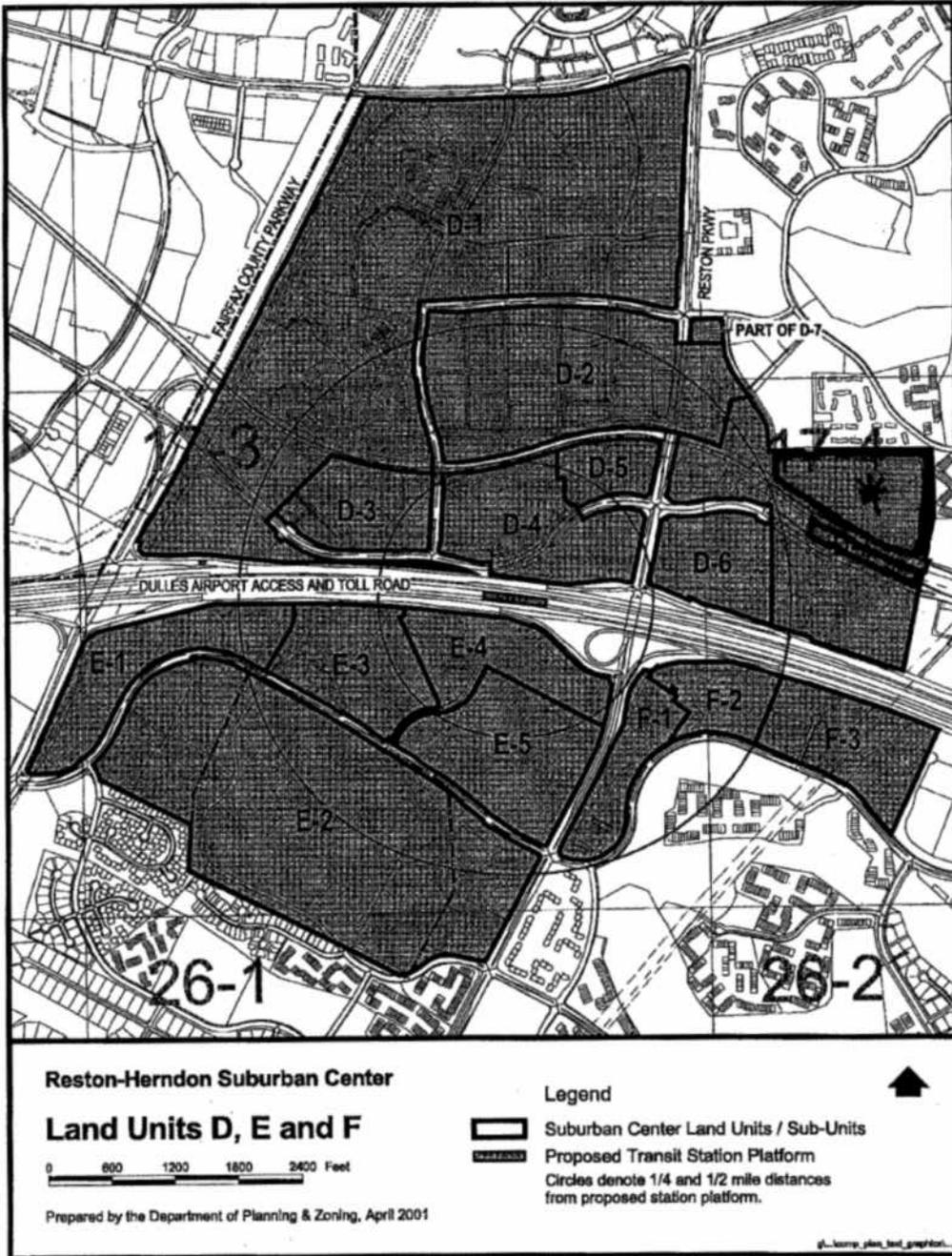


FIGURE 12

**THE** *Fairfax*  
**PLANNING**  
**HORIZONS**

# The Comprehensive Plan *for Fairfax County, Virginia*

## Area III

INCLUDING:

Bull Run Planning District

Dulles Suburban Center

Fairfax Center Area

Pohick Planning District

Upper Potomac Planning District



*A Fairfax County,  
Virginia, publication*

## 2007 EDITION

The Comprehensive Plan is on the Fairfax County Web site at:

[www.fairfaxcounty.gov/dpz/comprehensiveplan/](http://www.fairfaxcounty.gov/dpz/comprehensiveplan/)

The Web version of the Plan is always the most up-to-date. Compare this printed document with the Comprehensive Plan on the Web to determine if this volume has been updated with the most recent amendments.

- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

**Sub-unit D-7 (Outside of Town Center)**

1. The property at the intersection of Old Reston Avenue and Reston Parkway, Tax Map 17-2((1))20C, is planned for low-rise office use up to .50 FAR and with a maximum three story building height along Reston Parkway that achieves architecturally harmonious development with the adjacent residential houses originally known as Jonathan's Keepe. The FAR and height limit should only be achievable with substantial preservation of tree cover and excellence in site planning.
2. The approximately five acres of land not included in the Reston Planned Residential Community located on the northwest quadrant of the intersection of Old Reston Avenue and the W&OD Regional Park (Tax Map 17-4((1))1) is planned and approved for office, conference, and training facility uses up to .64 FAR. These uses should be compatible in use and architectural style with surrounding planned and existing development in Reston. As an option, existing and approved office/training center buildings may be converted to residential use, and the historic house may be appropriate for use as a restaurant and inn, provided the following conditions are met:
  - The overall development does not exceed .64 FAR;
  - All residential units are to be housed within the two existing office buildings or parking structures and generally within the approved but unbuilt third office and training center, and parking structure footprints on the site. Some flexibility in building location may be appropriate if it leads to better protection of the historic resources on the site and open space preservation;
  - The height of any new residential building(s) shall not exceed 45 feet and shall not be located any closer to the historic house than was approved for the structures in 1999 (PCA 78-C-098);
  - The A. Smith Bowman house may be appropriately used as an eating establishment of 7,500 square feet or less and as an inn with 8 rooms or less for overnight lodging of less than 30 days; and
  - Any exterior modifications on the site should be of compatible architectural style with the existing structures on the site and must be submitted to the Fairfax

County Architectural Review Board for review and comment as part of the development review process.

The property owner is encouraged to prepare a report documenting the history, significance and treatment of the property and to explore preservation and protection options such as listing on the National Register of Historic Places.

3. The land known as the Bowman Distillery property (Tax Map 17-4((1))35D, 36A and 36B), is planned for office use with a maximum FAR up to .50. Because of the character of committed development on adjacent properties, appropriate urban design and public facilities should be provided for any office use to make this intensity of development compatible with planned and existing development in the immediate vicinity. If this site develops in office uses, the following should be provided:

- All parcels should be developed as a single unit;
- Urban design techniques should be used for development on this site. The architecture should be cohesive and development should be related well to surrounding development. The pond should be preserved and integrated into the site design so that it becomes a pedestrian-oriented amenity. The W&OD regional trail park should be incorporated into the site design and it should be buffered from the more intense development features and pedestrian access should be provided to it. Buffering should also be provided on the northern and eastern periphery of the site to protect the adjacent residential community; and
- It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures (the A. Smith Bowman House, now known as the Arthur S. DeMoss House, and the Wiehle Town Hall). Prior to development of this site, an effective means of achieving this objective should be identified. Old Reston Avenue is a Virginia Byway and subject to improvements to provide enhanced safety for vehicular and pedestrian access and improved traffic flow, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

An overall FAR of up to .70 may be appropriate if an office/residential mixed-use concept is employed and provided that a maximum ratio of office to residential use of 2:1 is maintained. In order to achieve this level of development, the conditions specified above for development must be met. Access for non-residential uses should be provided primarily via Sunset Hills Road. Access for residential uses can be oriented to either Sunset Hills Road or Old Reston Avenue, but not both.

Office use with an overall FAR up to .65 may be appropriate if the conditions specified above for office development are met. In addition, this development should incorporate secondary uses of benefit to the employees which will reduce extra trips. Such uses might include day care, a health club, a cafeteria and the like. The following transportation conditions should also be met:

- Additional traffic generated under this option should be offset by implementation of appropriate traffic mitigation/demand management measures;
- The primary entrance to the site from Sunset Hills Road should be designed as at least a 4-lane section. Turn lanes and other appropriate improvements should be

included to accommodate site-generated traffic along the Sunset Hills Road frontage;

- Secondary access to the site from Old Reston Avenue should be provided, but should be restricted to possible delivery or emergency vehicle use, executive parking lot access, carpool or visitor parking area access, with primary access to the site continuing to be provided at the Sunset Hills Road entrance;
- Pedestrian connections from the adjacent W&OD trail system and the Old Reston Avenue scenic byway should be provided; and
- Improvements to Old Reston Avenue in substantial conformance with its proffered two-lane cross section and include a pedestrian walkway on the site on the east side of Old Reston Avenue.

4. The A. Smith Bowman House (1856 Old Reston Avenue; Tax Map 17-4((1))1) should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. Because of the A. Smith Bowman House and the need for development compatible with the adjacent Planned Residential Community uses, a preliminary site plan should be submitted for approval in the same way as Reston Planned Residential Community applications. The development and architectural plans should be reviewed by the County Architectural Review Board and be in conformance with their recommendations.
5. The portions of Land Unit D that are part of the Reston Town Center located east of Reston Parkway and both north and south of Sunset Hills Road [Tax Map 17-3((1))parts of 5 (north and south of Sunset Hills Road), 6, 15 and 17-4((1))7] are planned for mixed-use development up to .70 FAR. The remaining parcels of this portion of Land Unit D are planned for mixed-use development up to .50 FAR.

The portions of the land unit adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines detailed in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

#### Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east (see Figure 12). The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.