CAPITAL ONE - TYSONS CORNER EAST

DESIGN GUIDELINES

The purpose of this document is specifically to guide design and construction of certain physical improvements associated with development of Capital One's Tysons Corner East urban campus, in compliance with the Capital One property rezoning plan approved by Fairfax County. Further, not withstanding provisions of this document and specific guidelines, all design and construction shall comply with Conceptual Development Plans (CDP) and Final Development Plans (FDP) approved by Fairfax County.

Authorized users of this document are: design consultants retained by Capital One; entities, plus their design consultants, contractually purchasing or leasing Tysons Corner East parcels for constructing individual buildings; and contractors responsible for overall urban campus site preparation and infrastructure (clearing, grading, utilities, streets, parks, plazas, landscaping) not part of individual building parcels being sold or leased.

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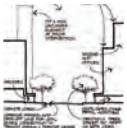
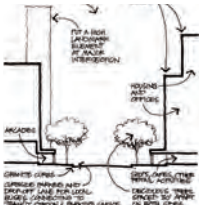




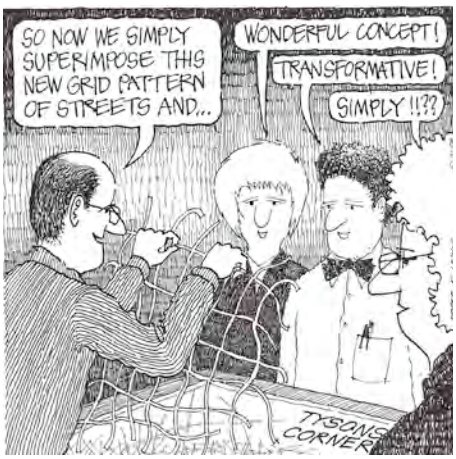
Introduction

A New Vision for Tysons

Tysons Corner, farmland in the early 1960s, has grown steadily for half a century and proved to be economically successful but aesthetically dysfunctional. Today larger and busier than the downtowns of many American cities, Tysons is a pedestrian unfriendly, visually chaotic "edge city." Decades of ad hoc, suburban-style real estate development have led in recent years to extensive replanning efforts coupled with lengthy public discourse and political deliberation. In 2010, Fairfax County amended its Comprehensive Plan and Zoning Ordinance for the Tysons Corner Urban Center area, adding a new Planned Tysons Corner Urban District (PTC) to implement the plan and transform Tysons into an attractive, high density, mixed use urban center.

The county aspires to nothing less than a dramatic makeover. The makeover will yield a reconstituted, multi-modal transportation network, including mass transit, with new interconnected streets and blocks that enhance mobility for both pedestrians and vehicles. With four Tysons MetroRail stations to open in 2013, the ambitious vision for Tysons is predicated on "smart growth" principles and Transit Oriented Development. TOD calls for the highest density and greatest mix of uses to be located in the vicinity of transit stations, thus giving residents and workers transportation choices - walking, biking, riding Metro - in addition to driving automobiles, which for some trips can be left behind. Reducing car usage reduces congestion, energy consumption and carbon emissions.

Along with achieving greater environmental sustainability, the Tysons plan envisions substantial increases in housing to bring the number of jobs and number of housing units into more favorable balance. This will more effectively accommodate and match population growth and economic growth in the area, while contributing further to easing traffic congestion and augmenting sustainability. And growth will continue to be spurred by access to new businesses and employment; by the county's excellent schools and well educated work force; and by the national capital region's vast array of cultural and recreational amenities. For future generations, Fairfax County will always be a highly desirable place to live and work.



The Capital One Master Plan Vision: Design Guidelines

Capitol One's strategically located, 26.2-acre parcel abuts the easternmost Metro station along Route 123, the southeastern boundary of the property, with the Capital Beltway forming the western boundary of the property. Taking advantage of the parcel's unique location and size, the Capital One Master Plan has been conceived explicitly to fulfill and even to surpass the aspirations of the Tysons Corner Urban Center area Comprehensive Plan. These guidelines set forth in detail vital principles, standards and criteria, either mandatory or recommended, for land use, urban design and architecture within and at the edge of the Capital One property. They focus exclusively on the aesthetic quality and functionality of the exterior realm, encompassing any and all elements that are publicly visible, regardless of ownership. Equally important, they seek to motivate design excellence and innovation. An integral part of the approved master plan, the guidelines will affect positively the physical form of everything to be built on the proprety, regardless of who undertakes development or when it is undertaken.

The Design Guidelines explicitly address public and private streetscapes, infrastructure, open spaces and buildings. The urban design goal is to create a sense of place, a place with recognizable and memorable identity. Therefore guidelines deal with specific plan areas and features: landscaped parks and play areas, paving and planting of streets and sidewalks, street furniture, signage and lighting. Beyond aesthetic character and quality, design guideline issues include security and safety, stormwater management, maintenance of private and public open space, and sustainability.

Design guidelines for architecture focus on overall aesthetic character, conceptual intent, massing and geometry, heights and setbacks, building silhouettes, orientation to sun and views, facade composition and expression, exterior materials and colors, and relation of buildings to other buildings and to surrounding streetscapes and open space. However, guidelines do not call for any particular architectural style. Designing "green" buildings is a primary objective. Guidelines are also concerned with building entrances, above-grade parking, and loading and trash removal services.

Because guidelines concern "design" and what can be seen, the principles, standards and criteria comprising the guidelines are presented and explained primarily in graphic form - diagrams, sketches, vignettes and illustrative photographs. Some guidelines are "musts," prescriptive and mandatory, while others are strongly suggested but not required. Musts are limited to aspects of development that constitute the public realm and entail definitive design themes or repetitive motifs established and fixed at the outset by the master developer. Some prescriptive guidelines, although mandatory, identify design options.

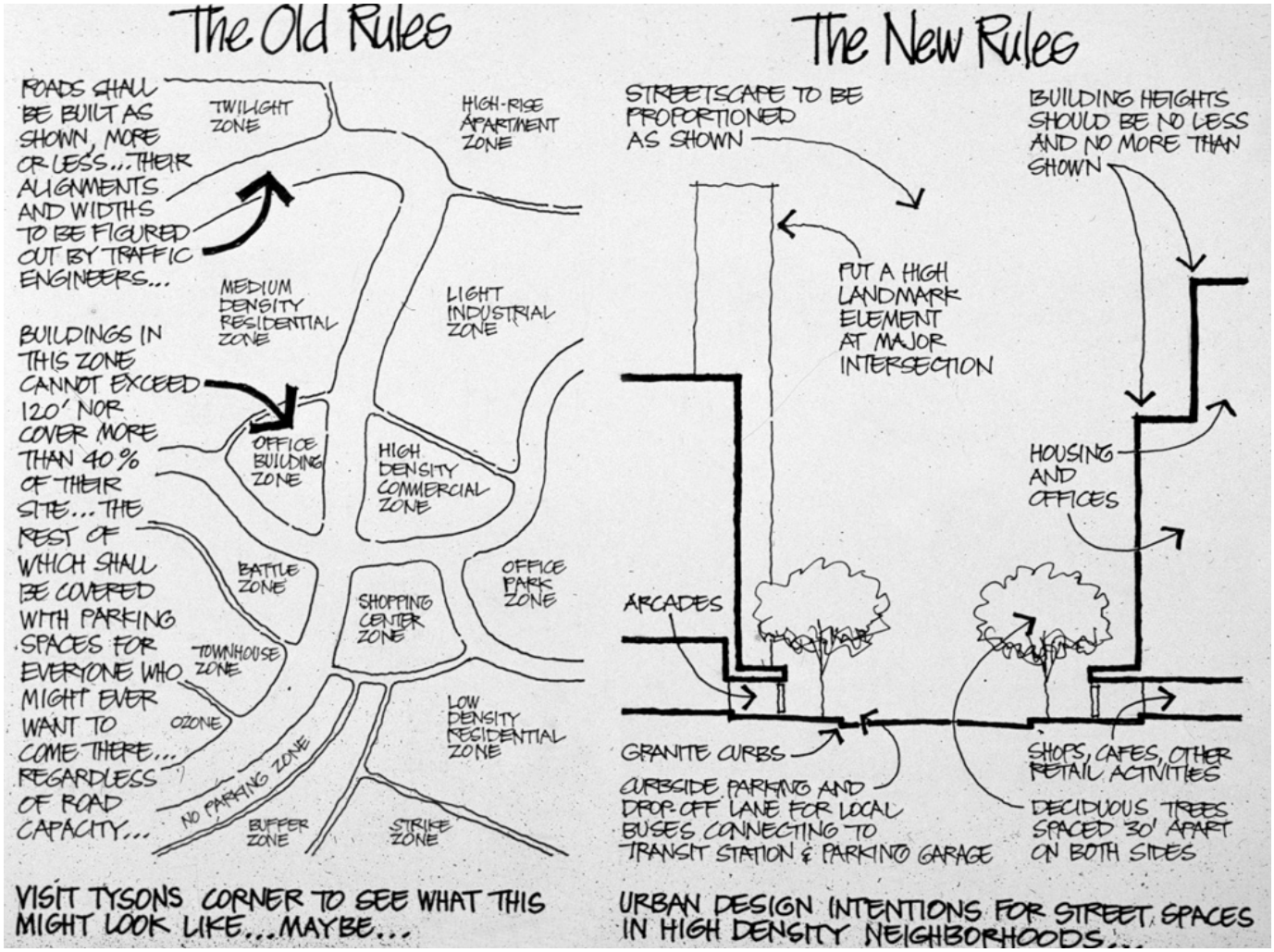
The Capital One Master Plan: Design Review Process

