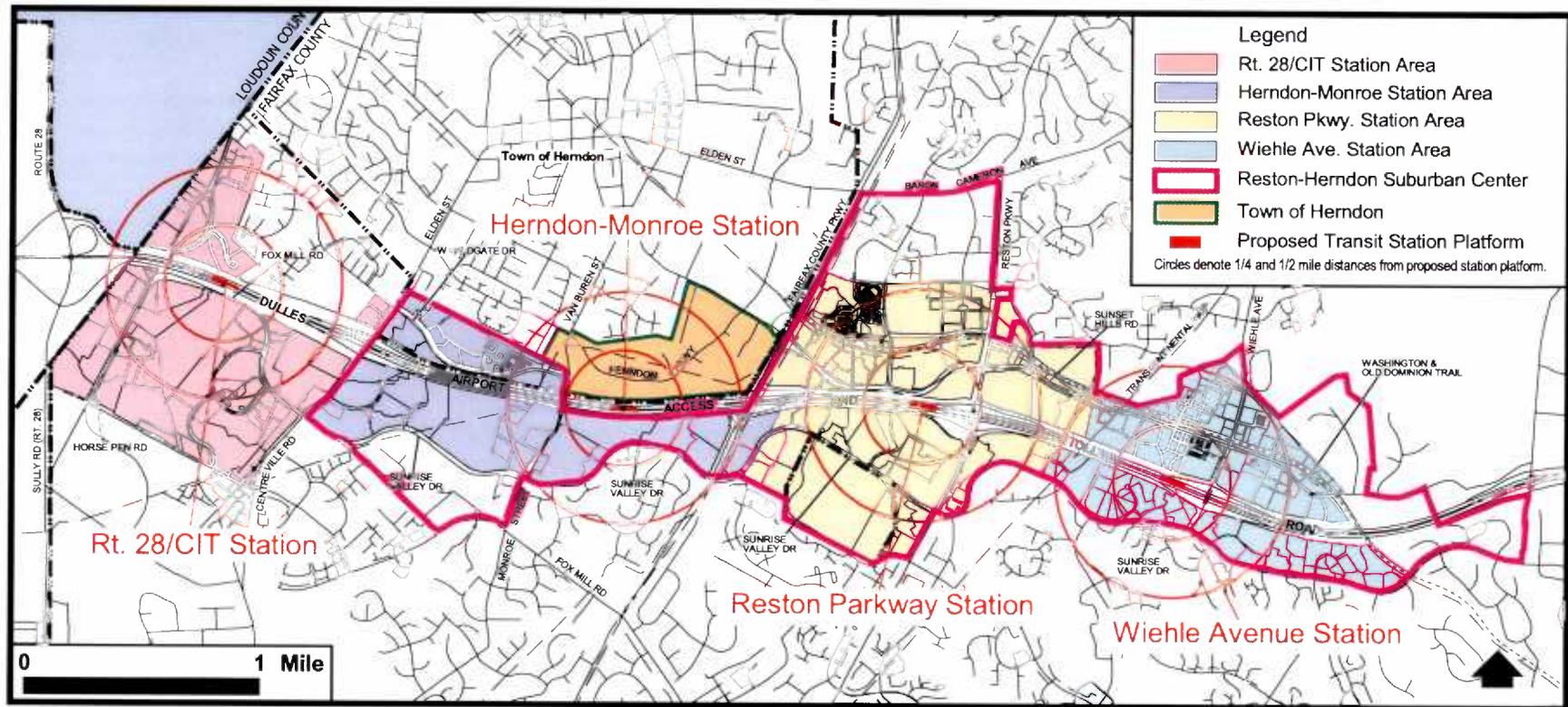


DULLES CORRIDOR LAND USE TASK FORCE REPORT



TASK FORCE MEMBERS

Ms. Kohann Whitney, Chairman
 Dr. Ivan Somers, Vice Chairman
 Mr. Daniel Alcorn
 Mr. Theodore Britt
 Mr. James Evans
 Mr. Stephen DeSimone

Mr. Richard Downer
 Mr. Jeffrey Fairfield
 Ms. Katherine Gaertner
 Mr. John Horton
 Mr. William Keefe
 Ms. Roxane Kerr

Ms. Monique Leahy
 Mr. Mark Looney
 Dr. John Mansfield
 Ms. Susan Mockenhaupt
 Ms. Patty Nicoson
 Ms. Sheila Olem

Ms. Karen Purdy
 Mr. Rodney Ramsey
 Mr. Myron Smith, Jr.
 Mr. Robert Statz
 Mr. William Uffelman
 Mr. Charles Veatch

PLANNING COMMISSION MEMBERS (EX-OFFICIO)

Ms. Joan DuBois Mr. Illyong Moon Mr. John Palatiello

PUBLIC HEARING DATES

Planning Commission:
 May 2, 2001

Board of Supervisors:
 May 21, 2001

Dulles Corridor Land Use Task Force Report

I. Introduction

In anticipation of the extension of rail services to the Dulles Corridor, the Fairfax County Board of Supervisors appointed a citizen task force in August 2000 to help plan for and make recommendations concerning appropriate bus rapid transit (BRT) - and rail-oriented land use in the area. The Dulles Corridor Land Use Task Force focused its work on the quadrants adjacent to and surrounding the four planned transit stations proposed to be located in the median of the Dulles Airport Access Road (DAAR). Previously, the Board had authorized a special study to evaluate the County's Comprehensive Plan in this area.

The decisions that ultimately will be made by the Board of Supervisors regarding land use and transportation changes in the Corridor will have long-term, permanent effects on this area's communities, quality of life, and lifestyle patterns. This replanning effort presents an extraordinary opportunity to create a vision and shape the future. There will be many challenges as well – political, financial, esthetic, environmental, and operational.

II. Background

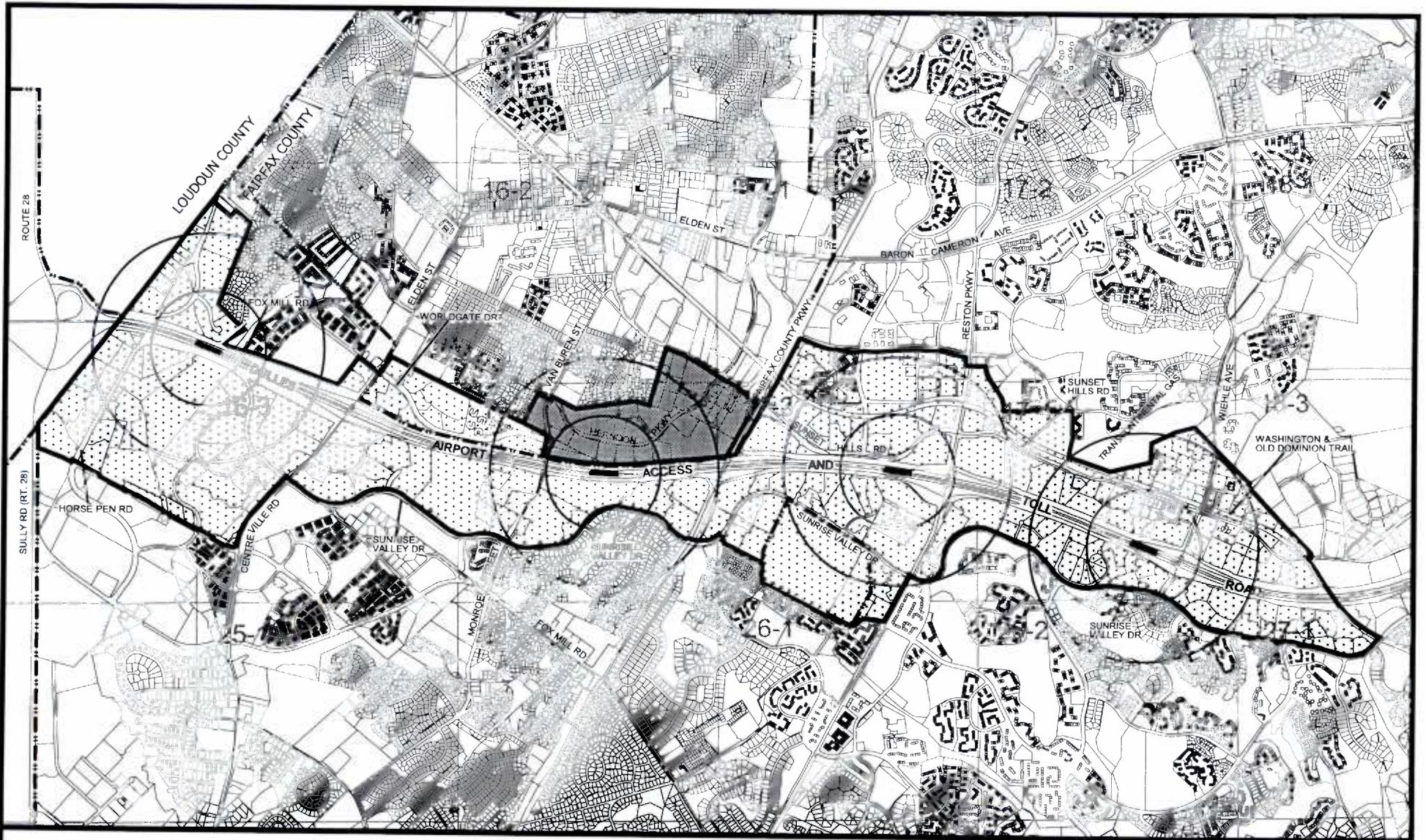
The Virginia Department of Rail and Public Transportation (VDRPT) is pursuing the development of a transit system that is planned to provide rail service to residents and commuters between the East Falls Church station of the Washington Metropolitan Area Transit Authority's (WMATA) Metro Rail system and Route 772 in Loudoun County. The work of the Dulles Corridor Land Use Task Force was undertaken in

parallel with the preliminary engineering and National Environmental Policy Act (NEPA) Environmental Impact Studies (EIS) being conducted by the VDRPT's Dulles Corridor Rapid Transit Project (DCRTP).

The focus of the Dulles Corridor Land Use Task Force's study was the area slightly west of Hunter Mill Road westward to the Loudoun County line. The precise boundaries of the study area are shown on Map 1. The objectives were to review and evaluate: 1) existing and proffered land uses, 2) recommendations in the current Comprehensive Plan, 3) conceptual recommendations from the Dulles Corridor Task Force Preliminary Report (February 1994), and 4) analyses of the vehicular, pedestrian and bicycle accessibility to the transit station areas (TSAs). These components were evaluated relative to both the transit system planned in the DAAR and to existing stable development.

The charter of the Dulles Corridor Land Use Task Force was land use. The group did not address real estate market conditions for various development scenarios or financing of the proposed rail system or BRT service. These matters were beyond the scope of Task Force's charge.

The results of the Task Force's evaluations were synthesized into recommendations for changes to the Comprehensive Plan that maximize access to and utilization of the planned transit system expansion. The goal was to ensure compatible integration of new development with existing development within the TSAs and compatible transitions to adjacent existing development. The general locations of the planned transit



Study Area and Portion of Town of Herndon

0 1 Miles

Legend

-  Proposed Transit Station Platform
 -  Study Area
 -  Portion of Town of Herndon included for information purposes only
- Circles denote 1/4 and 1/2 mile distances from proposed station platform.



Dulles Corridor Land Use Task Force Report

stations -- near their intersections with the DAAR -- are: 1) Wiehle Avenue, 2) Reston Parkway, 3) Monroe Street, and 4) Route 28-Virginia's Center for Innovative Technology (CIT).

The Task Force had 24 voting members, representing citizens, landowners, businesses, community groups, and neighborhoods near the study area. In addition, three Fairfax County Planning Commissioners were ex-officio, non-voting members. A list of the Task Force members appears on the cover of this report. The group met almost weekly for seven months and took a Saturday bus tour of the Corridor. Due to the relatively short period of time available to complete the Task Force's work, public input was limited to two public comment periods. However, all meetings were open to the public and the agendas were posted on the County's website. Interested stakeholders were encouraged to provide information to the Task Force in writing and to speak at the public hearings to be held by the Planning Commission and Board of Supervisors. In addition, the Task Force benefited from presentations by the DCRTTP, WMATA, the Town of Herndon, and several landowners and/or their representatives.

The Task Force received and greatly appreciated superior support from the staff of the Fairfax County Office of Planning and Zoning. Heidi Merkel, Fred Selden, and Genya Stefanoff provided excellent technical and professional land use planning expertise and guidance. The work of the Task Force could not have been accomplished without their help. The Task Force is very grateful to these staff members for their consistent high-quality and good-humored support.

III. Current Conditions

The Dulles Corridor is the gateway to the nation's capital. This Corridor is the home of approximately 6,100 residents living in more than 3,000 households. It is the workplace for about 75,000 employees of approximately 1,500 businesses and commercial enterprises (as of 1996). The people who visit, reside, and/or work in the Corridor are eagerly anticipating the improved transportation services that will be available when the long-promised rail service is a reality -- completion projected by 2010. The planned interim service -- BRT -- will provide an earlier, temporary, partial solution to the traffic congestion and need for better commuting options in the area.

Land Use. Land use in the study area portion of the Corridor (excluding the Town of Herndon and the Worldgate development) currently includes 21.2 million square feet of space developed for office, hotel, retail, industrial, and institutional uses. Existing zoning permits 38.7 million square feet, while the current Comprehensive Plan allows 37.8 million square feet for such uses. Residential dwelling units currently number just over 2,100, while approximately 4,600 units are permitted with the existing zoning, and almost 7,000 are included in the current Comprehensive Plan. Optional planned land use in the adopted Comprehensive Plan would permit 43.2 million square feet for non-residential uses and about 14,000 residential dwelling units. In summary, the existing zoning and approved Plan options permit a doubling of non-residential square footage and 6.5 times the number of residential units. Table 1 provides a detailed breakdown for each land use

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TABLE 1: SUMMARY BY TRANSIT STATION AREA AND TRANSIT CORRIDOR

EXISTING LAND USE BY TRANSIT STATION AREA

Transit Station Area	Acres	Gross Floor Area (sq.ft.)						Residential Total (du)	Open Space	Other (ac) ¹	Zoned	
		Office	Hotel	Retail	Industrial	Institutional	Total				GFA	Dwg Units
Wiehle Ave	381	4,799,724	0	107,030	393,473	41,632	5,341,859	0	2.8	23.3	7,891,611	2
Reston Pkwy	623	7,044,067	714,495	706,725	279,148	0	8,744,435	954	19.6	13.7	13,857,657	1,827
Herndon-Monroe ^{2 3}	289	3,093,800	113,270	0	0	520,000	3,727,070	392	15.8	0.9	7,590,300	398
Route 28	499	2,994,049	407,503	0	0	2,000	3,403,552	838	2.8	1.5	9,329,088	2,441
CORRIDOR TOTAL	1,791	17,931,640	1,235,268	813,755	672,621	563,632	21,216,916	2,184	40.9	39.4	38,668,655	4,668

¹ Includes land dedicated to utility facilities, cemeteries, private and non-private surface parking lots, and private parking structures.

² The Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) is included in the total acreage for the Herndon-Monroe Transit Station Area.

³ Parcels within the Town of Herndon are excluded from the area and GFA calculations.