Making these Design Guidelines effective requires interpretation and enforcement. No matter how thoughtfully crafted, design guidelines are necessarily subjective and never without ambiguity. Because they deal in particular with aesthetic matters, informed value judgments are unavoidable and, in fact, essential. From time to time, justifiable guideline variances and exceptions should also be considered and granted.

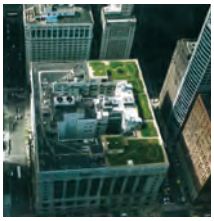
Accordingly, the Design Guidelines establish a design review process with a Capital One Design Review Board (CORDB) responsible for undertaking design review. Such review complements, but does not substitute for, regulatory reviews required and conducted by Fairfax County. In fact, all applicable requirements established by the county's Zoning Ordinance, Building Code and Public Facilities Manual, plus applicable state and federal regulations, still must be satisfied. Nevertheless, CODRB reviews and county reviews can be appropriately coordinated, with CODRB reviews normally paralleling county reviews.

The Capital One Design Review Board is composed of respected design professionals with no stake in the specific project being reviewed, plus others who are disinterested but qualified to make the kinds of interpretations and critical judgments required. The role and responsibility of the board is to meet periodically with developers and their design team as designs progress through each stage. The CODRB analyzes designs and offers commentary and suggestions for improvements or modifications to meet the letter and spirit of the Capital One Design Guidelines. By contract with Capital One or its agent, each developer must obtain CODRB approval, in addition to Fairfax County approvals, before a project can be built.

Note that in any instance of inconsistency between county-approved Conceptual/Final Development Plans (CDP/FDP) or approved proffers and the Capital One Design Guidelines or rulings/opinions of the CODRB, the approved CDP/FDP and any related proffers will govern.



Cartoon via The Washington Post



Transit Oriented Development

The master plan for Capital One's urban campus embodies the fundamental principles of Transit Oriented Development (TOD). TOD is predicated on establishing land use patterns, uses, densities and transporation choices physically and functionally linked to transit infrastructure in general and transit stations in particular.

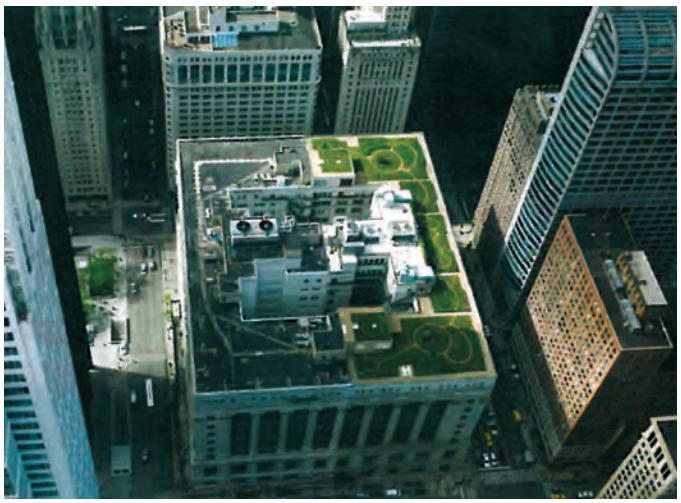
Transit linkage offers optional travel modes, especially walking and biking. Because of decreased car usage, TOD enables parking garage sizes and the number of parking spaces to be less than would be required without TOD. And equally important, it creates a more sustainable built environment by reducing auto dependency for both commuting and short car trips, thereby reducing energy consumption and greenhouse gas emissions.

Desirable TOD attributes envisioned in the Capital One plan include:

- An attractive, interconnected network of pedestrian-friendly streets and walkways ensuring convenient pedestrian and bicycle access to transit.
- Sufficiently high development density to take advantage of and adequately support transit, and to make structured parking economically feasible.
- A full range of diverse uses - office, housing, retail shopping, restaurants, hotel, cultural and recreational facilities - with thousands of users essential for animating streetscapes and public spaces, and for supporting retail activity. Accordingly, one of the goals of the Capital One Design Guidelines is to ensure that the physical elements of development - the public realm and works of architecture - are designed and built to reinforce these key TOD attributes.

The uniquely positioned Capital One urban campus is most fortunate in being directly adjacent to the new Silver Line Metro station on Route 123, the southeastern edge of the Capital One site. Thus every person working, residing, shopping or visiting this site will be within easy walking distance of the Metro station. Unlike most other Fairfax County citizens, every worker or resident at the Capital One urban campus will have a choice of travel modes - walking, biking or riding transit, in addition to driving a car.

An example of how a typical low-density street corridor is transformed into a high-density, high activity transit oriented corridor. Landscaping and street level amenities add pedestrian interest while the added building mass and transit system improve community density. Images from Urban Land Institute.



(Above, top) A rendering of the proposed Metro Park and "common green" at the southeast corner of the Capital One site. The large park swath responds to restoration of Scotts Run Creek and linear park system while extending into the built environment with planted building terraces and tree-lined streets. (Above, bottom) Roof gardens and green roofs help reduce heat island effects and stormwater runoff as well as contributing to property amenities.

These guidelines seek to ensure that the Capital One urban campus is sustainably designed, not only in detail, but also at the urban scale. Transit Oriented Development is one of the primary strategies for achieving sustainable urban design, for creating a greener built environment. But additional strategies are necessary, especially "Low Impact Development" (LID) achieved through effective stormwater management, heat-island effect mitigation and green streetscape design.

Stormwater must be slowed down, absorbed, temporarily stored and effectively filtered - to remove particulate matter and other pollutants - before it runs off gradually and enters natural waterways. This is accomplished using several tactics: pervious sidewalk and plaza paving that allows water to seep through the paving into absorptive substrates; engineered bio-swales with indigenous vegetation and absorptive soils; rain gardens and other planted, softscape areas; and below grade retention tanks and cisterns. Collected rainwater also can be recycled to irrigate vegetation.

During hotter months, buildings and paving absorb and then re-radiate solar heat, creating uncomfortable microclimates and poor air quality, typically referred to as urban heat-island effects. This results in more air conditioning usage and electrical energy consumption. These environmentally adverse effects can be mitigated by installing trees whose canopies shade streets, sidewalks, plazas and building facades; by providing planted areas wherever feasible in public open spaces and around buildings; by constructing hardscape areas using paving materials that absorb less solar radiation; and by constructing green, vegetated roofs or using roofing materials and colors that reflect, rather than absorb, a high percentage of solar radiation.

Fairfax County Comprehensive Plan

The Tysons Corner Comprehensive Plan creates an excellent opportunity to re-plan the the Capital One campus to become a vibrant, transit-oriented, mixed-use development.