CURRENT PLAN BASE LAND USE BY TRANSIT STATION AREA

Transit Station Area	PLANNED BASE							Residential Total (du) ^{1,2}	Open Space (ac)
	Gross Floor Area (GFA)						Total		
	Office	Hotel	Retail	Industrial	Institutional	Total			
Wiehle Ave	6,243,784	101,953	0	720,130	100,188	7,166,055	0	0.0	
Reston Pkwy	9,388,980	1,461,996	1,005,377	570,125	668,748	13,095,226	2,141	14.8	
Herndon-Monroe ^{3 4}	7,079,660	102,514	51,257	0	0	7,233,431	179	15.8	
Route 28	4,874,156	3,620,181	1,368,486	0	421,804	10,284,627	4,632	0.0	
CORRIDOR TOTAL	27,586,580	5,286,644	2,425,120	1,290,255	1,190,741	37,779,339	6,953	30.6	

¹ Planned residential development is allocated by either square footage or dwelling unit. This column represents the sum of all planned residential growth in dwelling units.

² Assumes that residential uses planned in terms of GFA will be of a multi-family use type with an average unit size of 1,000 sq. ft.

³ The Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) is included in the area calculations, and due to its current use is accounted for as open space.

⁴ Parcels within the Town of Herndon are excluded from the area and GFA calculations.

CURRENT PLAN OPTION LAND USE BY TRANSIT STATION AREA

Transit Station Area	PLANNED OPTIONAL							Residential Total (du) ^{1,2}	Open Space (ac)
	Gross Floor Area (GFA)						Total		
	Office	Hotel	Retail	Industrial	Institutional	Total			
Wiehle Ave	7,216,580	101,953	0	0	100,188	7,418,721	0	0.0	
Reston Pkwy	9,933,086	1,575,136	1,026,877	570,125	668,748	13,773,972	2,642	30.7	
Herndon-Monroe ^{3 4}	4,935,956	386,756	609,096	0	0	5,931,808	1,481	15.8	
Route 28	9,590,104	3,778,398	2,244,892	0	421,804	16,035,198	10,341	0.0	
CORRIDOR TOTAL	31,675,727	5,842,243	3,880,865	570,125	1,190,741	43,159,700	14,464	46.5	

¹ Planned residential development is allocated by either square footage or dwelling unit. This column represents the sum of all planned residential growth in dwelling units.

² Assumes that residential uses planned in terms of GFA will be of a multi-family use type with an average unit size of 1,000 sq. ft.

³ The Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) is included in the area calculations, and due to its current use is accounted for as open space.

⁴ Parcels within the Town of Herndon are excluded from the area and GFA calculations.

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category by TSA – for current land uses, current Plan base, and current Plan options.

Infrastructure. The Task Force discussed at length the current infrastructure capacity and the impacts its land use recommendations would have on the Corridor’s infrastructure components, including the roadways, schools, public safety facilities, libraries, sewer, water, power, and other public facilities and services. The Task Force was assured that comprehensive infrastructure impact analyses would be performed and considered in Fairfax County’s land use development approval process.

IV. Recommendations

The Dulles Corridor Land Use Task Force recommendations, briefly summarized, call for development that is transit-oriented and pedestrian-friendly with a slightly increased opportunity for innovative non-residential and residential mixed-uses than currently recommended in Fairfax County’s Comprehensive Plan option.

The Task Force recommendations introduce several significant improvements to the current development scenario and strongly urge the Board of Supervisors to:

- Adopt trigger mechanisms that will make future development contingent upon funding for construction of the transit stations and rail extension,
- Implement design guidelines, and
- Approve concentrating the highest densities within walking distance of the stations – ¼ mile.

Other recommendations of major importance call for:

- Completing the currently planned roadway improvements,
- Performing comprehensive public infrastructure impact studies prior to zoning changes, and
- Resolving the current prohibition of residential uses in parts of the study area in Reston.

It must be noted and emphasized that multiple entities are stakeholders and decision-makers who have a variety of roles, responsibilities, and rights related to development of the Corridor. This includes citizens, landowners, businesses, employers, employees, Fairfax County, the Town of Herndon, Loudoun County, the Commonwealth of Virginia, the Virginia General Assembly, the Virginia Transportation Commission, the Virginia Department of Transportation, the Virginia Department of Rail and Public Transportation, the Dulles Corridor Task Force, the Federal government – Congress and multiple agencies -- the Metropolitan Washington Airports Authority, the Washington Metropolitan Area Transit Authority, and the Reston Association. It is essential that these entities communicate and collaborate to make optimal decisions that will affect this area for generations. The Task Force strongly encourages the Board of Supervisors to seize the leadership role.

Density and Population. The Task Force recommendations for the study area at maximum build-out in an estimated 25 years, if adopted, would result in a slight increase in the planned non-residential density in the Corridor. Specifically, the Task Force recommends a gross floor area (GFA) for office, hotel, office/hotel, retail, industrial, and institutional

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uses totaling 48.5 million square feet, compared with the current Plan option, which permits 43.2 million square feet. In addition, the number of residential dwelling units the Task Force recommends is about 21,600, while the current Plan option calls for approximately 14,500.

This represents a modification in the development mix and results in potential modest increases in employment and population in the study area above the current Plan option projections. In terms of employment, workers currently located in the study area (excluding the Worldgate development) number about 66,000; the Plan option permits approximately 127,000; and the Task Force recommendation would allow almost 140,000. Similarly, excluding the Worldgate development, the accompanying residential population figures are about 4,500 currently residing in the study area; approximately 29,000 projected under the approved Plan option; and about 43,000 possible under the Task Force's recommendation.

The Task Force also strongly recommends concentrating the permitted highest densities in the areas within ¼ mile of the planned transit stations. Table 2 provides a summary of the land uses recommended by the Task Force by TSA and separately shows the maximum GFAs that are: 1) within ¼ mile, and 2) between ¼ and ½ mile of the transit stations. Table 3 provides a comparison of Corridor land use totals for existing, zoned, planned, Plan option, and Task Force recommended land uses. A graphic comparison is presented in Chart 1.

It should be noted that Tables 2 and 3 and Chart 1 do not include data for the portion of the study area located within the Town of Herndon (including the Worldgate development). Land use decisions for these areas are either 1) determined by the Herndon Town Council, or 2) will transfer for Worldgate to the Town from Fairfax County in 2005. However, we do know that the Worldgate development includes about 2 million square feet of office, hotel, and retail uses and about 832 residential units. In addition, the Town of Herndon provided data for the study area located within the Town which indicates that existing non-residential and residential development totals about 7.5 million square feet.

Table 4 shows the estimated employment and residential populations for existing, Plan option, and Task Force-recommended land uses. Note that the figures also do not show the numbers for the Worldgate development.

To help visualize the development potential recommended by the Task Force, Table 5 presents a comparison of the development intensities for the Dulles Corridor TSAs, the Tysons Corner Urban Center, and the Rosslyn-Ballston Corridor in Arlington County. For the Task Force-envisioned Dulles TSA Corridor at total maximum build-out, it shows 1,791 acres with 48.5 million square feet of non-residential uses and 21,600 residential units. In Tysons, with 1,350 acres, the Plan potential with rail to the core yields 55 million square feet of non-residential development and 12,700 dwelling units. The 976-acre Arlington County rail corridor at build-out includes 41 million square feet and 28,436 households.

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TABLE 2: SUMMARY OF TASK FORCE RECOMMENDED LAND USE BY TRANSIT STATION AREA

Transit Station Area	Acres	TASK FORCE RECOMMENDATION							Residential Total (du) ^{1,2}
		Gross Floor Area (GFA)							
		Office	Hotel	Office/Hotel	Retail	Industrial	Institutional	Total	
Wiehle Avenue									
Within 1/4 mile	60	0	0	1,862,672	446,720	0	0	2,309,392	2,150
Between 1/4 & 1/2 mile	221	1,414,529	101,953	2,927,918	557,951	264,324	0	5,266,674	2,091
Transit Station Area	381	3,085,370	101,953	4,790,590	1,004,671	328,004	78,408	9,388,996	4,251
Reston Parkway									
Within 1/4 mile	63	0	0	2,063,655	566,825	0	0	2,630,480	1,571
Between 1/4 & 1/2 mile	295	2,374,215	1,202,235	3,312,996	1,464,175	0	0	8,353,621	4,282
Transit Station Area	623	4,484,731	1,320,520	5,376,651	2,282,263	570,125	668,748	14,703,037	6,153
Herndon-Monroe^{3,4}									
Within 1/4 mile	43	0	0	352,752	102,743	0	0	455,496	355
Between 1/4 & 1/2 mile	80	407,962	0	1,116,388	296,536	0	0	1,820,886	322
Transit Station Area	289	4,946,871	102,514	1,469,140	450,536	0	0	6,969,062	1,124
Rt. 28/CIT									
Within 1/4 mile ⁵	78	667,230	0	1,801,791	448,913	0	0	2,250,704	1,371
Between 1/4 & 1/2 mile ⁵	219	622,861	0	5,405,374	1,083,620	0	234,179	7,346,034	4,345
Transit Station Area	499	1,290,091	0	13,266,822	2,634,289	0	234,179	17,425,381	9,773
CORRIDOR TOTAL	1,791	13,807,063	1,524,987	24,903,203	6,371,759	898,128	981,335	48,486,476	21,609

¹ Planned residential development is allocated by either square footage or dwelling unit. This column represents the sum of all planned residential growth in dwelling units.

² Assumes that residential uses planned in terms of GFA will be of a multi-family use type with an average unit size of 1,000 sq. ft.

³ The Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) is included in the area calculation, but excluded from the GFA calculations as it is assumed to remain as open space.

⁴ The Town of Herndon and the Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) are excluded from the area and GFA calculations.

⁵ Assumes area within 1/4 mile of the platform on south side of DAAR is 25% of total area within 1/2 mile of the platform.

TABLE 3: COMPARISON OF LAND USE SCENARIOS FOR THE TRANSIT CORRIDOR

	Gross Floor Area (GFA)							Residential Total (du)
	Office	Hotel	Office/Hotel	Retail	Industrial	Institutional	Total	
Existing	17,931,640	1,235,268	--	813,755	672,621	563,632	21,216,916	2,184
Zoned							38,668,655	4,668
Planned ^{1,2}	27,586,580	5,286,644	--	2,425,120	1,290,255	1,190,741	37,779,339	6,953
Planned Optional ^{1,2}	31,675,727	5,842,243	--	3,880,865	570,125	1,190,741	43,159,700	14,464
Task Force Recommendation ^{1,2}	13,807,063	1,524,987	24,903,203	6,371,759	898,128	981,335	48,486,476	21,609

¹ Planned residential development is allocated by either square footage or dwelling unit. This column represents the sum of all planned residential growth in dwelling units.

² Assumes that residential uses planned in terms of GFA will be of a multi-family use type with an average unit size of 1,000 sq. ft.

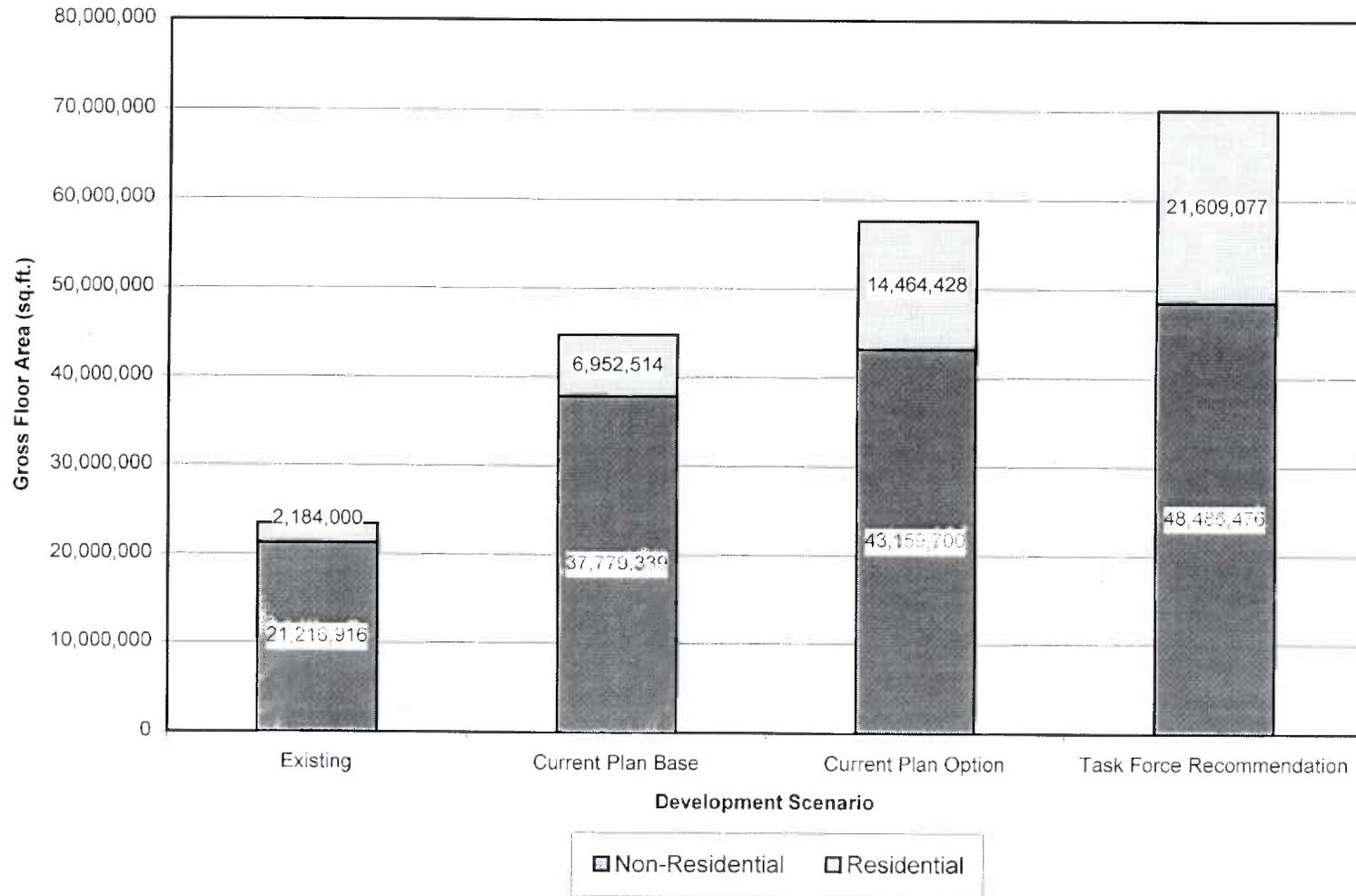
TABLE 4: TOTAL EMPLOYMENT AND POPULATION FOR THE FOUR TRANSIT STATIONS IN THE DULLES CORRIDOR

	Existing ¹	Plan Option ¹	Task Force Recommendation ¹
Employment	66,000	127,000	140,000
Population	4,500	29,000	43,000

¹ All numbers exclude the Worldgate development.

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**CHART 1: CUMULATIVE TOTAL OF THE FOUR TRANSIT STATION AREAS
IN THE DULLES CORRIDOR**



Note: Town of Herndon is not included in the gross floor area calculations.