To that end, Capital One property has been re-zoned as a Planned Tysons Corner (PTC) Urban District. To be rezoned to the PTC zoning district, an applicant must demonstrate compliance with the Comprehensive Plan by:

- adhering to a tiered intensity of development,
- contributing to a network of open spaces and urban parks,
- promoting environmental stewardship,
- implementing an urban grid of streets that complements development on adjacent properties,
- reducing the number of single occupancy vehicle trips by limiting the amount of provided parking,
- contributing to public facilities,
- applying the urban design guidelines specified in the Comprehensive Plan,
- contributing to achieving workforce and affordable housing policy goals.

(Refer to Master Plan for specific zoning and FAR data.)

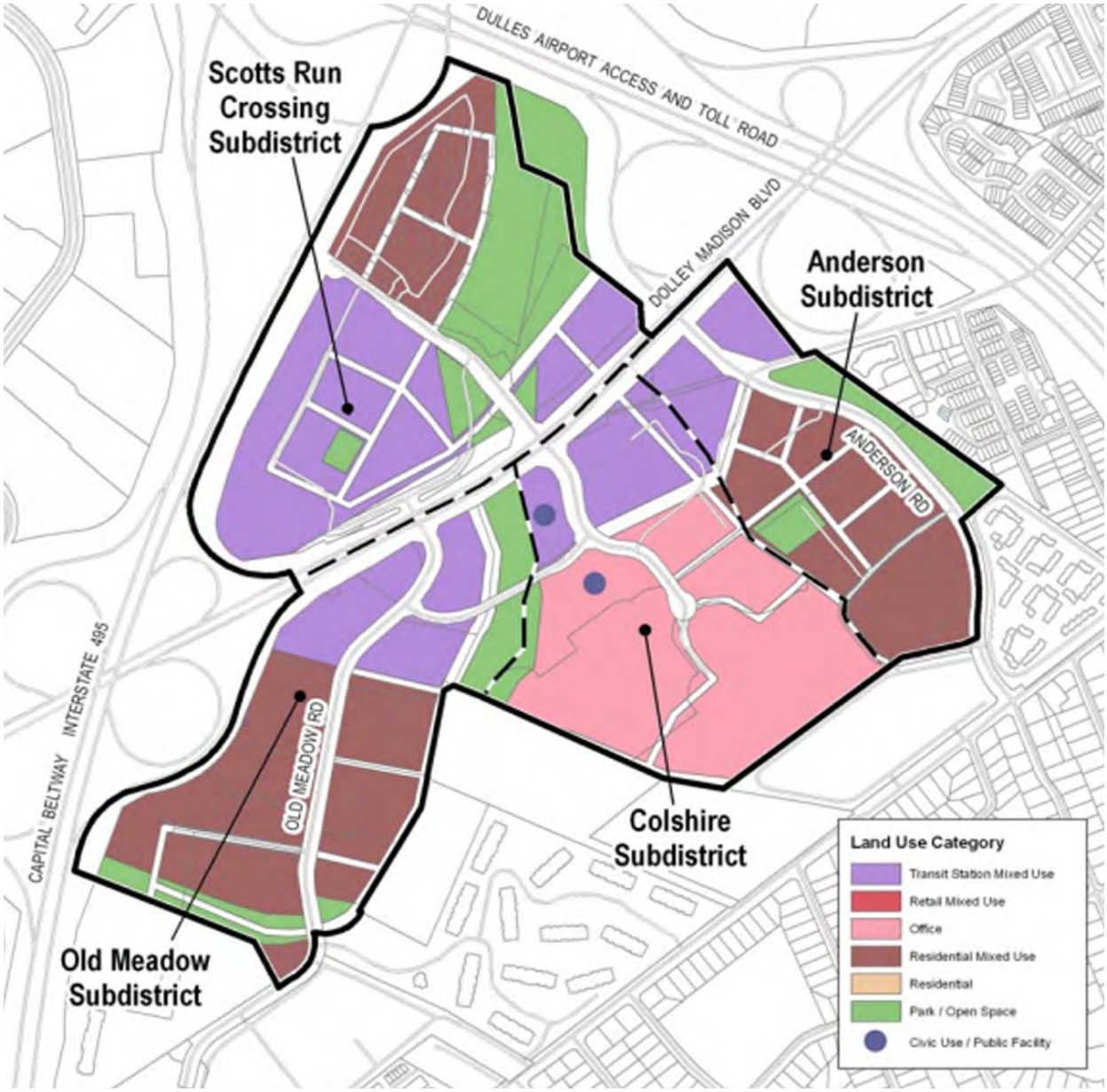


Image: Tyspn's Corner Comprehensive Plan map color coded to represent overall land uses. The Capital One Master Plan site is called out as "Scotts Run Crossing Subdistrict" and is shown as a combination of "Transit Station Mixed Use" and "Park/open Space".

Above, top: METRO expansion map depicting the future "Silver" line, with an eventual terminus at Dulles International Airport, as it runs adjacent to the Capital One-Tysons East site.

Above: The site plan of 2011 conditions at the Capital One-Tysons East site. Notably, the plan of the existing Capital One headquarters building is in gray, water on the site (the stormwater management pond and Scotts Run Creek) is in blue, views of the site are shown as green arrows, and the sun path is in yellow. [Red areas indicate Capital One property lost in the redesign of Scotts Crossing Road and the I-495 flyover. The yellow field indicates METRO easement areas.]

Existing (2011) development on the site consists primarily of the current Capital One Headquarters campus, encompassing 476,000 SF of office space in a 14-story (205') tower with an adjacent, nine-level structured parking garage. Capital One Drive traverses the site with an entrance off Scott's Crossing Road and a signalized intersection at Route 123. A small stormwater management (SWM) pond sits off Scott's Crossing Road, and a small stretch of Resource Protection Area (RPA) parkland at Scott's Run crosses the eastern corner of the site. An existing residential low-rise condominium development, Gates of McLean, sits across Scott's Crossing Road to the northeast, as does an extension of Scott's Run Park and a 129,000 SF office development at the intersection of Scott's Crossing Road and Route 123. Located at a significant crossroads at the gateway to Tysons Corner, the site is clearly visible from I-495, making it easily identifiable by people traveling along I-495.

A number of major infrastructure projects are planned for the immediate vicinity of the site in conjunction with the anticipated Comprehensive Plan amendment. These include:

- Construction of the elevated Tysons East Metro Station along the southeastern edge of the site as part of the Metro Silver Line extension from the East Falls Church Station to Dulles Airport;
- The construction of High Occupancy Toll (HOT) lanes on a widened I-495 adjacent to the site;
- Extension of Scott's Crossing Road via an overpass across I-495 to connect with Jones Branch Drive and HOT lane access ramps to I-495, including bicycle and pedestrian access across the Beltway;
- Enhancement of the intersection of Scott's Crossing Road and Route 123;
- Development of Scott's Run Park as a major component of an integrated network of parkland, including a recreational trail route along Scott's Run and Route 123.

Site Design and Intent

The Capital One parcel Master Plan envisions a vibrant urban community serving as an appropriate gateway neighborhood to Tysons Corner. Key elements include:

Establishment of an Urban Street Grid. Both within the parcel and connecting with surrounding development, the Master Plan lays out a hierarchy of circulation paths (vehicular and pedestrian) creating urban blocks of appropriate scale and density. The existing signalized intersection at Route 123 and Old Meadow Road is retained and upgraded, passing under the new elevated Metro line to continue as a retail-oriented street, Capital One Tower Road, cutting across the site. The ceremonial Capital One Drive is realigned to intersect Scott's Crossing Road at a new at-grade signalized intersection at the base of the new Beltway/HOT Lane overpass and aligning directly with a new entry to the adjacent Gates of McLean community. The lower loop of Capital One Drive is also upgraded as a secondary local road parallel to the Metro, linking the existing hub at the Capital One Headquarters to future development along Scott's Run Park at a new signalized intersection with Scott's Crossing Road.

Each of the streets displays a character appropriate to its use (ceremonial, retail, service/residential) through street width, details, and sectional development. The street grid is augmented by a major pedestrian circulation path linking Scott's Run Park with a new landmark building and plaza where the retail strip along Capital One Tower Road and the realigned Capital One Drive intersect.