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TABLE 5: COMPARISON OF DEVELOPMENT POTENTIAL OF DULLES CORRIDOR TSAs WITH OTHER URBAN CENTERS/NODES

<u>Transit Station Area</u>	<u>Area (ac)</u>	<u>Task Force Recommended Plan Potential with Rail</u>	
		<u>Non-Residential (GFA)</u>	<u>Residential (du)</u>
Wiehle Avenue	381	9,388,996	4,251
Reston Parkway	623	14,703,037	6,151
Herndon-Monroe ^{1, 2}	289	6,969,062	1,434
Route 28/CIT	499	17,425,381	9,773
<i>TOTAL (Dulles TSA Corridor)</i>	<i>1,791</i>	<i>48,486,476</i>	<i>21,609</i>

¹ Town of Herndon is excluded from area and GFA calculations.

² The Sunrise Valley Park - Wildlife Habitat and Nature Walk (15.77 ac) is included in the area calculation, but excluded from the GFA calculations as it is assumed to remain as open space.

<u>Urban Center/Node</u>	<u>Area (ac)</u>	<u>Plan Potential with Rail to the Core</u>	
		<u>Non-Residential (GFA)</u>	<u>Residential (du)</u>
<i>Fairfax County</i>			
Tysons Corner	1,350	55,000,000	12,700

	<u>Area (ac)</u>	<u>Development Potential at Build-Out</u>	
		<u>Non-Residential (GFA) ¹</u>	<u>Residential (du)</u>
<i>Arlington County ²</i>			
Ballston Sector Plan Area	248	11,533,497	7,942
Virginia Square Sector Plan Area	150	3,461,232	5,159
Clarendon Station Area	139	6,929,188	1,007
Court House Sector Plan Area	180	6,014,830	6,227
Rosslyn Sector Plan Area	259	13,105,363	8,101
<i>TOTAL (Rosslyn-Ballston Corridor)</i>	<i>976</i>	<i>41,044,110</i>	<i>28,436</i>

¹ Assumes the average hotel unit size is 750 square feet.

² Source: Arlington County Dept. of Community Planning, Housing and Development (August 1999)

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Assumption. The Task Force's recommendations are based on the assumption that the station locations and platforms generally will be as shown in the 1997 Virginia Department of Rail and Public Transportation Major Investment Study. Changes in the stated station locations or other relevant information may affect the substance of the Task Force's recommendations.

General recommendations for the Corridor as a whole include:

1. Amend the Comprehensive Plan to incorporate the Planning Objectives and specific recommendations developed by the Task Force for the Corridor and each of the TSAs. The proposed changes to the text of the Comprehensive Plan accompany the staff report for proposed Comprehensive Plan Amendment S98-CW-4CP.
2. Complete the planned highway improvements in and around the TSAs and perform thorough, reliable, and current transportation/traffic analyses prior to approving changes to the currently permitted zoning. This includes appropriate studies for any development proposed above the base. The Task Force was assured by the Fairfax County Office of Transportation that the Task Force's land use recommendations will not, for the most part, result in a degradation of service because they are comparable to the currently approved Plan option. Detailed transportation information is presented in the staff report.
3. Approve all planned and optional land uses and/or intensities based upon the fulfillment of objectives outlined in the Area-wide recommendations and the specific land unit recommendations. In addition, approval for land use changes beyond the base should be contingent or dependent upon documented progress in the development cycle of BRT and rail service, including funding and/or construction. The specific TSA land unit recommendations offer site-specific guidance for uses and intensity and often provide options for development that allow higher densities based upon compliance with specified conditions. These options were designed to be transit-supportive (BRT) or rail-supportive. In general, the transit-oriented options may be considered once a Full Funding Agreement for the BRT phase of the DCRTTP – that includes funding for construction of transit stations in the median of the DAAR – has been approved by the Federal Transit Administration. The rail-oriented mixed-use options, which recommend the highest intensities in the TSAs, may be considered once construction of the rail extension in the vicinity of the transit station areas has been fully funded.
4. Address and resolve an issue related to the covenants and restrictions that affect residential development in the Corridor. The Task Force's recommendations for many land units include an increase in the number of residential units permitted or the introduction of residential uses. However, there is a significant legal reality that currently prohibits residential development in many of the land units located in the Wiehle Avenue and Reston Parkway TSAs that abut the DAAR. The Declaration of Protective Covenants and Restrictions for the properties located in the Reston Center for Industry and Government specifically prohibit residential uses. This is an issue beyond the scope of the Task Force's charter. However, it is an issue to be

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addressed by Fairfax County, the Reston Association, and individual landowners. Other design requirements and covenants restrictions will affect development of these parcels as well. Appendix 1 includes a copy of the referenced Declaration. Map 2 delineates the affected parcels.

5. Encourage and perhaps provide incentives to landowners to work together to achieve a superior development environment in the Corridor and its component TSAs. This includes parcel consolidation for enhanced land uses; collaborative site planning; joint development of structured, underground, reduced and shared parking facilities; cooperative transportation systems management (TSM) strategies such as joint funding and/or operation of shuttle service; and contributions of connected rights-of-way or easements for pedestrian access.
6. Recommend completion and thorough discussion of the study and cost-benefit analyses (currently authorized by the Board of Supervisors) of the preliminary DCRTP-designated station platforms at Wiehle Avenue and Reston Parkway to determine whether it would be prudent -- physically, fiscally, and temporally -- to locate these stations and platforms in closer proximity to the highway bridges.
7. Establish a mechanism for Fairfax County to have architectural oversight of new development and redevelopment in the Corridor. This may require legislative action and/or the creation of an architectural overlay district. Such an authority could facilitate

implementation and enforcement of design guidelines included in the Comprehensive Plan.

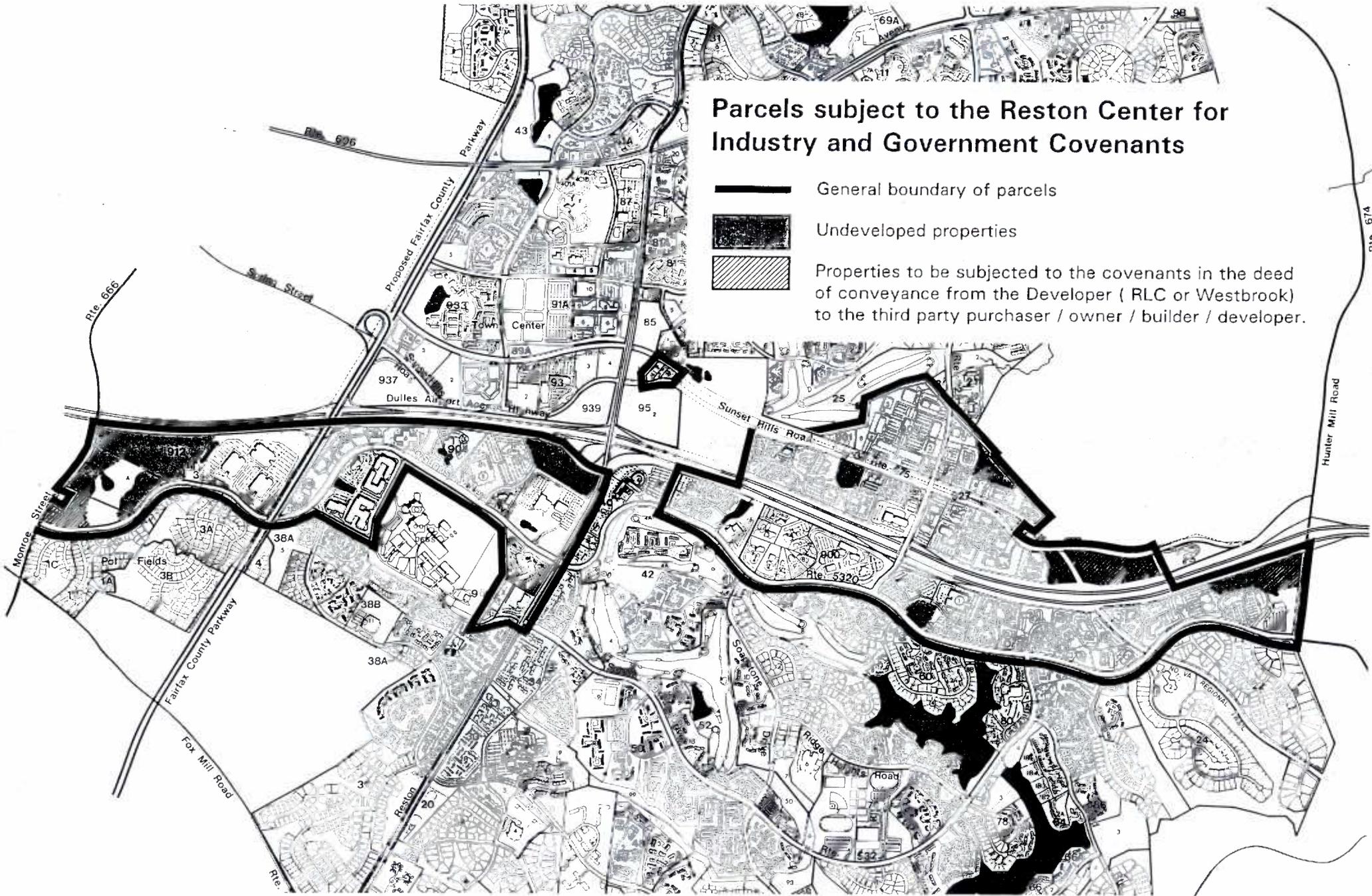
8. Review the height restrictions that currently apply in the Corridor and consider how best to implement height transitions that could help lessen the impact of the development and operation of transit services on adjacent neighborhoods.
9. Consider the use of air rights as a future development strategy in the Corridor. Task Force members and several stakeholders have expressed interest in this concept. It appears that Fairfax County, the Commonwealth of Virginia, and the Metropolitan Washington Airports Authority would have various decision-making roles and/or legal standing in such an initiative. While the Task Force considered the use of air rights over the transit stations as a way to provide for additional mixed-use development, the group declined to make any specific recommendation beyond a suggestion that the concept be explored.

V. Planning Objectives

For the Corridor as a whole, the Task Force envisions integrated mixed-use development with a high-density urban character that is transit-oriented. The visual and environmental characteristics should feature innovative, high-quality designs that provide pedestrian-friendly amenities -- both for the individual BRT/rail stations and for the development within each TSA. The land uses should encompass office and institutional facilities, residential dwelling units, support retail components, and service establishments. In addition, a balance

Parcels subject to the Reston Center for Industry and Government Covenants

-  General boundary of parcels
-  Undeveloped properties
-  Properties to be subjected to the covenants in the deed of conveyance from the Developer (RLC or Westbrook) to the third party purchaser / owner / builder / developer.



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must be achieved between the land uses and the transportation network. Any planned land use changes should have associated transportation solutions such as road network improvements, Transportation Demand Management (TDM) and Transportation Systems Management (TSM) strategies, and appropriate parking formulae – structured, underground, shared, and/or offsite with shuttle service.

Specific planning objectives for the Corridor can be grouped into five categories – accessibility, design, development potential, transportation, and function – which are intertwined. They also are an integral part of the General Recommendations. The steps recommended to help reach the objectives in all of the TSAs are listed below.

A. Accessibility

- Provide connections to each station from all four bordering land quadrants to maximize access to station platforms
- Perform comprehensive pedestrian access studies and provide convenient, safe, lighted, and direct pedestrian-friendly routes
- Maximize pedestrian and bicycle access
- Provide vehicular access that is appropriate to the individual station function, e.g. Park-and-Ride, Kiss-and-Ride, connecting feeder buses, and/or shuttle buses
- Comply with requirements of the Americans with Disabilities Act
- Explore the feasibility of installing moving sidewalks in selected locations
- Establish standards for and encourage interparcel access that will enhance streetscape designs, street lighting, and pedestrian and vehicular access

B. Design

- Adopt standards that encourage or require high-quality design of buildings, hardscapes, and landscapes
- Work with WMATA, landowners, businesses, and community groups to initiate a design competition for the BRT/rail stations, pedestrian bridges, and public art
- Maximize future expansion and mixed-use potential of Park-and-Ride facilities
- Provide buffering at station peripheries which abut residential areas
- Provide noise attenuation solutions, as appropriate
- Encourage appropriate lighting at transit stations and non-obtrusive lighting at the peripheries

C. Development Potential

- Encourage mixed-use development at station locations, including housing, support retail, and services
- Acknowledge the differences among the existing Plan, the existing zoning, and the vision or development potential; be amenable to granting incentives to create the desired environment
- Assess and address the impacts of rail service and development on the public infrastructure – schools, roadways, public safety facilities, libraries, sewer, water, power, and other public facilities and services
- Encourage landowners to consolidate small parcels to help achieve the development vision for the Corridor; provide incentives if necessary
- Tie implementation of higher intensity options to funding of BRT and/or rail
- Explore opportunities for joint public/private development on publicly owned properties

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- Review the current height limitations for development in the Corridor to determine whether it should be modified
- Encourage a variety of multi-family housing types for individuals, families, and seniors
- Include affordable housing in some of the residential developments but don't necessarily limit it to the requirements of Fairfax County's Affordable Dwelling Unit (ADU) ordinance. Recognize that some residents of affordable residential units in the Corridor would need convenient access to affordable basic needs providers, such as grocers, health care, and human services. Such access could be provided at a TSA or via shuttle service to facilities located outside the Corridor.
- Encourage development of an institution of higher learning (e.g. community college, graduate-level programs, or technical school) at one designated station

D. Transportation

- Complete the planned highway improvements in and around the transit station areas
- Perform detailed transportation analyses as an integral part of all planning, zoning, development, or redevelopment applications to determine what roadway or transportation services improvements should be required
- Provide or require feeder and shuttle bus services (public and/or private)
- Work with employers to encourage transit use and carpooling
- Maximize pedestrian and bicycle connections to the stations from the W&OD Trail and other trails/sidewalks

E. Station Functions

- Wiehle Avenue – combination origination and destination functions
- Reston Parkway – primarily destination function with very limited commuter parking
- Herndon-Monroe Street – combination origination and destination with a major commuter parking function
- Route 28-CIT – combination destination and origination functions

V. Relationship of Task Force Recommendations to Staff Recommendations

The Task Force and staff recommendations have been incorporated into the Draft Plan Text for the Reston-Herndon Suburban Center and Transit Station Areas, Land Unit A in the Dulles Suburban Center, and the Greater Herndon Community Planning Sector (UP4) in Area III of the Upper Potomac Planning District. As well, Design Guidelines have been incorporated into the Draft Plan Text. The staff report and proposed text accompany this report of the Dulles Corridor Land Use Task Force. In addition, the Task Force and the staff reached consensus on nearly all recommendations in the Draft Plan Text. In those few instances where staff felt the text should be clarified or changed, a comment and alternative text have been included.

VI. Task Force Recommendations for Individual Transit Station Areas

The Task Force studied the unique characteristics of each of the four designated transit station areas in great detail – parcel

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by parcel. Specific recommendations follow and are described in greater detail in the attached Draft Plan Text.

A. Wiehle Avenue TSA

Planning Objective. Mixed-use development with high-density, urban character and office, support retail, and residential components and pedestrian amenities.