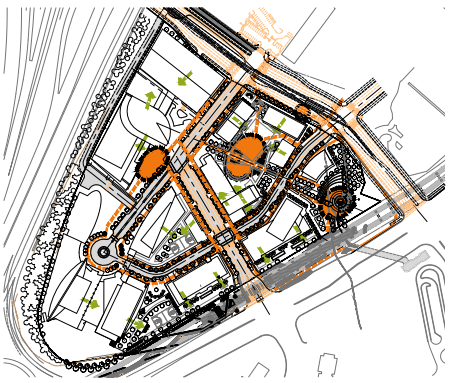
Mix of Uses and Density. With the entire site lying within a ¼-mile radius of the Metro station, the Master Plan envisions high density office use (3.8 million SF). To encourage a vibrant urban streetscape, development will also feature 94,000 SF of street-level retail focused along Capital One Tower Road, the Metro Park and the corporate plaza, plus significant new multi-family residential development (1.8 million SF). A 5-star hotel (250–350 rooms) will anchor the site at the intersection of I-495 and the Scott's Crossing overpass, linked to a landmark office tower along the Beltway and a multi-use linear corporate plaza/pocket park. The site will also accommodate a 30,000 SF community center serving the new resident and office populations.

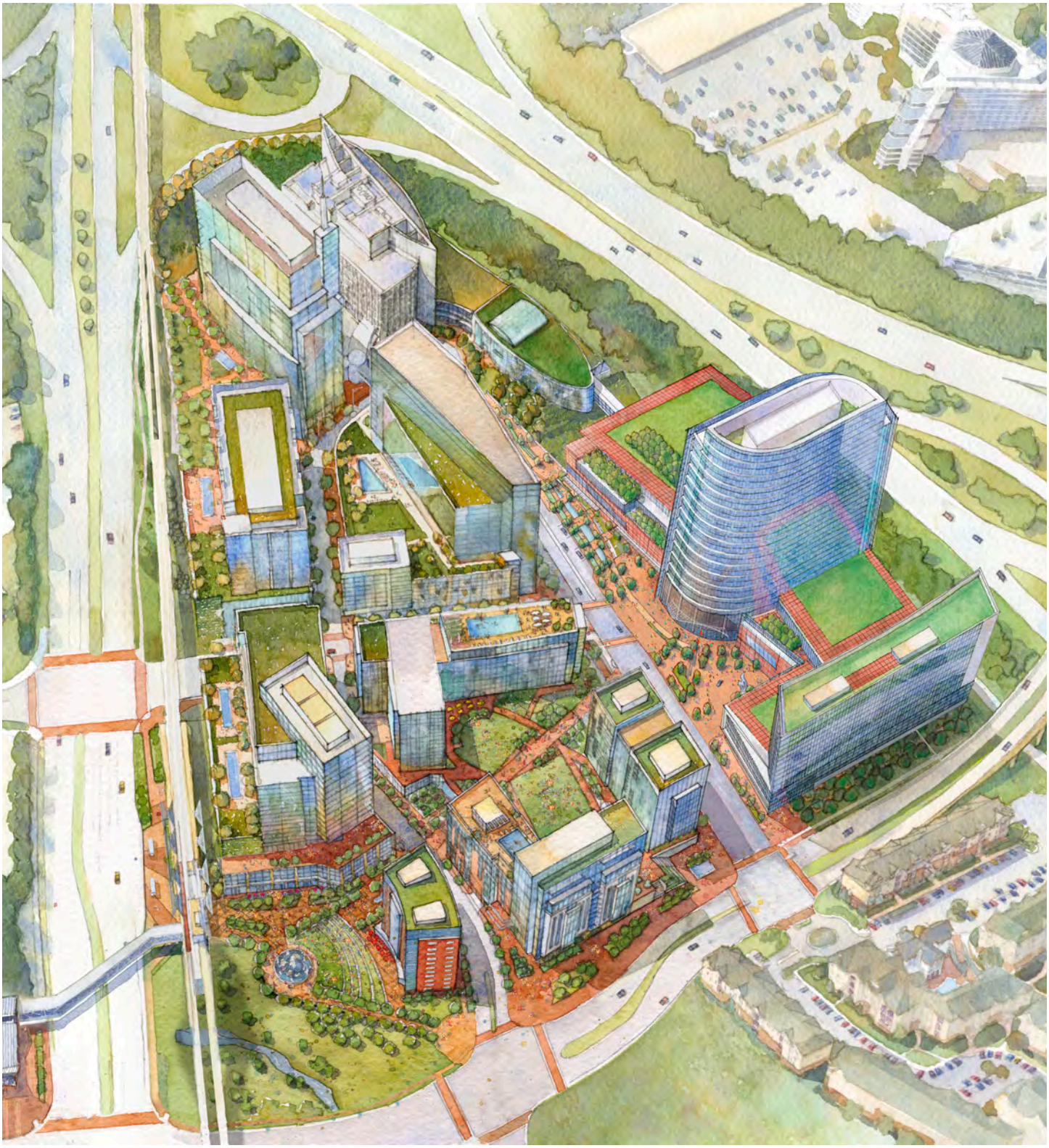
At the core of the Tysons East TOD area, the Capital One parcel is idealy suited to become a high-density urban neighborhood. Office towers 315' to 470' high are located near the Capital One headquarters and along I-495 and the MetroRail; residential buildings rising 160' to 270' occupy an interior block and face Scott's Crossing Road. Parking is provided at an urban ratio of 1 space:1000 SF, utilizing both below-grade garages and above grade plinths lined at the street face with pedestrian-oriented retail, residential, or civic uses.

Establishment of an Interconnected Network of Pedestrian-Oriented Amenities. As part of a high-density, urban transit-oriented development, pedestrian amenities and a network of open space are essential Master Plan elements. Along with direct pedestrian connections to the Tysons East Metro Station (and with it a direct connection via the Metro bridge over Route 123 to the Colshire and Old Meadow Subdistricts), the Master Plan envisions a green, pedestrian-oriented park space directly adjacent to the Metro at the confluence of Scott's Run Park, Route 123 and Scott's Crossing Road. Serving as a gateway both to the larger Scott's Run Park as well as to the Capital One urban campus, this park serves as the starting point for a green pedestrian pathway through the primary residential block terminating at the new landmark office tower and corporate plaza at the intersection of Capital One Tower Road and Capital One Drive.

In addition to following the grade changes from the Metro entrance to the linear plaza through a sequence of terraces, walkways and stairs, the pathway traverses the green roof courtyard atop the structured residential parking plinth. The linear plaza at the terminus of this sequence will accommodate a variety of public amenities and will anchor the pedestrian-oriented retail street life extending down Capital One Tower Road. The pedestrian network rejoins the Metro through a landscaped plaza/walkway integrating the regional bicycle/footpath trail along Scott's Run and Route 123.

Environmental Stewardship and Sustainable Urban Development. The Master Plan envisions energy and resource efficiency in the design of individual buildings, but also in overall site development, of which its transit-oriented nature and aggressive transportation demand management is only one aspect. A dense, walkable community, well served by basic amenities, will reduce vehicular trips and per capita energy consumption, thereby enhancing the efficiency of resource management. The extensive use of vegetated roofs and interior block courtyards, integrated with pervious pedestrian pathways and recreation spaces, will work together to reduce urban stormwater runoff and heat-island effects while improving air quality and providing spaces of respite to residents and workers. Coupled with Low Impact Development (LID) and other aggressive SWM techniques below streets and buildings, runoff into Scott's Run will be controlled and protected, enabling Scott's Run Park to become a more effective "urban lung".





Edges, Blocks, and Land Use

The Capital One Master Plan has been conceived partly in response to existing, harsh edge conditions. Two of the site's three perimeter boundaries are bordered by regional arterial highways, the Capital Beltway and Route 123, the latter with the elevated Metro viaduct and easternmost Tysons Corner Metro station. Heavy traffic on the highways generates intrusive noise, day and night, as will Metro's railcars.

Consequently, Capital One's land use pattern, comprised of five blocks with 12 buildings, places commercial, civic and hotel structures adjacent to the two highways. These perimeter edifices act as acoustic and visual buffers for the residential buildings protectively situated on an internal block abutting Scott's Crossing Road, the parcel's quieter third edge, which also serves an existing residential community immediately north of the Capital One urban campus.

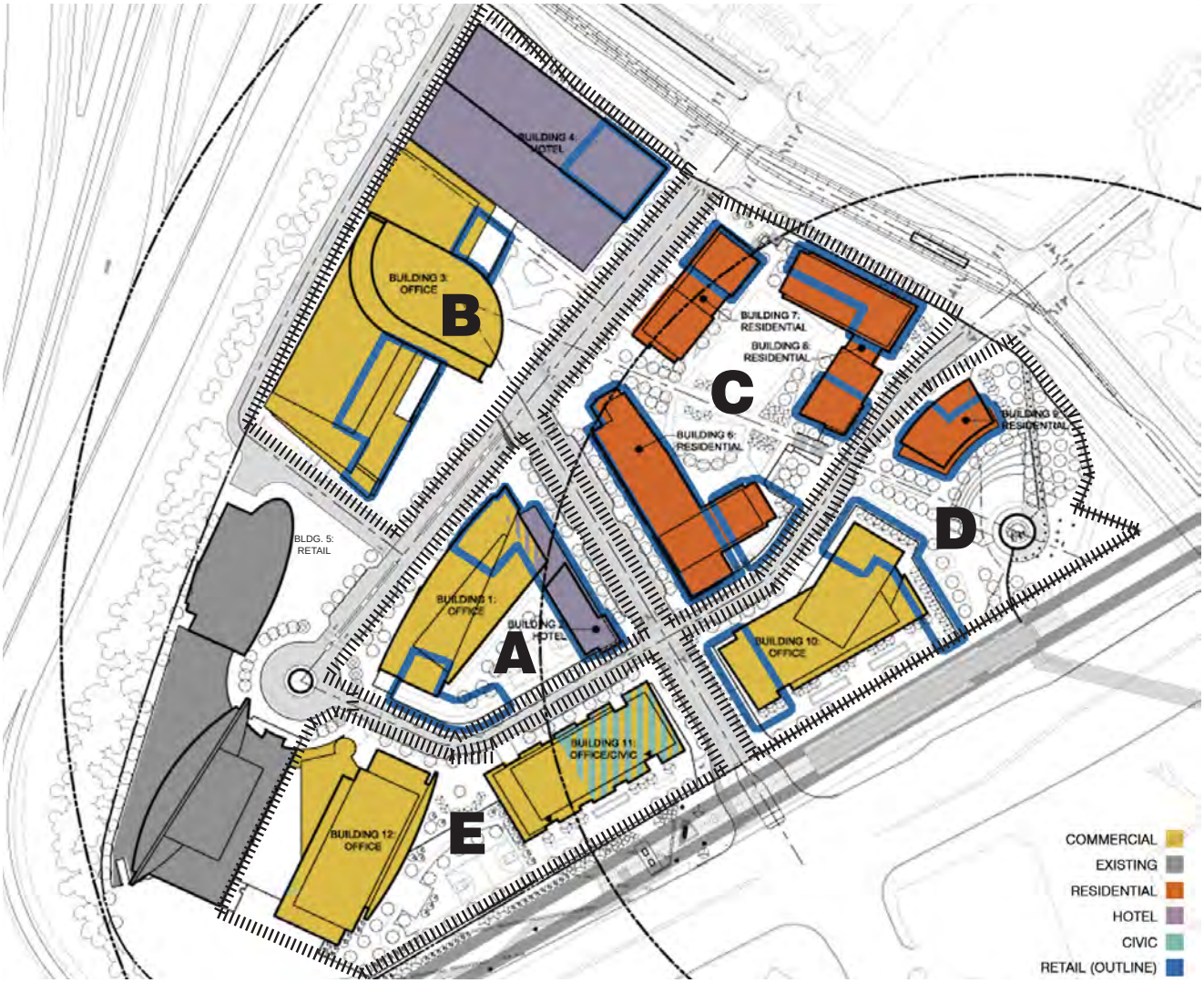
The Capital One street-block-land use pattern also facilitates logical, flexible phasing of both infrastructure and architecture. Entire blocks or individual buildings may undergo development, depending on market and financing conditions. Although construction will occur over time block by block and building by building, the design guidelines nevertheless will ensure appropriate aesthetic dialogue and harmonious contextual relationships between buildings facing each other on opposite sides of streets, and throughout the site as a whole.

EDGES AND LAND USE DISTRIBUTION

Harsh edge conditions (shown as red dash lines), due to the existing I-495 highway (northwest edge) and the future elevated METRO tracks (southeast edge), necessitated the placement of commercial, civic, and hotel land uses (yellow field) as a buffer zone for the residential developments (orange field).

PHASING DIAGRAMS

The above phasing diagram shows a probable sequence of development for the Capital One site, determined by block for construction efficiency. The large amount of commercial space has been divided and bookends the timeline of the project (being the first and last parcels built), spreading out the development of any one building type.



BUILDING NUMBER	BLOCK NUMBER	PRINCIPAL USE(S)	NET SITE AREA (SF)	MAXIMUM GSF	BUILDING HEIGHT (STORIES)	MAX TOWER HEIGHT (FT)	GROUND FLOOR RETAIL (GSF)
1	A	COMMERCIAL	34,110	613,000	26	352	10,350
2	A	HOTEL	10,100	92,000	10	122	8,250
	A	ELEV. TERRACE	31,100				
3	B	COMMERCIAL	91,000	1,019,600	32	470	30,150
4	B	HOTEL	50,000	340,000	18	250	--
	B	CAPITAL ONE PLAZA	28,900				
	B	ELEV. TERRACE	28,000				
	B	ELEV. TERRACE	24,000				
6	C	RESIDENTIAL	31,900	549,300	19	236	30,670
7	C	RESIDENTIAL	18,120	279,800	20	247	4,980
8	C	RESIDENTIAL	22,600	382,500	18	231	12,470
	C	COMMON GREEN (ROOF)	62,000				
9	D	RESIDENTIAL	8,160	128,100	15	175	3,830
10	D	COMMERCIAL	22,840	512,100	22	305	28,100
	D	METRO PARK	66,950				
11	E	COMMERCIAL/CIVIC	28,500	290,500	17	266	--
12	E	COMMERCIAL	32,900	508,000	19	305	--
	E	ELEV. TERRACE	47,500				

Design Review Board

Design Review Process and the Capital One Design Review Board. For the Capital One Design Guidelines to be effective, a structured process of properly managed design review is needed. To that end, the Capital One Design Review Board (CODRB) is being established to make both objective assessments and subjective value judgments about individual projects. The CODRB will focus on aesthetic quality as well as functionality of everything publicly visible: streetscapes, open space design, landscaping and architecture. The aim is to ensure a fair, professionally rigorous process for interpreting and enforcing design guidelines applicable to each project, and for considering and granting justifiable guideline variances. Thus, by meeting both the letter and spirit of the design guidelines, this design review process aspires to achieve the highest aesthetic standards.

The Capital One design review process does not replace mandatory reviews conducted by Fairfax County. Full compliance with applicable provisions of the county's Zoning Ordinance, Building Code, Public Facilities Manual and applicable state and federal regulations is still required for all projects. However, to avoid delaying project development schedules, CODRB review will be coordinated with county reviews, with CODRB meetings and decisions timed to correspond logically with each successive stage of project design.

Capital One Design Review Board Membership and Terms of Service. The Capital One Design Review Board shall be comprised of five members:

- an official of Capital One, the master developer, to be appointed by the Capital One project manager [or by Capital One management];
- an architect not responsible for designing projects at the Capital One property, to be nominated by master plan architects and appointed by the Capital One project manager [or by Capital One management];
- an architect representing and chosen by the master plan architects;
- a landscape architect not responsible for designing projects at the Capital One property, to be nominated by master plan landscape architects, and appointed by the Capital One project manager [or by Capital One management];
- a landscape architect representing and chosen by the master plan landscape architects.

The two architects and two landscape architects serving on the CODRB must be qualified, licensed design professionals highly respected in their fields, with no stake in the specific project being reviewed. CODRB members shall each serve three year terms, which may be renewed or extended by mutual consent between Capital One and the appointee. To ensure continuity, two of the first five members shall be appointed for an initial term of four years. Members may resign or may be dismissed at any time for cause. For each CODRB meeting attended, the members who are design professional shall receive an honorarium of four hundred dollars ($400.00), payable by Capital One per invoice.

Capital One Design Review Procedures. Capital One shall schedule periodic design review meetings of the CODRB on an as-needed basis, pursuant to timely requests for review by a project's developer and design team (the Applicant). Capital One shall notify CODRB members of meetings no less than fifteen (15) days in advance. Meetings shall be held during normal working hours at the offices of Capital One or, if and when convenient, at the offices of the Applicant.