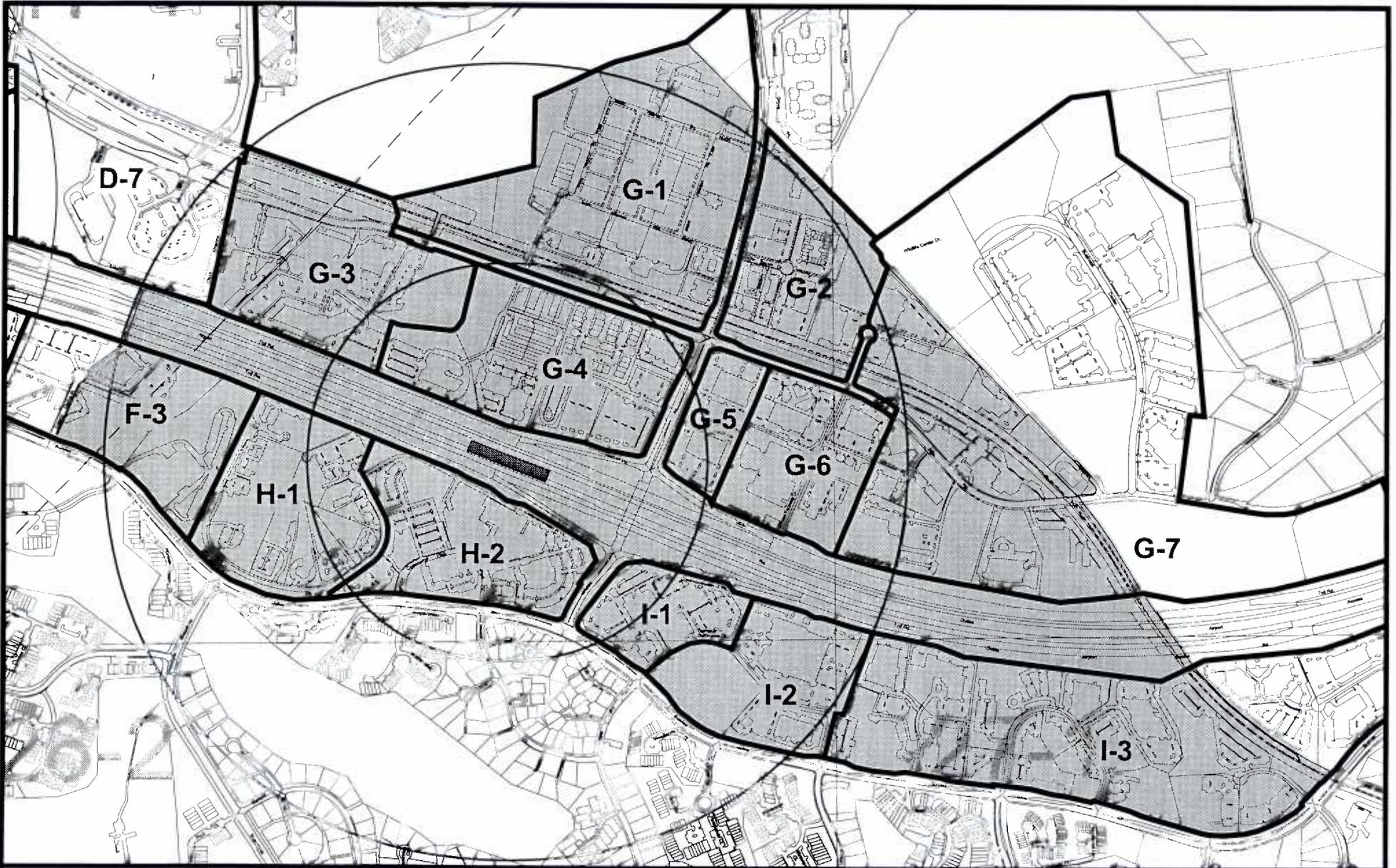
The Wiehle Avenue TSA now consists of a diverse mix in terms of size and age of office buildings. It includes some industrial structures and is located in close proximity to established residential neighborhoods. There is significant potential for development and redevelopment to meet the planning objectives. The opportunities and challenges at Wiehle Avenue are to blend the development with effective vehicular and pedestrian access while ensuring that the neighborhood to the south of Sunrise Valley Drive has adequate buffers. The Task Force recommends the Wiehle Avenue Station not be replaced by a station at Hunter Mill Road, as suggested to the DCRTTP during the public comment period. The existing infrastructure and development potential at Wiehle is much more conducive to successful transit operation. The precise boundaries of the Wiehle Avenue TSA and its designated land units are shown in Map 3. A comparison of the existing development, current Plan base, current Plan option, and the Task Force's recommendation for non-residential and residential uses is shown in Chart 2.

1. Accessibility. Access to the transit station from all four quadrants is essential. The vehicular circulation pattern must support easy access to the planned parking structure at the

Wiehle Avenue Park-and-Ride. The planning for the parking structure should consider several options including the feasibility of underground parking and the future expansion of the structure. A Kiss-and-Ride facility is recommended for the southeast quadrant in Land Unit I-1 to enhance vehicular and feeder bus flow from the south side of the DAAR. Grade-separated pedestrian access across Wiehle Avenue also is essential to facilitating the infill and redevelopment of the areas to the east of Wiehle Avenue.

Providing interparcel access is another important element that would encourage pedestrian movement throughout the TSA, especially outward to the 1/2-mile range. The old commuter parking lot along Sunset Hills Road and the W&OD Trail offers overflow parking; convenient pedestrian walkways to and from the station to this area are vital. In Isaac Newton Square, pedestrian access is limited at this time. As part of any future redevelopment of Isaac Newton Square, sidewalks serving Isaac Newton Square should be improved, especially along Isaac Newton Square West as it crosses the W&OD Trail. All crossings of the W&OD Trail within the TSA should be reviewed to ensure that rights-of-way and maintenance responsibilities are documented.

2. Design. The design within the TSA should include all the necessary elements to create a pleasant setting that blends the various uses. Pedestrian-friendly green spaces and creative design – including public art – are encouraged. In addition, buffers along Sunrise Valley Drive and a tapering of building heights – with the tallest buildings along the Access Road and the shortest along Sunrise Valley Drive – are essential to



Proposed Wiehle Ave. Station Area

0 500 1000 1500 2000 2500 Feet

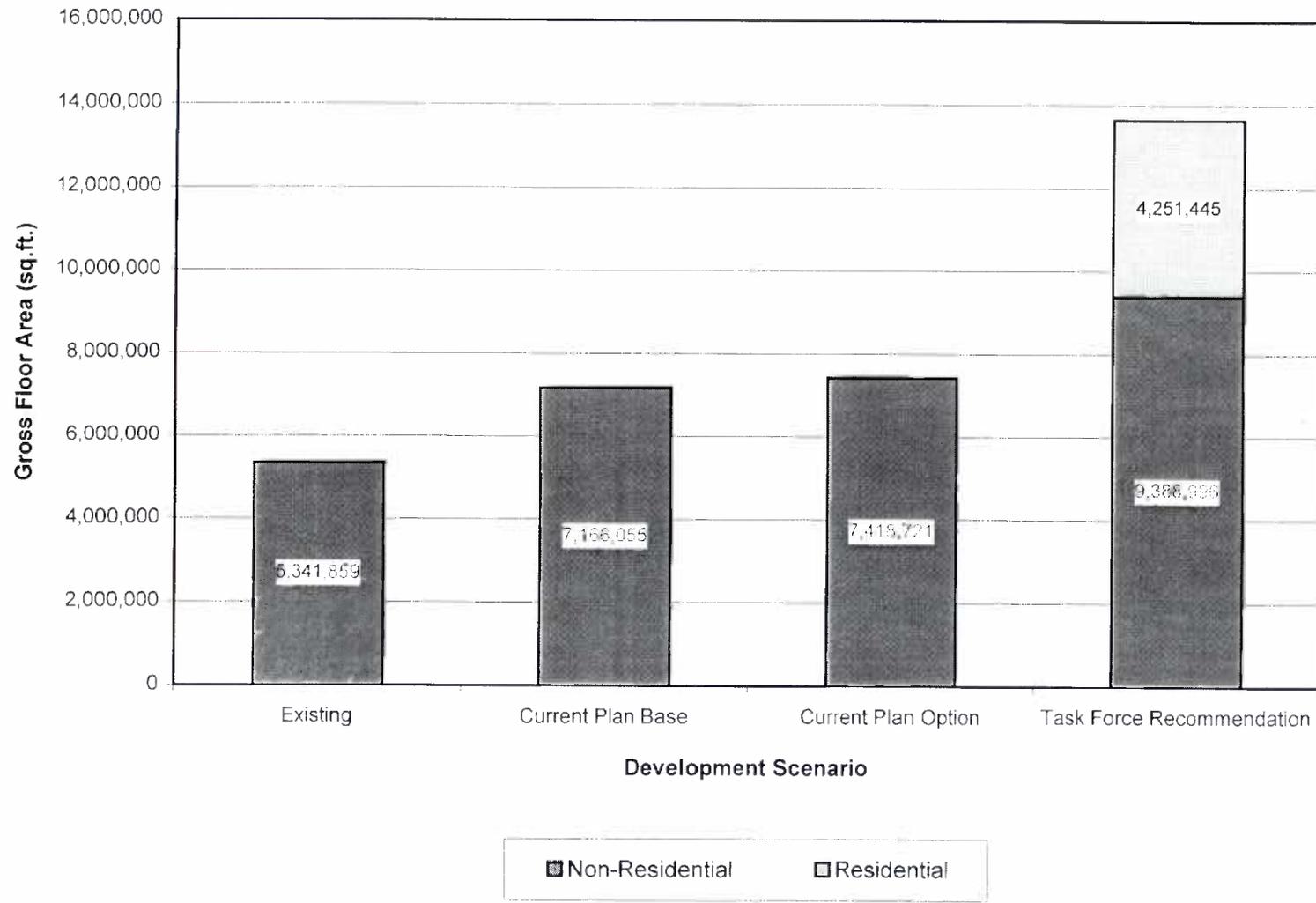
Prepared by the Department of Planning & Zoning, April 2001

Legend

-  Proposed Wiehle Ave. Station Area
 -  Reston-Herndon Suburban Center Land Units / Sub-Units
 -  Proposed Station Platform
- Circles denote 1/4 and 1/2 mile distances from proposed station platform.



CHART 2: WIEHLE AVENUE TRANSIT STATION AREA



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mitigating the impact of higher density development on the existing residential neighborhoods to the south.

3. Development Potential. The Task Force considered several factors related to development potential of the area, including the age of many of the building, the current zoning densities, and the significant number of small business condominiums within the TSA. Many of the buildings are at least 20 years old and have a low floor area ratio (FAR). The current density level is far below the approved zoning levels. The low FAR and age of the buildings make them prime candidates for redevelopment within the next ten years. Parcel consolidation also will be a key strategy for producing the quality of redevelopment desired. Without the consolidation of the small parcels, development may be disjointed and lack consistency in design and flow. The introduction of residential uses within the Wiehle Avenue TSA may necessitate a review/change of the industrial zoning status of some parcels to permit residential use. To promote a true mixed-use environment at Wiehle Avenue, the Task Force recommends that a significant residential component be added.

4. Station Function/Transportation. The Wiehle Avenue TSA offers the opportunity for service as both a destination station and an origination station. The planned parking structure, coupled with the overflow surface parking available in the old Sunset Hills Road commuter lots and the recommended Kiss-and-Ride facility in Land Unit I-1, as well as feeder bus service will allow collection of riders who commute into Washington DC and surrounding areas. This combination of destination and collection purposes requires extra attention to the traffic management. Updated traffic

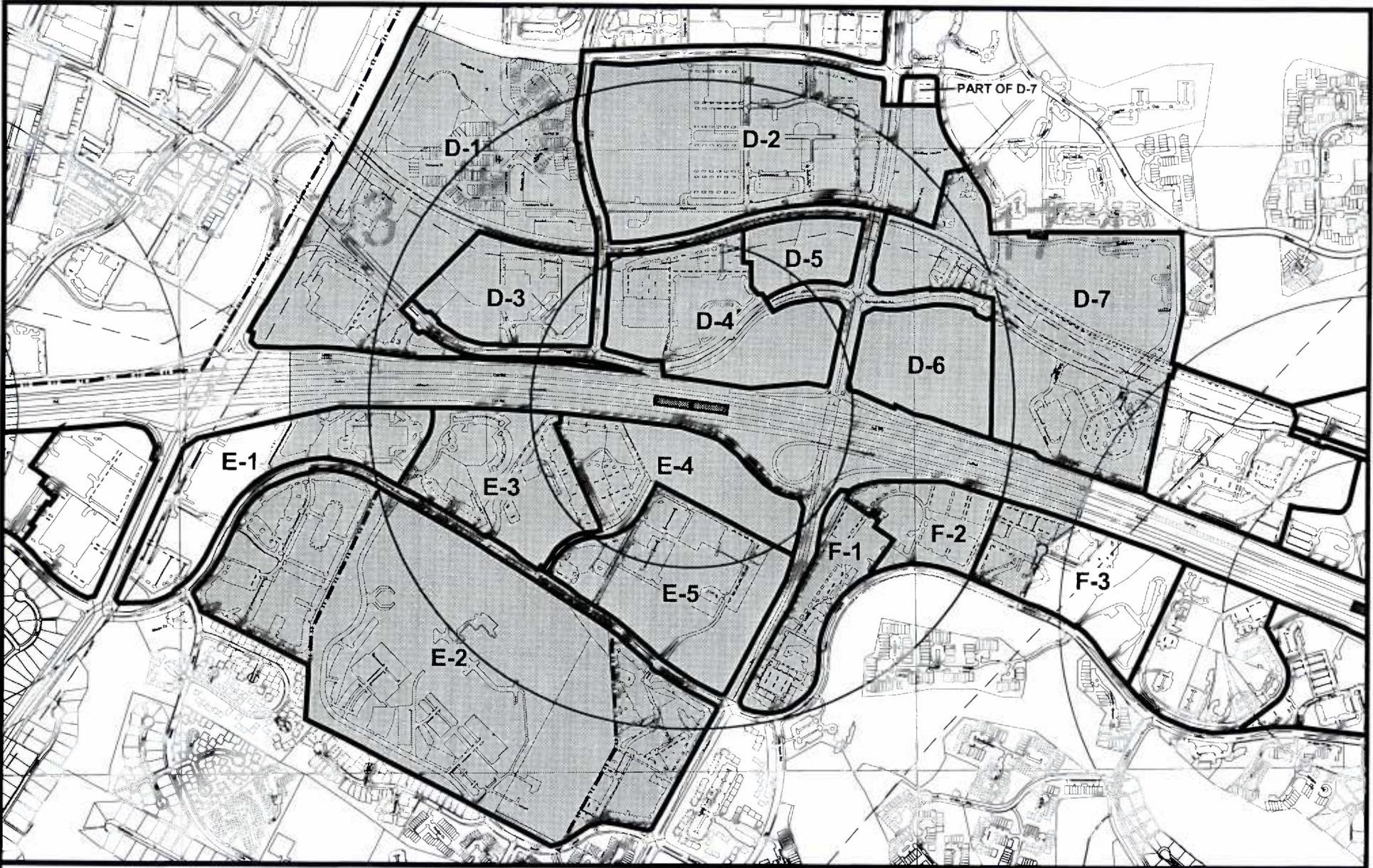
studies and carefully planned circulation patterns, with grade-separated pedestrian access, are essential.

5. Land Units. Each land unit was examined based on existing conditions -- including zoning, Master Plan, existing buildings, current uses and conditions of adjacent parcels in and out of the TSA. In general, the highest densities were recommended for the areas closest to the station. The options recommended for each land unit were based on access considerations, the need to encourage consolidation of small properties to improve the quality of development, and the desire to introduce residential components in order to achieve true mixed-use. For example, Land Unit G-4 includes many small parcels that could be consolidated to facilitate quality development. Thus, higher density is proposed as an incentive. The need to buffer the neighborhoods to the south of Sunrise Valley Drive was also a major consideration. In addition, the specific land unit recommendations are based on the station platform being located as currently planned.

B. Reston Parkway TSA

Planning Objective. Destination station with mixed-use development having a high-density urban character that is compatible with and supportive of the Reston Town Center, with office, support retail and residential components and pedestrian amenities. It is not planned to have dedicated transit parking facilities.

The precise boundaries of the Reston Parkway TSA and its designated land units are shown in Map 4. A comparison of the existing development, current Plan base, current Plan



PART OF D-7

D-1

D-2

D-3

D-4

D-5

D-6

D-7

E-1

E-3

E-4

E-2

E-5

F-1

F-2

F-3

Proposed Reston Pkwy. Station Area

0 600 1200 1800 2400 3000 Feet

Prepared by the Department of Planning & Zoning, April 2001

Legend

-  Proposed Reston Pkwy. Station Area
 -  Reston-Herndon Suburban Center Land Units / Sub-Units
 -  Proposed Station Platform
- Circles denote 1/4 and 1/2 mile distances from proposed station platform.



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option, and the Task Force's recommendation for non-residential and residential uses is shown in Chart 3.

The four quadrants of the Reston Parkway TSA consist of the Reston Town Center Urban Core of approximately 85 acres of retail, hotel, and office uses including TRW, Discovery Square, and other Sunset Hills Road offices to the northwest; Oracle campus to the northeast; Sheraton/International Center complex to the southeast; and Nextel and other Sunrise Valley Drive office uses to the southwest.

There are both opportunities and challenges at the Reston Parkway TSA to achieve the planning objectives and provide pedestrian access to the transit station from all four quadrants. Because parking is not being provided at the transit station, feeder bus or shuttle systems will have to be implemented to bring residents and workers to the station, as well as to take them to the shops, services, and other amenities which are important to carrying out daily activities. The provision of frequent feeder service and incentives to use it will help reduce roadway congestion, as will the inclusion of retail services in mixed-use developments.

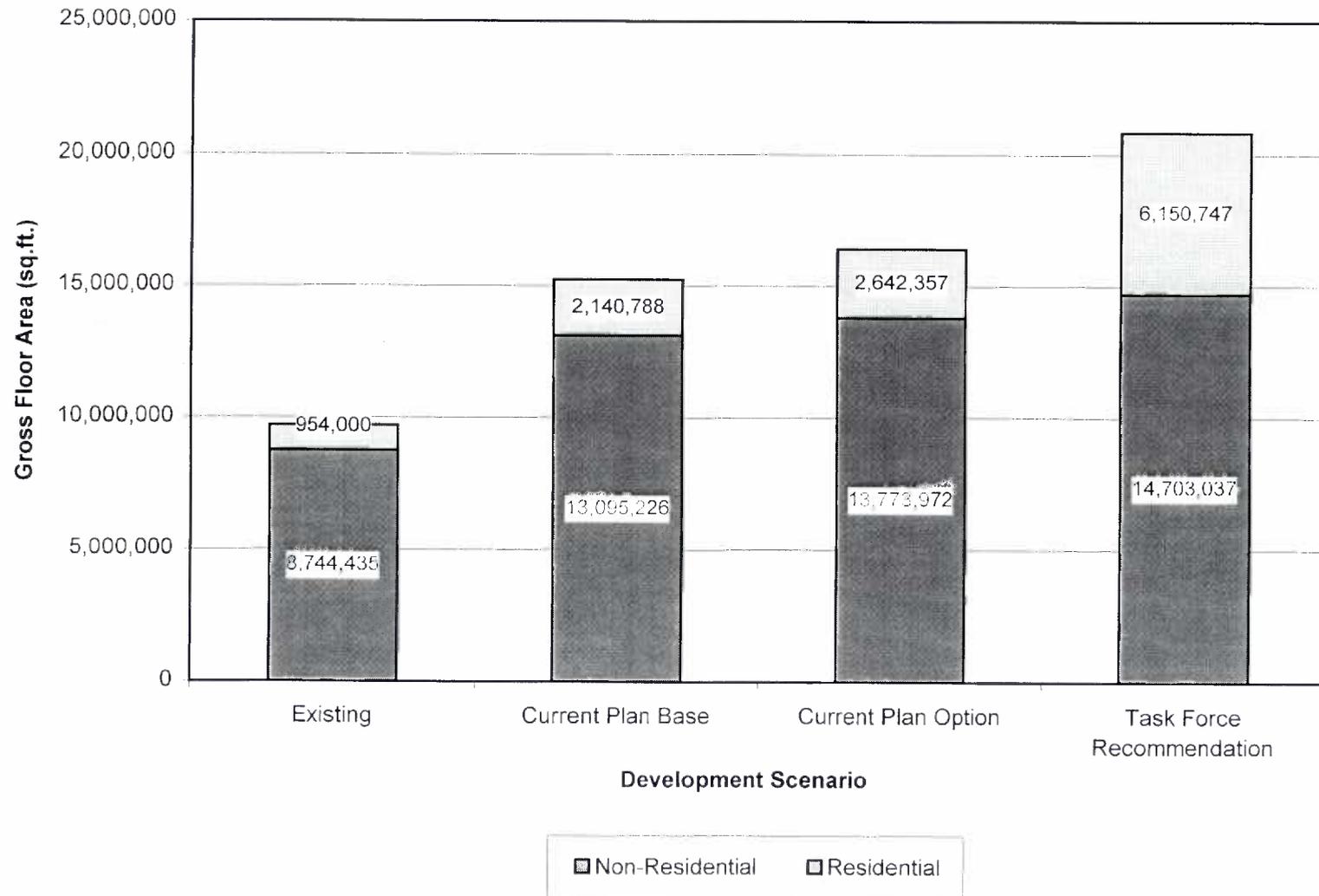
When the Task Force considered the potential for higher densities at the TSA, concerns were based primarily on two factors: 1) whether higher density complements the current character of Reston or promotes an 'urbanization' of a currently suburban area, and 2) whether the roadway infrastructure can support higher density. The Task Force concluded that higher intensity should be concentrated closest to the rail station while lower intensities were recommended for areas farther from the station.

1. Accessibility. Pedestrian access to the transit station from all four quadrants and from the station to the Reston Town Center and surrounding areas is of primary importance in the Reston Parkway TSA. Its success as a destination station is contingent on pedestrian access to the surrounding areas. Office is the primary use within ¼ mile of the transit station while retail, hotel, other mixed uses, and access to the W&OD and Reston trails that draw destination transit users are ½ mile or more from the station. This is generally considered not to be within practical walking distance of the station. This station is at the major interchange of Reston Parkway and the DAAR and is near Sunset Hills Road and Sunrise Valley Drive. Pedestrians currently can reach the station area only by crossing major roadways. Pedestrian crossings of these high-use roadways are anticipated if alternative access routes are not provided. This is a significant safety concern. Therefore, planning for pedestrian access, including major pedestrian links such as designated walkways, grade-separated access, or shuttle bus service in the Reston Town Center urban core area and surrounding areas, is mandatory.

The Task Force recommends shuttle bus service for residents, employees, and Town Center users. This 'urban core' area has a significant retail component. A shuttle service will allow pedestrian access to the whole area – including the retail establishments located outside of the TSA but closely connected in function and type of land use – to the TSA (e.g., Spectrum development).

Pedestrian access has been set aside through the Discovery Square property (D-5). Kiss-and-Ride facilities are proffered

CHART 3: RESTON PARKWAY TRANSIT STATION AREA



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near the Nextel (E-4) and Sheraton/International Center (F-1 and F-2) properties. A bus transit center is in use on Town Center Road although this facility may present congestion concerns in the future.

Because the Reston Parkway TSA is considered a destination location, vehicular parking has not been provided but is a significant concern. To serve the residents north and south of the TSA, feeder buses that link neighborhoods to the station will need to be provided, as well as service from Park-and-Ride lots such as the one at Lawyers Road. Shared use of parking lots serving churches, retail centers and other facilities that may not need all their spaces during the workweek should be explored. The availability of parking at the other station areas should be marketed.

The Reston Parkway station, however, as the urban core of the Reston Herndon Suburban Center will have limited, if any, parking. To enable residents and employees to access the station and move freely around the Reston Parkway TSA, frequent feeder bus service needs to be provided and effectively marketed. Frequent service coupled with transit incentives such as transit subsidies, a guaranteed ride home program, and flex time should reduce vehicle use and the need for parking. Parking lots could be provided on the periphery of the TSA or elsewhere in the community for residents who could then use feeder buses to access the Reston Parkway station. Other measures to improve pedestrian access and safety, as well as to mitigate vehicular congestion, should include encouraging parking at Herndon-Monroe, Wiehle Avenue, or Lawyers Road.

2. Design. The Reston Parkway TSA is unique among the four TSAs because it is an ‘urban core’ area which provides a special opportunity for innovative design. This may include public art, the addition of cultural facilities, and similar amenities. In addition, because access to the four quadrants of the Reston Parkway TSA is of critical importance, pedestrian-friendly streetscapes, lighting, and access-ways are absolute requirements. Other enhancements for transit users might include ‘coffee bars,’ dry cleaners, copy centers, or other support uses on the pedestrian bridges providing access to the station platform.

The Reston community prides itself on its ecologically sound development and environmentally conscious residents who highly value the community’s significant number of trees, ‘green spaces’ and ‘open areas’. Station top-level parks, plazas, or green spaces would be welcome enhancements to the community’s environmental ethic. In keeping with this philosophy, pedestrian connections to the Reston pathway system and W&OD trails would be a positively perceived development strategy.

As a destination station with a limited origination commuter function, design considerations should include strategies to reduce the need for parking, such as shared, structured and underground parking as well as employer promotion of transit use and limited use of single occupancy vehicles. In addition, bicycle facilities (e.g. secure/covered bike parking) and other recreational enhancements should be provided.

The task force considered two additional design issues for this station. First, the platform or station location. Should it be sited

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further east, possibly under the Reston Parkway bridge or at level with the bridge and connected by a stairway to the transit station, which would better facilitate pedestrian access to and from the four quadrants? The Task Force recommendations, however, were based on the station location as it is designated in DC RTP planning documents available to the Task Force during its deliberations. In addition, the Task Force expressed interest in construction of a tunnel, underpass, or fly-over connecting the southwest corner to the station platform area and connecting with the north side of the DAAR. This has certain advantages for transportation flow and vehicular congestion alleviation but also implies significant cost.

The Reston Association has undertaken a Transportation/Community Gateways project to implement gateway designs, signage, and community information areas for Reston entrances and transit connections. Design elements that reflect the Reston community or enhance this project and that are community-friendly -- such as local business and neighborhood indicators -- warrant consideration and coordination with Reston Association.

3. Development Potential. The Reston Parkway TSA presents a unique opportunity for high-density residential and mixed-use development in an 'urban core.' The task force recommends increased density and residential uses in the areas within 1/2 mile of the transit station at the base level and at higher, optional density levels only when BRT and rail are implemented in the TSA.

The Task Force recommends that the highest levels of intensity be near the transit station and not spread throughout the Reston

Parkway TSA. The Task Force kept the FAR primarily at current densities and provided for optional higher densities in the future after capacity is considered and when BRT or rail have been implemented.

The Task Force recommendations slightly increase the intensity of allowable non-residential and residential development over the current Plan. It should be noted that existing development is significantly below current allowable development.

The Sheraton Task Force examined the development of the Sheraton Hotel land units extensively and completed a study in 1994. A Comprehensive Plan Amendment was approved in 1996. The recent change in ownership of the Sheraton Hotel property presents an opportunity for redevelopment as a convention/conference center. This redevelopment will enhance the hotel and office uses currently located on the property and will result in the need for pedestrian access to the transit station.

4. Station Functions/Transportation. The Reston Parkway TSA is designated to be a destination station with mixed-use development having a high-density urban character. The TSA is intended to be a location that transit users intend to go to for shopping, retail, cultural, office, conference, residential, and other uses. This TSA will not provide vehicular parking. Nearby residents will be able to walk to the station and use feeder bus services, but the station will not include a parking facility for residents commuting to jobs elsewhere. However, transportation flow and parking are significant concerns and require further study, implementation of

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additional infrastructure, and careful land use planning. The completion of the planned highway improvements in and around the TSA is critical and must be timely since increases in density in this TSA will bring additional impacts to the roadway network. Transportation demand management strategies for all new development should be required in this TSA to provide for effective transportation modes and the alleviation of congestion. Kiss-and-Ride facilities are proposed near the Nextel and Sheraton/International Center properties. In addition, Kiss-and-Ride facilities in all four quadrants of this TSA should be considered and are encouraged by the Task Force. New development should provide for support for a circulating shuttle service and facilities for bicycle transportation.

5. Land Units

Land Unit D-2 Reston Town Center Urban Core Area.

The Task Force recommends for the Reston Town Center Urban Core Area retaining the mixed-use development level at up to .95 FAR. Allowance should be made in the Comprehensive Plan for the transfer of up to 500,000 square feet of approved non-residential intensity from outside the Reston Town Center Core area (but still within the Reston Town Center area) to locations within the core if it can be demonstrated that the square footage can in fact be transferred from elsewhere in the Town Center.

Land Units D-4 and E-4 Areas within the ¼ mile circle.

The Task Force recommends office in-fill at the current FAR or high-density residential use (30 du/ac) because these land units present an opportunity for more intense development. In

addition, the Task Force recommends non-residential and residential mixed-use development options triggered by the implementation of BRT and a residential mixed-use option subject to several conditions and triggered by the implementation of rail.

Land Units D-3, D-5, D-6, E-3, and E-5 Areas within the ½ mile circle.

The Task Force recommends higher density options for these land units because they present an opportunity for more intense development near the transit station. The first option is transit-supportive residential mixed use and is triggered when BRT is implemented. A second option is recommended for Land Unit D-6 only, the Oracle campus located at the Reston Parkway/DAAR interchange. It is currently approved for a four-building office park. This option provides for higher residential intensities and is triggered only when rail is implemented and is subject to certain conditions including provision for direct pedestrian access to the station and parcel consolidation. A second option is recommended for Land Unit E-5 only, located in the southwest quadrant of the TSA. This option provides for higher residential intensities and is triggered only when rail is implemented and is subject to the same conditions as Land Unit D-6.

Land Unit D-1 Western end of D-1, the Reston Association Central Services Facility.

The Task Force recommends appropriate redevelopment of this area since its current use and appearance are contrary to land use in this and surrounding areas. The Reston Association Central Services Facility houses maintenance vehicles, provides storage for recreational vehicles, and houses other

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support uses that generally are not considered appropriate to an urban core area. However, there was some concern about singling out specific parcels, particularly those that meet a land use need and cannot be relocated without considerable expense.

Land Units F-1 and F-2 International Center/Sheraton Hotel Sites.