Design review meetings shall not be open to the public, but Capital One or the Applicant may invite other concerned parties to attend and observe discussions, space permitting. Meetings will be interactive and informal and will consist of the Applicant's presentation, including any requests for variances or amendments, followed by discussion between the Applicant and the CODRB members, as well as among CODRB members. A Capital One staff member will serve as recording secretary during the meeting and subsequently will prepare and distribute official minutes of the meeting, to be reviewed for correctness by CODRB members and the Applicant.

Design review meetings shall occur at each stage of design: pre-schematic, schematic, design development and detailed development (construction documents). As a design progresses through each stage, the Applicant must ensure that the CODRB can fully understand the design intent through Applicant's use of drawings, digital and physical models, and material samples. Submissions to the CODRB shall typically include:

- site plan(s) showing context and landscaping;
- building plans, sections, elevations, key details;
- three dimensional representations and models;
- identification and samples of proposed facade and landscaping materials;
- signage plans and details.

Submissions shall be made no less than ten (10) days prior to the CODRB design review meeting and can be made electronically. If using paper copies of drawings, six (6) sets shall be submitted. Submissions shall be sent initially to the CODRB in care of Capital One.

To ascertain compliance with the Capital One Design Guidelines, the CODRB will study the project's proposed conceptual form and geometric composition; materials and colors; ornamentation and graphics; fixed furnishings and equipment; exterior lighting; and vegetation. It will evaluate not only design changes made in response to previous CODRB suggestions, but also all new design ideas and refinements, continually voicing commentary and suggestions for further design edits or enhancements. At the end of each meeting, the CODRB will communicate to the Applicant its pro and con judgments, plus recommendations concerning the design going forward, all confirmed by voice vote of the members. Three members, including at least one architect and one landscape architect, shall constitute a voting quorum.

By contract with Capital One, Applicants are obligated to attend scheduled meetings and present their proposed project designs to the CODRB. Final CODRB approval, in addition to Fairfax County approvals, is required before project construction can begin.

Design Guideline Variances. During the design review process, the CODRB may consider and grant a variance from these guidelines for a specific project, based on demonstrated technical/economic hardship or other good cause. However, a design variance approved by the CODRB shall not constitute an amendment to these guidelines. Furthermore, note that in any instance of inconsistency between a county-approved CDP/FDP or proffers and the Capital One Design Guidelines or rulings/opinions of the CODRB, the approved CDP/FDP and any related proffers will govern.

Amending the Capital One Design Guidelines. From time to time, amending or updating certain provisions of the design guidelines may be necessary and appropriate. Proposed amendments shall be submitted in writing to the CODRB and shall include proposed wording and graphics (diagrams, photos, sketches). Amendments/updates complying with applicable Fairfax County ordinances and other regulations shall be reviewed by the CODRB, which may adopt the amendment by affirmative vote of four CODRB members. The CODRB may also review non-complying amendment proposals which, if viewed favorably by the CODRB, would then be subject to review and approval by the county. In either case, the CODRB shall endeavor to coordinate appropriately with county officials in the development and evaluation of amendments/updates in order to ascertain a consistent interpretation and compatible application of county standards current at the time. If and when a revised guidelines amendment is approved by the CODRB, Capital One shall issue a revised guidelines document to be sent to county officials and to any entities then using the guidelines.

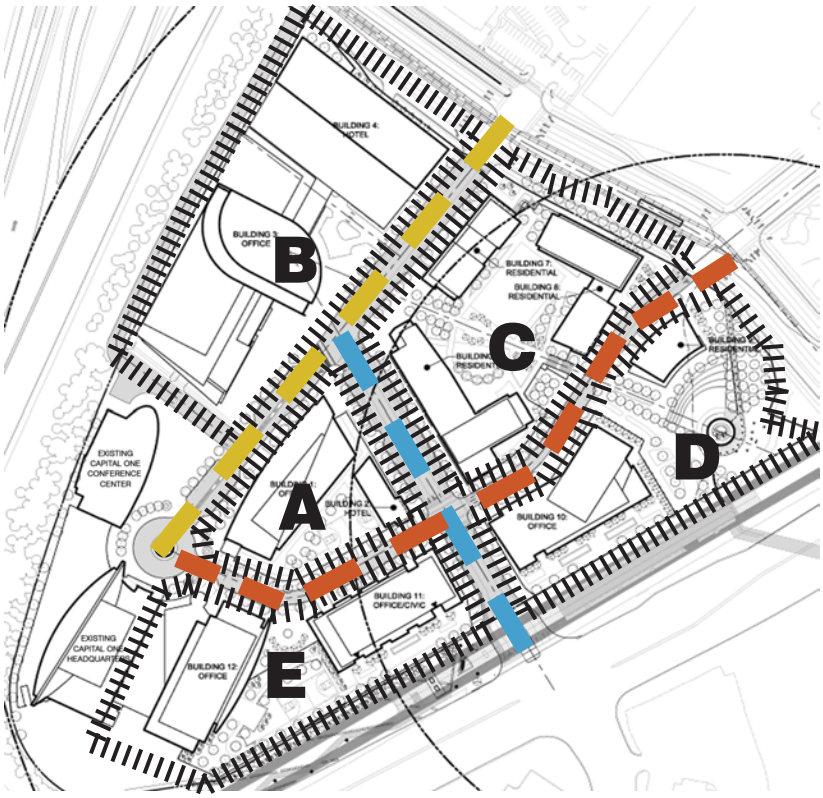
Streetscape Design - Internal Conditions

General Streetscape Design Considerations

In urban communities, the outdoor public realm seen and used by citizens is comprised of civic open spaces, parks and streets. But the ensemble of constituent elements defining a street environment - the streetscape - is the most ubiquitous and important part of the public realm. Contributing significantly to the character of cities and towns, streetscapes are perceived and experienced differently by people depending on how streetscape spaces are designed. A well crafted streetscape can be beautiful, functional, comfortable and safe to be in, an animated and vibrant place to which people are drawn and want to spend time. Conversely, a poorly designed and neglectfully maintained streetscape can be unsightly, uncomfortable, unsafe and unpopulated.

Thus the goal of these streetscape design guidelines is to create well crafted streetscape spaces that will be attractive, purposeful and intensely utilized, both to facilitate movement within the Capital One urban campus and to enhance driving and pedestrian experiences for workers, residents and shoppers. To accomplish this, two complementary design approaches are set forth in these guidelines. The first approach establishes a visually thematic palette of standardized paving materials for sidewalks and cartways throughout the campus, along with standardized street furniture, lighting and signage. The second approach entails contrasting thematic treatments designed uniquely for the three internal streets, street intersections and important streetscape focal points.

Underlying these streetscape guidelines are the many specific uses and activities - the functional program - that a successfully designed urban streetscape must accommodate and support: routine yet safe, pleasant pedestrian circulation; safe movement and storage of bicycles; spontaneous as well as planned social interaction; personal exercising by walkers and joggers; and organized public events - parades, arts and craft shows, food and restaurant fairs, farmer's markets, live performances, films, rallies. Likewise the functional agenda for motorists includes ease of vehicular movement at safe speeds; effective and clearly visible traffic control signals; well marked pedestrian crosswalks; well located and legible directional and identification signage; and curbside parking.



STREETSCAPE EXPERIENCES

CAPITAL ONE DRIVE (NORTH) EXPERIENCE

CAPITAL ONE TOWER ROAD EXPERIENCE

CAPITAL ONE DRIVE (SOUTH) EXPERIENCE

Along with the "General Streetscape Design Considerations", the following generally describes physical materials, design characteristics and other elements pertaining to the upper and lower loops of Capital One Drive and Capital One Tower Road. Subject to review and approval by the CODRB, streetscape elements shall be selected, located and installed in accordance with approved development plans and streetscape design concept drawings. Some elements may vary from streetscape to streetscape. However, roadway paving, curbs, sidewalk paving, street furnishings and street lighting shall be uniform throughout the Capital One campus.