The Sheraton Task Force studied the development of these land units extensively and a 1996 Plan Amendment was approved allowing mixed-use development for the Sheraton Hotel site. The development levels within the current zoning are unclear but the allowable uses are provided for. The Dulles Corridor Land Use Task Force recommends maintaining the integrity of the Sheraton Task Force recommendations. Because the Sheraton Hotel property has distinct development levels different from the remainder of the property, the Task Force has made specific recommendations for Land Units F-1 and F-2.

For Land Unit F-1, the International Center and other properties, the Task Force recommends levels of development based on fairness to the landowners of both parts of the land unit and whether parcel consolidation for integrated development occurs. A higher intensity residential mixed-use development option is triggered when rail is implemented and is subject to certain conditions including pedestrian access to the rail station, structured parking, and transportation improvements that include improvements to the roadways in and adjacent to the land unit.

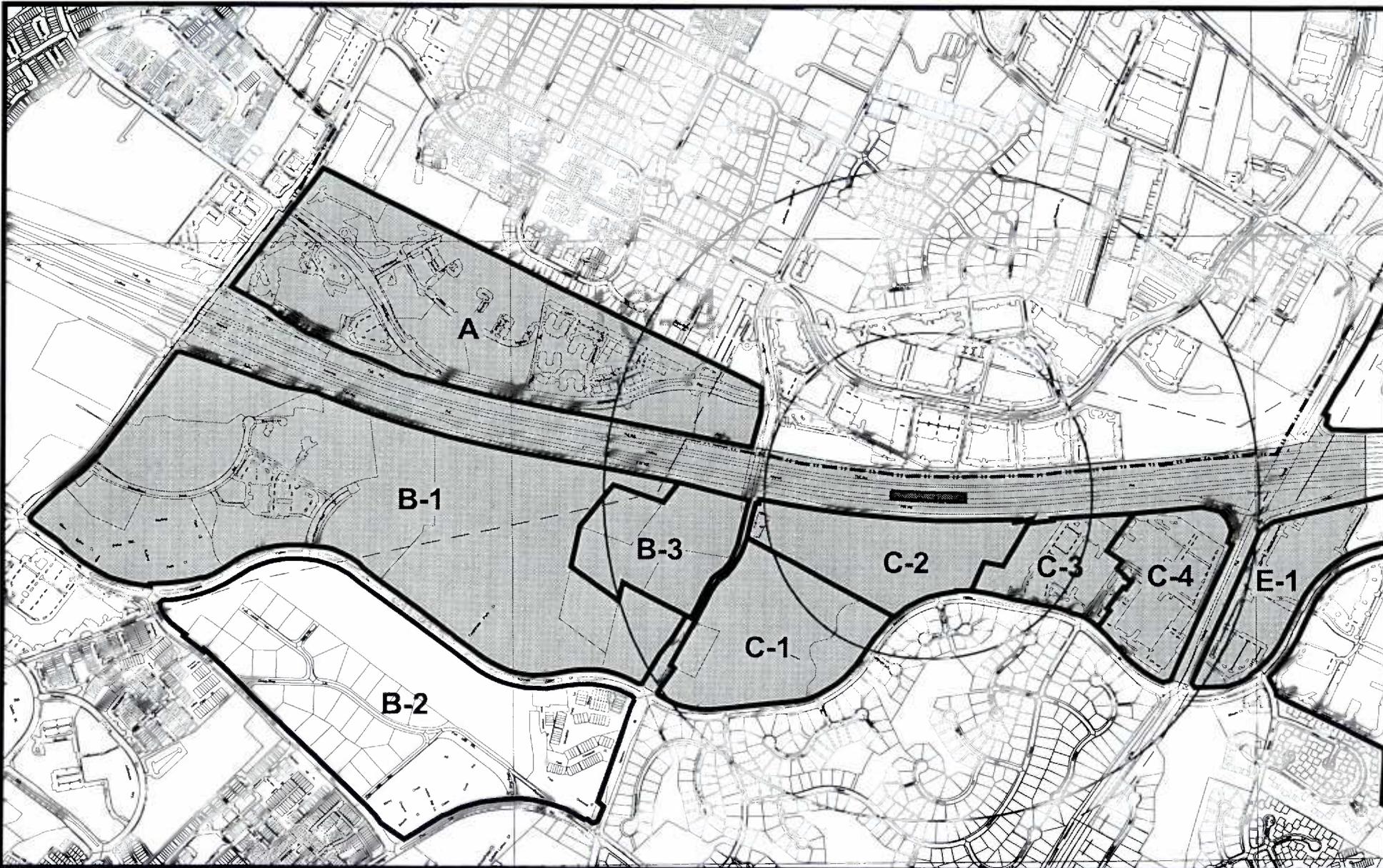
For Land Unit F-2, the Sheraton Hotel, the Task Force recommends retaining the Sheraton Task Force's recommendation as the highest development density level.

C. Herndon-Monroe TSA

Planning Objective. Mixed-use development with high-density, urban character, with office, support retail and residential components and pedestrian amenities, and commuter parking function. The Task Force strongly recommends that Fairfax County and the Town of Herndon continue to actively collaborate and cooperate on all land use planning, development, and transportation decision-making for this TSA.

The precise boundaries of the Herndon-Monroe TSA and its designated land units are shown in Map 5. A comparison of the existing development, current Plan base, current Plan option, and the Task Force's recommendation for non-residential and residential uses is shown in Chart 4.

Area within the Town of Herndon. Existing planning policy and zoning regulations in the Town of Herndon permit mainly office and light industrial uses, with some residential uses within the ½ mile range of the TSA. Permitted non-residential FAR's range from 0.5 to 1.0. Existing development in and adjacent to the TSA ranges up to 0.75 FAR. Direct pedestrian and bicycle access to the station from the TSA north of the station is needed in order to serve existing development as well as redevelopment in the area. A transfer point at the station is also needed in order to provide north side access for patrons arriving by transit, shuttle, and Kiss-and-Ride modes from



Proposed Herndon-Monroe Station Area

0 600 1200 1800 2400 3000 Feet

Prepared by the Department of Planning & Zoning, April 2001

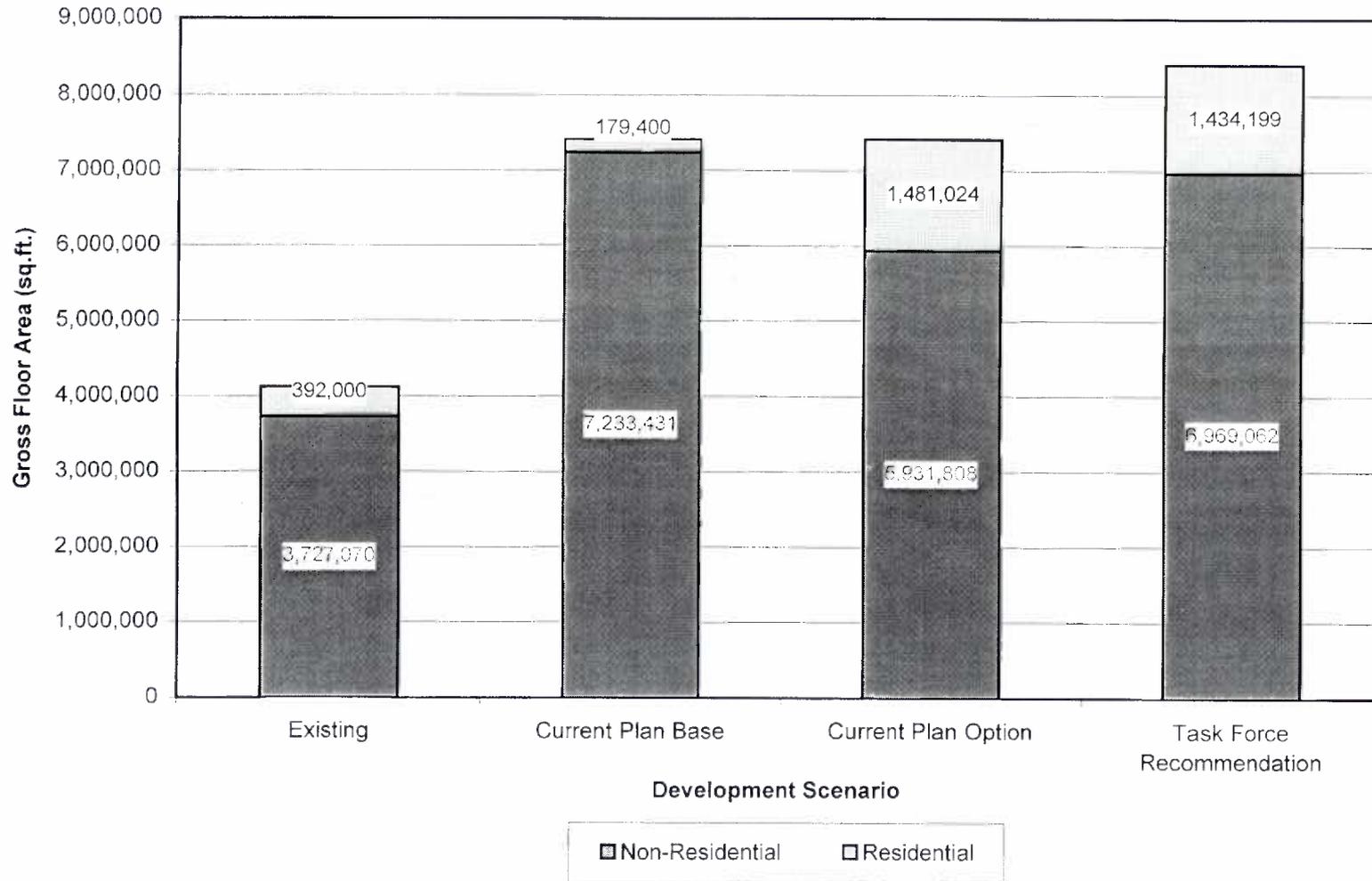
Legend

-  Proposed Herndon-Monroe Station Area
-  Reston-Herndon Suburban Center Land Units / Sub-Units
-  Proposed Station Platform
-  Circles denote 1/4 and 1/2 mile distances from proposed station platform.



MAP 5

CHART 4: HERNDON-MONROE TRANSIT STATION AREA



Note: Town of Herndon is not included in the gross floor area calculations.

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beyond the TSA. Studies that could result in revised land use policies and more extensive transportation improvements in the TSA have not yet been undertaken by the Town.

1. Accessibility. Access to the transit station from the southern and northern sides of the toll road is considered essential. The Town of Herndon is planning pedestrian, bicycle, transit, shuttle, and Kiss-and-Ride access to the station from the north side of the DAAR. The remaining part of the ½ mile circle is located south of the DAAR. In this area, the vehicular circulation pattern must support easy access to the parking structure at the Herndon-Monroe Avenue Park-and-Ride. A grade-separated pedestrian access across Monroe Street is also considered essential to facilitate rail usage for the Land Unit B-3. Interparcel access is another important element to encourage pedestrian movement from Land Unit C, and especially E-1, which is just outside the ½ mile range.

2. Design. The design within the TSA should include all the necessary elements to create a pleasant setting that blends the various uses. Pedestrian friendly green spaces and creative design including public art in the area are encouraged. Buffers along Sunrise Valley Drive are considered critical.

3. Development Potential. The Task Force did not recommend any changes in Land Units A, B-1, C-1, and E-1. The Task Force felt that Land Units B-3, C-2, C-3 and C-4 have the greatest potential to support rail. The maximum FAR can be reached if certain requirements are met.

4. Station Function/Transportation. The Herndon-Monroe TSA offers the opportunity for both a destination station and a collector station. The existing parking structure and feeder bus

routes allow collection of riders who commute into Washington DC and surrounding areas. The County-owned parcel on which the existing structure is located has room for additional parking facilities; however, additional site evaluation is necessary to determine how much expansion potential exists. The combination of destination and collection purposes requires extra attention to the traffic management needs. Updated traffic studies and carefully planned circulation patterns with grade-separated pedestrian access are essential.

D. Route 28-CIT TSA

Planning Objective. Mixed-use development with a high-density urban character, with office, support retail/services and residential components and pedestrian amenities.

Of the four proposed stations in the Reston-Herndon Transit Station Area Study, the Route 28/CIT station is unique in several ways. There is proffered land for a transit parking facility with inadequate road access on the north side of DAAR; the TSA abuts Loudoun County and includes portions of properties which are primarily in Loudoun County; a substantial portion of the partially developed state-owned CIT property is in the TSA; and, the TSA may overlap or abut a TSA of the proposed Route 28 light rail line. Each of these factors create challenges and opportunities.

North side of DAAR, (UP4 Greater Herndon Community Planning Sector Land Units A, B, C and D) Areas A and B lie generally to the west of Rock Hill Road and the north of Innovation Drive. Land Unit A abuts the CIT property on two sides. Land Units A and B have smaller, mature, standard

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dwellings on the developed lots. Other than the CIT building, the CIT property is undeveloped. Land Unit D and the north end of Land Unit C which lie generally to the east of Rock Hill Road are almost completely built out with a mix of apartments and town homes. The apartments in Land Unit C abut the land that is available for a day care facility and the proffered land for a transit parking facility.

Land Unit A of the Dulles Suburban Center, on the south side of DAAR, contains approximately 645 acres and is being developed as a mix of multi-family and single family attached housing (apartments and townhomes), hotels and low-, mid-, and high-rise office buildings. The portion of Land Unit A closest to DAAR is currently primarily new office buildings and hotels. Existing Development includes Dulles Corner, Dulles Technology Center and Dulles Station.

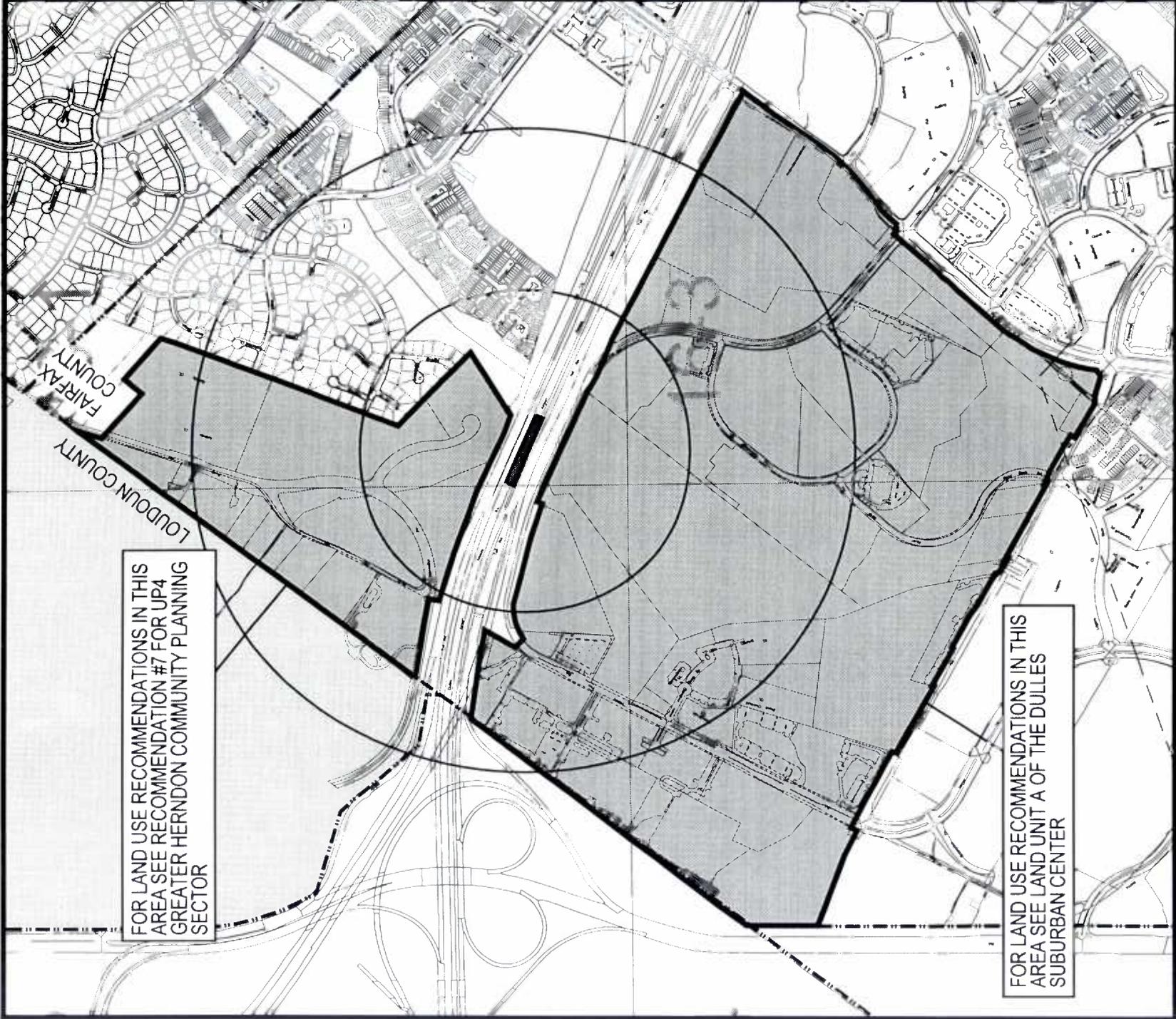
The precise boundaries of the Route 28-CIT TSA and its designated land units are shown in Map 6. A comparison of the existing development, current Plan base, current Plan option, and the Task Force's recommendation for non-residential and residential uses is shown in Chart 5.

1. Accessibility. The functionality of this station is very dependent on the construction of the Rock Hill Road extension over DAAR. Without the extension, there is no direct access from the south side of DAAR to the land for a transit parking facility on the north side (Land Unit C) and the proffered 6 acres on the south side of the DAAR is inadequate for a transit parking area. At this time, only a Kiss-and-Ride and shuttle bus drop-off are proposed for the 6 acres on the south side of the DAAR off Fox Mill Road. Current

development plans for this area (Land Unit C) call for mixed-use office, hotel and support retail. Without adequate access to the north side, commuters will use the non-transit parking facilities, substantially inconveniencing the building occupants. To prevent this; the Task Force strongly encourages prioritizing the Rock Hill Road extension within the Secondary Road Improvements Plan to ensure that it is completed prior to or concurrent with the opening of the transit station and north side parking facility. If Rock Hill Road is not extended, then flyovers for access to the transit parking facility, similar to the westbound flyover installed at Herndon-Monroe, should be installed as part of the parking facility development. As soon as possible, the site for the proposed, parking facility should be posted with signs indicating its planned use. The proffered land is currently being used for soccer fields while awaiting final development. The lack of notice as to its final use could raise false expectations as to the planned use and unnecessarily raise difficulties in the future.

Rather than delaying development of this site until the rail line is nearing completion, this TSA should be designated and developed as a BRT site in the interim. Opening as a BRT site will begin conditioning riders to using the site and provide an existing ridership base when the rail line is completed. With the station located in the median, there will not be turning facilities for buses. Therefore, the Task Force suggests that after discharging passengers, outbound buses deadhead to the Dulles Airport services turnaround to return on the inbound side of the station.

The potential that this TSA may overlap or abut a TSA on the proposed Route 28 light rail route provides an opportunity for



FOR LAND USE RECOMMENDATIONS IN THIS AREA SEE RECOMMENDATION #7 FOR UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

FOR LAND USE RECOMMENDATIONS IN THIS AREA SEE LAND UNIT A OF THE DULLES SUBURBAN CENTER



Legend

█ Proposed Station Platform

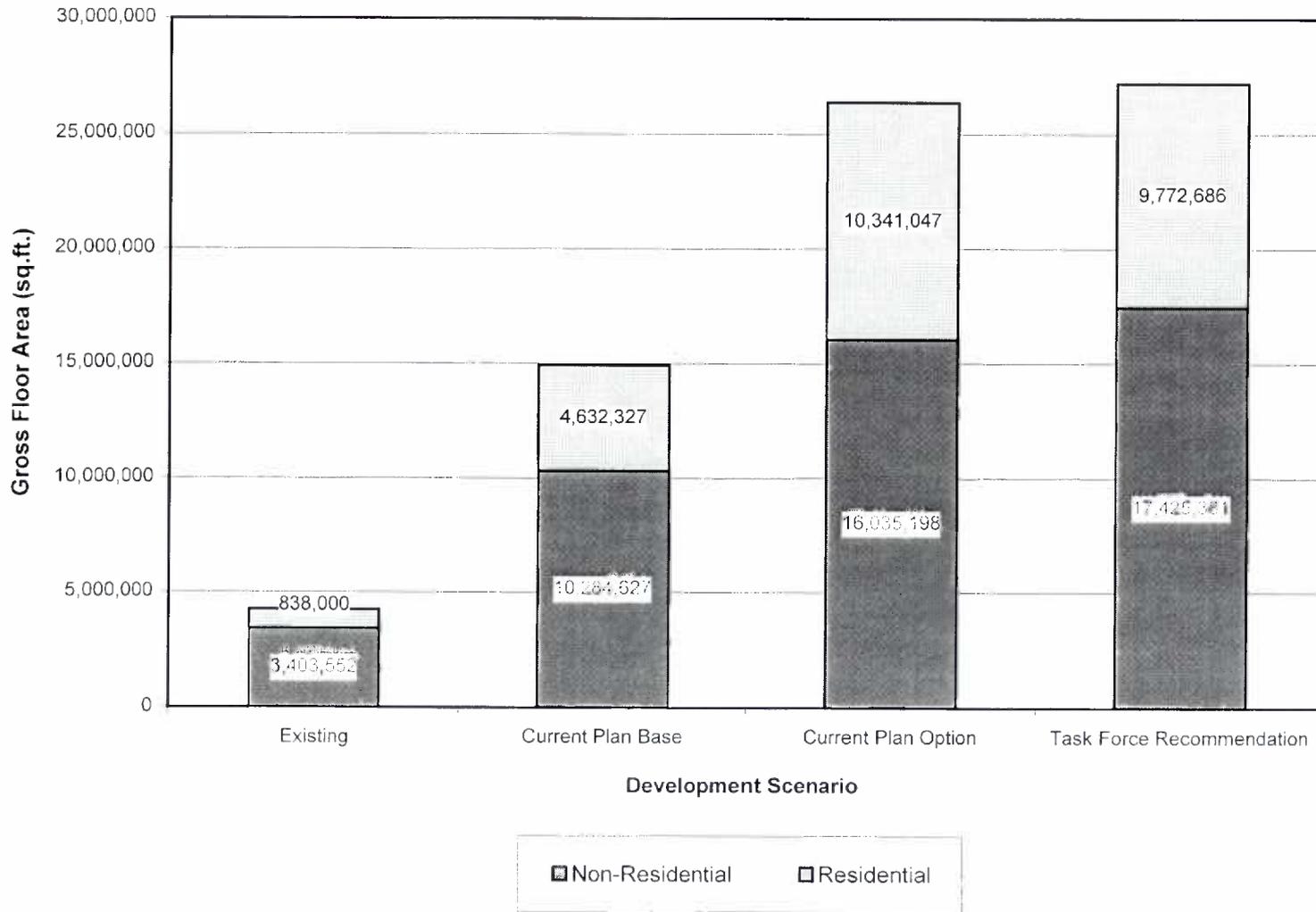
○ Circles denote 1/4 and 1/2 mile distances from proposed station platform.

Proposed Rt. 28/CIT Station Area



Prepared by the Department of Planning & Zoning, April 2001

CHART 5: RT. 28/CIT TRANSIT STATION AREA



Dulles Corridor Land Use Task Force Report

riders to change systems. If an easy interchange is provided, the reach of both systems will be enhanced – adding transit ridership from new points of origin and offering new destinations.

2. Design. Streetscapes should be pedestrian friendly, offering adequate lighting, access and signage directing users to the transit station. Facilities for securing bicycles at the station also should be offered to encourage those who live beyond easy walking distance but within a few minutes ride to use bicycles. In addition to providing for pedestrian safety, the roads and pathways leading to the station area should provide for safe bicycle usage.

3. Development Potential. As with the other TSAs in the corridor, the Task Force recommends that the development of support retail services at the station site be encouraged on the route that riders will use to access the station. Whether a day care center or dry cleaning shop, the convenient access to these services will eliminate the need for additional automobile trips beyond the commuter connection. Currently there are 3.6 million square feet of office space in Land Unit A of the Dulles Suburban Center, with the existing Plan option of developing approximately 13 million additional square feet. There are 838,000 square feet of existing housing with the potential to develop 9.5 million square feet of housing in this Land unit alone. The Task Force recommendation leaves the total development potential virtually unchanged, slightly favoring office over residential development.

4. Station Function. While the Route 28/CIT station is primarily designed as a destination station to serve the offices

being developed in Land Unit A of the Dulles Suburban Center and the CIT property, there is significant residential development in and adjacent to the TSA in Fairfax County and in Herndon adjacent to the TSA that will create citizen demand for parking -- making the station a secondary origination station. Fairfax County residents living south of Land Unit A of the Dulles Suburban Center will have access to the proposed parking via Fox Mill Road from Centreville Road and Herndon residents will have direct access via Summerfield Drive and Rock Hill Road. Developing transit parking at this TSA will relieve some of the pressure from surface roads serving the Herndon-Monroe Park-and-Ride facility. Strong consideration should be given to improving access from Route 28 to the proposed parking facility on the north side of DAAR and to the proposed Kiss-and-Ride bus drop on the south side of DAAR in Land Unit A of the Dulles Suburban Center. Citizen support for transit in the Dulles Corridor will be increased if they have convenient access to stations near their homes.

5. Land Units. Land Units A and B (of UP4) abut Loudoun County and are portions of larger properties which lie primarily in Loudoun County. The Task Force recommends that the development of these two areas be consistent with the uses and intensity allowed by Loudoun County provided that the development has additional access through Loudoun County, is transit oriented and in the case of Land Unit B provides buffering to the existing multi-family residential development Land Units C and D. Fairfax County and Loudoun County should actively collaborate and cooperate in the planning and development process for these properties because of their impact on both counties.

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The partially developed CIT property is currently planned for institutional use. When and if the Rock Hill Road extension across the DAAR is completed and if the property is subject to the Fairfax County Plan, then it presents an opportunity for substantial high-density residential development within ¼ mile of the transit station.

VI. Conclusion

Task Force members appreciated the opportunity to be involved in this study of the Dulles Corridor's land use in

preparation for bus rapid transit and rail service. The support provided to the Task Force by the Fairfax County staff was outstanding. We strongly urge that stakeholders continue to be involved in this process -- ideally in a collaborative effort among the multiple jurisdictions, governmental agencies, landowners, businesses, and citizens -- to ensure that the best possible decisions are made for development of the Corridor and the people it serves. The Dulles Corridor Land Use Task Force offers its recommendations for consideration by the public, the Fairfax Planning Commission, and the Fairfax County Board of Supervisors.

Dulles Corridor Land Use Task Force Report

APPENDIX 1

RESTON CENTER FOR INDUSTRY AND GOVERNMENT

DECLARATION OF PROTECTIVE COVENANTS AND RESTRICTIONS

Recorded in the Clerk's Office of Fairfax County, Virginia
on January 12, 1965, in Deed Book 2562, Page 34.

Gulf Reston, Inc. succeeded to the rights and became charged with the duties of Palindrome Corporation under this Declaration of Protective Covenants and Restrictions on September 29, 1967. Reston Land Corporation succeeded to such rights and duties on July 12, 1978.

Reston Land Corporation
11800 Sunrise Valley Drive
Reston, Virginia 22091
703-620-4730

A Mobil Company

DECLARATION OF PROTECTIVE COVENANTS AND RESTRICTIONS made and entered into this 30th day of October, 1964 by PALINDROME CORPORATION, a New York corporation, party of the first part, and D. G. LINN, Trustee, party of the second part;

WHEREAS, Palindrome Corporation is the owner of the hereinafter described parcel of land, which is a portion of the property conveyed to it by A. Smith Bowman Distillery Incorporated by deed dated March 27, 1961 and recorded on March 29, 1961 in Deed Book 1988, page 154, of the land records of Fairfax County, Virginia; and

WHEREAS, the parcels of land conveyed in said deed are subject to four deeds of trust: the first dated August 31, 1960 and recorded among said land records in Deed Book 1925, page 539; the second dated July 21, 1960 and recorded among said land records in Deed Book 1987, page 72; the third dated March 28, 1964 and recorded among said land records in Deed Book 1988, page 181; and the fourth dated March 18, 1964 and recorded March 18, 1964, as instrument No. 8222, in Deed Book 2429, page 44; and

WHEREAS, by Agreement of Consolidation dated March 18, 1964 and recorded March 18, 1964, as instrument No. 8223, in Deed Book 2429, page 51, the four said deeds of trust were consolidated and D. G. Linn was appointed Trustee of the Consolidated Deed of Trust; and

WHEREAS, the holder of the notes secured by the Consolidated Deeds of Trust has directed the Trustee to join in this Declaration of Protective Covenants and Restrictions;

NOW, THEREFORE, THIS DECLARATION,

WITNESSETH THAT:

Palindrome Corporation and D. G. Linn, Trustee as aforesaid, do now subject to the following provisions of this Declaration of Protective

Covenants and Restrictions all that certain parcel of land situate in Centreville Magisterial District, Fairfax County, Virginia, more particularly described by a survey made by Springfield Surveys, which is hereto attached as Exhibit A and made a part hereof.

I. GENERAL PROTECTIVE COVENANTS AND RESTRICTIONS

In order to further the development and improvement of The Reston Center for Industry and Government for industrial, commercial, and government uses as an area where such activities may be conducted in an efficient and harmonious manner and with the greatest possible degree of health, safety, architectural beauty, and amenity to the property owners, tenants, and workers within the Center and to prevent the erection of poorly designed or constructed improvements, the entire area shown on the attached plat or any Subsequent Plat filed pursuant to Article III hereof ("Subsequent Plat") shall be subject to the following protective covenants and restrictions, hereinafter referred to as the "General Covenants":

1. No building, structure, alteration, addition, or improvement of any character (other than interior alterations not affecting the external appearance of the building or structure) shall be constructed upon any portion of the property shown on the attached plat or any Subsequent Plat, no exterior lighting shall be directed outside the boundaries of such portion of the property, and no sign visible from without such portion of the property shall be erected therein or thereon or painted, inscribed, installed, or affixed on or in any building, structure, addition, or improvement on such portion of the property, unless and until a plan of such construction, lighting, or sign shall have been approved by the Architectural Board of Review as to quality of workmanship and materials, harmony of external design with surrounding structures, location with respect to topography and finished grade elevation, the effect of the construction, lighting, or sign on the outlook from surrounding property, and all other factors that in the opinion of the Architectural Board of Review affect the desirability or suitability of the construction, lighting, or sign, including the adequacy and location of on-site parking and

loading facilities, percentage of coverage of such portion of the property, height of the building, structure, addition, improvement, or sign, set back from the boundary of such portion of the property, and appropriateness of landscaping; provided, however, that in any event the total land area occupied by all buildings, structures, additions, and improvements on any such portion of the property shall not exceed fifty percent of the land area of such portion of the property. No construction shall be commenced nor shall the erection or installation of any such lighting or sign be begun, nor shall any portion of such property be graded, except in accord with such an approved plan or a modification thereof similarly approved.