- Roadway surface: concrete
- Curbs: granite
- Curbside parking spaces: demarcated by inset granite paving blocks
- Roadway median: bioswales, native vegetation, ornamental deciduous trees
- Sidewalks: pervious unit paving, uniform texture and color
- Crosswalks: differentiated pervious unit paving, uniform texture and color
- Street trees: native, drought-resistant deciduous shade trees, limbed for visibility
- Planting strips: native, ground covers, perennials, annuals
- Tree grates: circular or rectangular (if used), as appropriate
- Street furnishings: bollards; benches; tables and chairs for outdoor dining; bicycle racks; bus stops; waste receptacles
- Signage: see Signage Design Guidelines and Signage Location Plans
- Street lighting: energy-efficient pole mounted luminaires consistent with the standard in Fairfax County's Tysons Corner Urban Design Guidelines
- Street utilities: irrigation; secured water and power sources
- Fixed outdoor artwork: selected and deployed with approval of CODRB

Refer to the Architectural Design Guidelines for recommendations and requirements concerning building facades, storefront awnings and canopies, storefront and building entries, etc., that affect streetscape quality and character.

NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design.

Streetscape Design - Trees

Tree Root Zones. Tree root zones are important to provide an environment that promotes healthy root growth. Because the ultimate size and health of trees is dependent on the soil volume, tree spaces should be a minimum of 3' deep and provide a soil volume in the root zone of approximately 400 to 700 cubic feet. The length and width of tree root zone varies depending on the streetscape type and are illustrated on the diagram (See enclosed plan and section). Tree root zone soil volumes greater than 700 cu. ft. are highly encouraged and will lead to better results in tree canopy size. For two or more trees planted in a contiguous area, the volume of soil per tree could be reduced as tree roots will share much of the same space. Consideration for continuous tree root zones is highly encouraged.

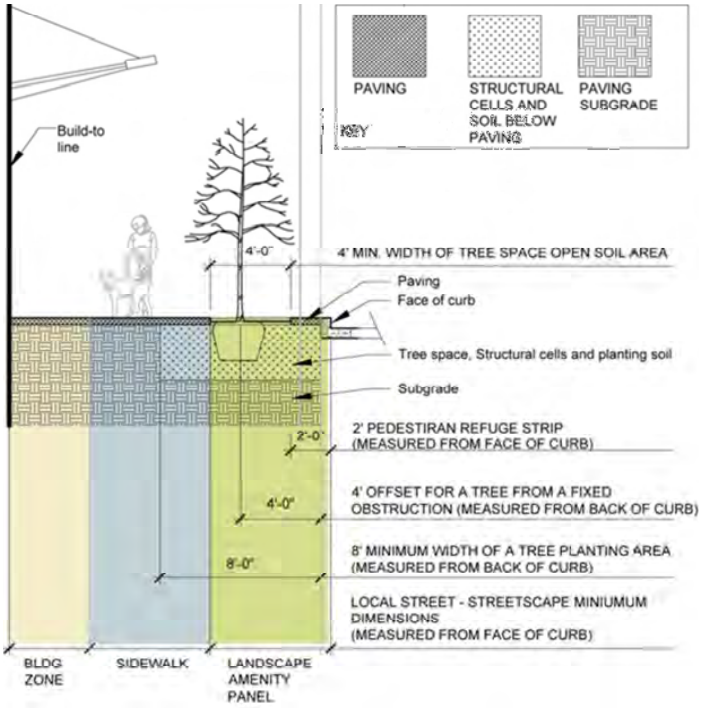
- Trees species should remain consistent along each street.
- Trees should be used in planting areas in both the landscape amenity panel and the building zone when space allows.
- All street trees should be 3 inch caliper at the time of installation.
- Trees should be planted at an appropriate time of the planting season to optimize temperate conditions and availability of irrigation water.
- All trees should be irrigated using permanent, automatic irrigation for a minimum of a 2-year establishment period and also irrigated during extreme drought conditions.
- All trees and tree spaces should be maintained regularly including: removal of all stakes and guy wires one year after planting, removal of irrigation bags (Gator Bags) one year after planting, removal of weeds and debris in all tree spaces, regular irrigation maintenance and monitoring, and monitoring of pest damage.

Open Soil Area. Open soil area is defined as an unpaved area of soil surrounding a tree which contains existing, new or amended soil. Greater open soil area for ornamental plantings in tree spaces is encouraged when space and pedestrian flow allows it. This planting method provides a space for ornamental planting in the tree space and maximizes the amount of storm water that can be absorbed into the ground.

- Provide a permanent, automatic irrigation system to provide water for the tree and any ornamental plantings.
- Plant open soil areas with turf or hardy, drought tolerant perennials, grasses and small shrubs that do not conflict with vehicular sight line distances.
- To avoid compaction of soil and damage to ornamental plantings, a low fence structure or masonry curb should be installed to discourage pedestrians from walking in planted areas.
- Include a 2 foot minimum paved walkway directly adjacent to the curb where on-street parking is permitted. This will provide an area to walk when exiting vehicles and avoid damaging plants.

Covered Soil Areas. Covered soil area, or an area of soil that is under pavement and specially designed to accommodate tree root growth should be used in areas of high pedestrian traffic. It can be achieved in a number of ways. The following design suggestions describe these methods:

- Maintain a minimum open soil area of 4 ft. x 4 ft around the base of the tree. A 2 ft. x 2ft. opening is may be acceptable for some ornamental trees.
- Provide a permanent, automatic irrigation system to provide water for the tree.
- Utilize suspended pavement technologies such as structural cells in the subgrade below the covered soil area.
- Utilize other methods to cantilever pavement over the tree space such as concrete supports.
- Use unit pavers set in stone dust and a permeable sub base above tree root zones.
- Use tree grates as the walkable surface over the tree space and should be placed at least 2 feet away from all sides of the tree trunk. Tree grates should not be used directly adjacent to tree trunks as they are rarely maintained over time and cause serious damage to trees when trunks grow into narrow grate openings.



Above text and street section taken from the Tysons Corner Urban design Guidelines DRAFT (dated 0ctober 3, 2011) and is illustrateive of the typical street tree section for the Capital One-Tysons East Development. Please refer back to the Tysons Corner Urban design Guidelines DRAFT (dated 0ctober 3, 2011) for more information.

	Location	Common Name	Scientific Name
A	Capital One Tower Road Capital One Drive (N)	London Plane Tree	Platanus x acerifolia
B	Street	American Elm	Ulmus americana
C	Median	American Hornbeam	Carpinus betulus 'Fastigiata'
D	Capital One Drive (S)	Thornless Honey Locus	Gleditsia triacanthos inermis
E	Capital One Plaza	Pin Oak	Quercus palustris
F	Common Green	Mix of trees (Limit 5)	Mix of trees (Limit 5)
G	Metro Park	Red Oak	Quercus rubra

A - LONDON PLANE TREE

B - AMERICAN ELM

C - AMERICAN HORNBEAM

D - THORNLESS HONEY LOCUS

E - PIN OAK

G - RED OAK

Streetscape Design - Paving

Paving in an urban environment must be able to withstand harsh weather conditions as well as a high volume of pedestrian traffic. It must also accommodate vehicular crossings at garage entrances, loading and unloading of materials for retail establishments, and the stresses caused by shoveling and de-icing treatments. It must also be easily repaired or replaced in the even of damage or utility work. Paved surfaces must be slip resistant and safe for pedestrian movement. Light colored paving can also remediate heat-island effect and count towards LEED credits.

The paving will consist to two elements; field paving and accent paving. Field paving is the predominant material used between the curb and the building. Accent paving are paving units used in limited quantities to highlight key places such as entrances, urban parks, pedestrian crossings, or important intersections and possibly to pave the areas over tree spaces (as one option to protect tree roots).

Flexibility should be provided to the design team to choose the placement and design for paving patterns and control joint patterns; however, the following pallet of materials should be used. This will create a sense of material unity between blocks while allowing for the character of each building to emerge. Red and Terra Cotta color paving is not to be used within the development of the streetscape. Alterations to these paving shall be reviewed by the review board.