2. The Architectural Board of Review shall consist of two architects registered to practice as such in any state and one lay member. The architect members shall be designated from time to time by an architect or firm of architects named from time to time by Palindrome Corporation for the purpose of making such designations and the lay member shall be an officer or employee of Palindrome Corporation designated from time to time by Palindrome Corporation to serve as such. Palindrome Corporation hereby names Rouse, Dubin & Ventura of New York City as the firm of architects to designate the architect members of the Architectural Board of Review and hereby designates James B. Selonick as the lay member of the Board and Robert E. Simon, Jr. as his substitute, to act as the lay member in the event of his absence or inability to serve. The members of the Architectural Board of Review shall not be entitled to any compensation in connection with the performance of their functions as such, unless otherwise agreed at the time of their designation.

3. No building or structure shown on the attached plat or any Subsequent Plant or subsequently approved by the Architectural Board of Review shall be used for a purpose other than that for which the building or structure was originally designed and used, without the approval of the Architectural Board of Review; provided, however, that any building or structure originally used primarily for a purpose permitted by Article II, paragraph 1 (c) hereof may thereafter be used for any purpose permitted under this Declaration and subject to the terms thereof.

4. No parcel of land shown on the attached plat or any Subsequent Plant may be subdivided and no such parcel may be leased, except as a whole, without the approval of Palindrome Corporation.

II. INDUSTRIAL AND COMMERCIAL PROPERTY PROTECTIVE COVENANTS AND RESTRICTIONS

The area shown on the attached plat and any Subsequent Plat as Industrial and Commercial Property shall be subject, in addition to the General Covenants, to the following protective covenants and restrictions, hereinafter referred to as the "Industrial and Commercial Covenants":

1. No portion of the Industrial and Commercial Property shall be used, except for one or more of the following purposes:

- (a) Office buildings;
- (b) Establishments for scientific research and scientific development;
- (c) Establishments for the manufacture, processing, assembly, and distribution of products and, in any such establishment, not more than one sales room, not exceeding 1,000 square feet in floor area for the retail sale of products of that establishment;
- (d) Establishments primarily for the wholesale and retail sale of construction and building and gardening materials and supplies and, in any such establishment not more than 6,000 square feet in floor area devoted to the retail sale of other goods and services;
- (e) Facilities for the production and distribution of radio and television programs, heliports, and public utility facilities;
- (f) Athletic facilities, restaurants, medical facilities, and automobile service stations;
- (g) Facilities for the retail sales of goods and services primarily for the convenience of the owners, tenants, and workers within The Reston Center for Industry and Government.

2. No portion of the Industrial and Commercial Property shall be used for any use other than those listed in paragraph 1 above, and,

without limiting the generality of this prohibition, no portion of the Industrial and Commercial Property shall be used for:

(a) any dwelling house of any kind, mobile house, hotel, rooming house, tourist house, or any other place of human habitation, either permanent or temporary, except quarters for caretakers or watchmen serving uses within The Reston Center for Industry and Government and for transient non-paying guests;

(b) retail sales of any goods or services, except as permitted by paragraph 1 above;

(c) any establishment or facility permitted under special permit pursuant to Section 30-125 of the Zoning Ordinance of the County of Fairfax, Virginia, as in effect on the date hereof, except as permitted by paragraph 1 above.

3. No use permitted under this Declaration shall, in any event, be established or conducted on any portion of the Industrial and Commercial Property in any manner in violation of the standards of performance set out in Article X of the Zoning Code of the County of Fairfax, Virginia, or of the Air Pollution Control provisions of the Code, as in effect on the date hereof, not shall any glare be permitted to be visible beyond the boundaries of such portion of the property.

4. Each owner of any portion of the Industrial and Commercial Property shall require all persons coming to such portion of the property to park any motor vehicles in the paved parking spaces whose location has been approved by the Architectural Board of Review and shall not permit any such person to park a motor vehicle on any street or road, either public or private, adjacent to such portion of the property, or at any place other than such paved parking spaces.

5. No fence, wall, tree, hedge, or shrub planting shall be maintained in such manner as to obstruct sight lines for vehicular traffic.

6. Except as provided in paragraph 5, no tree of a diameter of more than four inches, measured two feet above the ground level, lying

without the approved building, driveway, and parking areas, shall be removed without the approval of the Architectural Board of Review.

7. No articles, goods, or materials shall be kept or stored in the open or exposed to public view.

8. Where protective screening areas, screen planting, fences, or walls are shown on the attached plat or any Subsequent Plat, the same shall be maintained by the owner of the portion of the Industrial and Commercial Property involved for the protection of adjacent property. No building or structure, except such planting fence or wall, shall be placed or permitted in such area. No vehicular access shall be permitted over such area except for the purpose of installation and maintenance of screening and utilities and drainage facilities, if any.

9. Within any slope control area shown on the attached plat, or any Subsequent Plat, no structure, planting, or other materials shall be placed or permitted to remain, nor shall any activity be undertaken, which may damage or interfere with established slope ratios, create erosion or sliding problems, or change the direction of flow of drainage channels or obstruct or retard the flow of water through drainage channels. The slope control areas and all improvements in them shall be maintained continuously by the owner of the portion of the property involved, except for those improvements for which a public authority or utility company is responsible.

10. Easements for the installation and maintenance of underground utilities, supply and transmission lines, and drainage facilities, are reserved to Palindrome Corporation through all areas shown on the attached plat or any Subsequent Plat, excepting only approved building areas. Such easements shall include the right of ingress and egress, provided that any damage resulting from the installation, maintenance, or repair of an underground utility, supply and transmission lines, or drainage facility shall be promptly repaired or replaced at the expense of the corporation or authority which directed the entry.

11. Each owner of any portion of the Industrial and Commercial Property shall at all times keep such portion of the property, together with any building, structure, alteration, addition, or improvement of any

character thereon, attractively maintained, in neat and good order, and in a safe, clean, wholesome condition, and shall at all times comply in all respects with all governmental, health, and police requirements with respect thereto.

12. Palindrome Corporation shall have the right (upon twenty days notice to the owner of the property involved, setting forth the action intended to be taken, and if at the end of such time such action has not been taken by the owner) to trim or prune, at the expense of the owner, any hedge or other planting that in the opinion of the Architectural Board of Review, by reason of its location upon the property, or the height to which or the manner in which it is permitted to grow, is detrimental to the adjoining property or is unattractive in appearance. Palindrome Corporation shall further have the right, upon like notice and conditions, to care for vacant or unimproved Industrial and Commercial Property, and to remove grass, weeds, and rubbish therefrom and to do any and all things necessary or desirable in the opinion of the Architectural Board of Review to keep such Industrial and Commercial Property in neat and good order, all at the cost and expense of the owner, such cost and expense to be paid to Palindrome Corporation upon demand and if not paid within ten days thereof, then to become a lien upon the property affected, equal in priority to the lien provided for in Article III, Section 2, hereof.

III. DURATION, AMENDMENT, AND ENFORCEMENT OF PROTECTIVE COVENANTS AND MISCELLANEOUS

1. The protective covenants and restrictions set forth herein, including those contained in Articles I, II, and III hereof, shall be construed as covenants real running with the land and shall inure to the benefit of and be enforceable by Palindrome Corporation, by an owner at the time of, and, during a tenancy in excess of five years, by such a tenant of, any portion of the property shown on the attached plat or any Subsequent Plat, by actions at law or suits in equity. The failure of any person or organization to enforce any covenant or restriction herein contained shall in no event be deemed a waiver by that or any other person or organization of its rights to thereafter enforce the same nor

shall any liability attach to Palindrome Corporation or any other organization or individual for failure to enforce such covenants or restrictions.

2. Upon the violation of any protective covenant or restriction herein contained Palindrome Corporation, in addition to all other remedies, may seek an order from a court of competent jurisdiction permitting it to enter upon the portion of the property upon or as to which such violation exists, and summarily to abate or remove the same, using such force as may be reasonably necessary, at the expense of the owner thereof, and neither the person entering nor the organization directing the entry shall be deemed liable for any manner of trespass for such action. The owner shall pay on demand the cost and expense of such abatement or removal, which shall include reasonable attorney's fees and other costs in connection with seeking the court order. The cost of such abatement or removal shall, when due, become a lien upon the portion of the property affected subject and subordinate only to the lien of any First Deed of Trust now or hereafter placed upon such portion of the property, enforceable at law or in equity by Palindrome Corporation. The foreclosure of the lien hereof shall not operate to affect or impair the lien of any First Deed of Trust now or hereafter placed upon such portion of the property, and the foreclosure of the lien of such a First Deed of Trust or the acceptance of a deed in lieu thereof shall not operate to affect or impair the lien hereof, except that the lien hereof for such costs as shall have accrued to the date of such foreclosure or acceptance of the deed in lieu thereof shall be subordinate to the lien of any such First Deed of Trust, and such foreclosure purchaser or taker of a deed in lieu thereof shall take title to such lot free of the lien hereof for all such costs that have accrued to the date of foreclosure or acceptance of the deed in lieu thereof, but subject to the lien hereof for all such costs that shall accrue subsequent to the date of foreclosure or acceptance of a deed in lieu thereof.

3. The protective covenants and restrictions contained in this Declaration of Protective Covenants and Restrictions, including those contained in Articles I, II, and III, unless amended as hereinafter provided, shall continue with full force and effect against both the property and the owners thereof until January 1, 2005, and shall, as then in force, be continued automatically, and without further notice from that

time, for a period of twenty years and thereafter for successive periods of twenty years each, without limitation, unless, prior to January 1, 2000, or not less than five years prior to the expiration of any successive twenty-year period, an amendment or vacation of these restrictions and covenants, executed and acknowledged by the owners of more than fifty percent in area of the property shown on the attached plat or any Subsequent Plat, shall be recorded in the Clerk's Office of Fairfax County, or other proper public recording office.

4. Any of the covenants and restrictions herein contained may be amended and new covenants and restrictions affecting the property may be created by recording in the Clerk's Office of the County of Fairfax, or other proper recording office, a certificate of amendment to this Declaration of Protective Covenants and Restrictions, executed and acknowledged by Palindrome Corporation, setting forth substantially the following:

- (a) the covenant or restriction, if any, intended to be amended;
- (b) the amended form thereof, if any, or the form of the proposed new covenant or restriction, if any;
- (c) a description or designation of the part of the property upon which such amendment or new covenant or restriction is intended to be operative, which description or designation may refer to, or appear on, a plat to be filed with the certificate;
- (d) a certification that such amendment or such new covenant or restriction has been consented to in writing by the owners of more than 66 $\frac{2}{3}$ percent in area of the property shown on the attached plat or any Subsequent Plat; provided however, that if such amendment, covenant, or restriction either (i) permits a use not theretofore permitted by this Declaration and not permitted by Section 30-65 (I-S District) of the Zoning Ordinance of the County of Fairfax, Virginia, as in effect on the date hereof, or (ii) amends this subparagraph (d), such certification shall state that the amendment, covenant, or restriction has been consented to

in writing by the owners of 90 percent in area of the property shown on the attached plat and any Subsequent Plat.

5. Whenever there is required under this Declaration of Protective Covenants and Restrictions the agreement, vote, consent, or other action of the owner or owners of any portion of the property, the agreement or other action of any such owner shall bind all future owners of the same property. The owner or owners of record of any part of the property shall, for all purposes of the Declaration of Protective Covenants and Restrictions, be deemed in all respects to be the owner or owners thereof, and his, their, or its signature or act for the purposes hereof shall be binding upon the portion of the property affected and the owners thereof. Any notice or other communication proved for under this Declaration of Protective Covenants and Restrictions shall be deemed properly given when mailed and may be addressed to "Owner" of a portion of the property. The name of such owner need not be stated and the fact that the owner does not occupy the portion of the property shall not invalidate the notice. Any notice or other communication provided for under this Declaration to be delivered to Palindrome Corporation shall be delivered to it at its principal office in Reston.

6. Additional land may be subjected to the covenants and restrictions contained in this Declaration of Protective Covenants and Restrictions by reference hereto, and in such event the owners of property subsequently subjected to these covenants and restrictions may enforce the same against owners of land shown on the attached plat and vice versa, as though all of the land subject to the covenants and restrictions were shown on one plat at the same time. It is provided, however, that Palindrome Corporation shall be under no obligation to subject additional land to the covenants and restrictions.

7. Any of the powers, rights, and easements herein conferred upon Palindrome Corporation may be assigned by Palindrome Corporation to any other person, corporation, firm, or association and may be exercised by any successor to all or substantially all of its business of developing The Reston Center for Industry and Government.

8. (a) Any approval requested of the Architectural Board of Review, under this Declaration of Protective Covenants and Restrictions, shall be requested in writing and shall be delivered to Palindrome Corporation and shall be submitted by it to the members of the Architectural Board of Review. The decision of a majority of the Architectural Board of Review (which majority must include its lay member) shall be the decision of the Board. The decision of any member of the Architectural Board of Review on requests for approval shall be evidenced by a writing signed by the member. All other action by the Architectural Board of Review, under this Declaration of Protective Covenants and Restrictions, shall be by the action of a majority of the Board (which majority must include its lay member) and shall be evidenced by a writing signed by them.

(b) If the owner of the property involved has not received notice of the Architectural Board of Review's decision within thirty days of the date on which he delivered a request for approval pursuant to paragraph (a) hereof, he may notify Palindrome Corporation of that fact within forty days of the date on which he so delivered the request and, if such second notice is given, the Architectural Board of Review's approval shall be deemed to have been granted unless notice to the contrary is given to the owner of the property involved within sixty days of the date on which the original request for approval was so delivered.

9. No change of conditions or circumstances shall operate to amend any of the provisions of this Declaration of Protective Covenants and Restrictions, which may be amended only in the manner provided herein.

10. The Architectural Board of Review shall have the right to determine all questions arising in connection with this Declaration of Protective Covenants and Restrictions and to construe and interpret its provisions and its good faith determination, construction, or interpretation shall be final and binding. In all cases the provisions of this Declaration of Protective Covenants and Restrictions shall be given that interpretation or construction that will best tend toward the consummation of the general plan of improvements.

11. The determination by any court that any provision of this Declaration of Protective Covenants and Restrictions is unenforceable, invalid, or void shall not affect the enforceability or validity of any of the other provisions hereof.

WITNESS the following signatures and seals:

PALINDROME CORPORATION,
a New York corporation

By _____
James B. Selonick
Vice-President

ATTEST:

Arthur Felber
Treasurer-Secretary

D. G. Linn
Trustee

[Acknowledgements]