- The sidewalk zone, in most cases, should be exclusively paved with field paving so that tripping hazards that can be caused by small unit pavers are minimized in the pedestrian travel way.
- Any paving which is suspended over tree spaces should be porous, either by utilizing porous pavers or by setting unit pavers on a pervious setting bed.
- Where subgrade soils have adequate percolation or infiltration rates, the use of porous pavers and pervious paving techniques as a stormwater infiltration in the streetscape should be used.
- All utility access doors or manhole covers are allowed, but should be located outside of the sidewalk zone (to the best extent possible) and should be flush with adjacent paving, slip resistant, and incorporated with the design of the streetscape.
- Paving at driveway and service entrance locations should be consistent with adjacent streetscape zones to minimize the appearance of the service entrance and to emphasize continuity of the pedestrian flow in the sidewalk. Driveway entrances should be outlined attractively with accent paving to give pedestrians clues about entering and exiting vehicles.
- ADA compliant ramps and pavement treatments shall be installed as required and as specified by current ADA standards.

Above: example images of paving patterns, fields, and accents.

Text taken from the Tysons Corner Urban design Guidelines DRAFT (dated 0ctober 3, 2011) and is illustrateive of the acceptable paving for the Capital One-Tysons East Development. Please refer back to the Tysons Corner Urban design Guidelines DRAFT (dated 0ctober 3, 2011) for more information.

FIELD PAVING - Poured in Place Concrete
Location: Building Zone, Sidewalk
Product Description: Poured in Place Concrete
Color: Cool Grey, Limestone Grey, and Buff (meet Solar Reflective Index of 29 or better)
Suggested Scoring Patterns: 3' x 3' square or 2' x 3' rectangular London Bond. Creative scoring patterns used to highlight building entrances or other streetscape elements are encouraged.

FIELD PAVING - Unit Pavers
Location: Landscape amenity panel, sidewalk, building zone.
Product Description: 2' x 2' x 2" min. precast concrete, stone pavers, or permeable pavers. Must meet ADA, and provide non-slip finish.
Color: Limestone Grey or Limestone grey with black aggregate (should meet Solar Reflective Index of 29 or better).

ACCENT PAVING - Small Unit Pavers
Location: Landscape amenity panel, building zone, Select accents that make up no more than 25% of the streetscape.
Product Description: Brick, Concrete, Stone, or Permeable Pavers (or unit pavers set in pervious setting bed) with Non-slip finish.
Color: Cool Grey, Warm Grey, and Buff (should meet Solar Reflective Index of 29 if possible)

Tree Grates
Location: Landscape amenity panel, building zone (not in sidewalk zones)
Product Description: Cast iron, or bronze. Set on frame. Grates must be 2 feet minimum clear from any tree trunk.

ADA Accessible Ramp Paving
Location: ADA Curb Ramps
Product Description: Pre-cast detectable warning pavers Charcoal grey suggested but color to be determined by project such that ADA requirements are met.

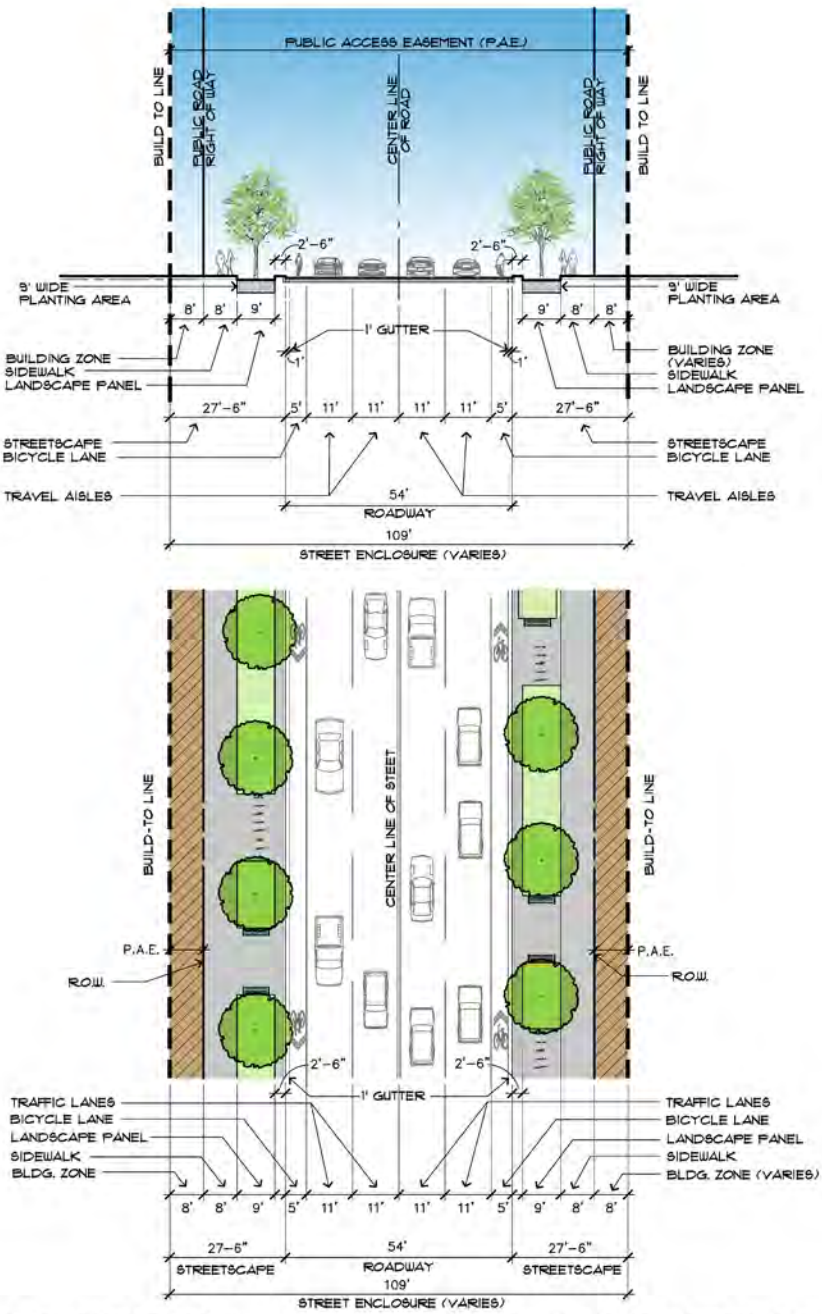
Crosswalk Paving
Masonry Unit Pavers
Location: Local Street Crosswalks at primary pedestrian zones and mid block crossings.
Product Description: Pre-cast concrete or stone unit pavers or paver sets.

Stamped Concrete (only under review of Architectural Review Board)
Location: Local Street Crosswalks at primary pedestrian zones and mid block crossings.
Product Description: Stamped and colored concrete.

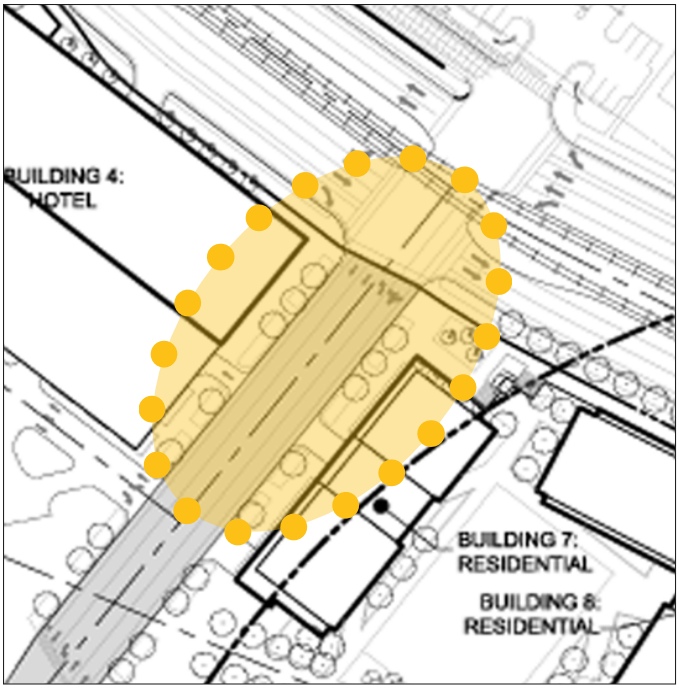
Capital One Drive (North) Experience

Intended to be grand in scale and character, the northern portion of Capital One Drive is a divided, straight two-lane road connecting the Scott's Crossing Road campus entrance to the Capital One business district and traffic circle. Five tall buildings flank and frame the drive. Although there will be some retail shopping frontage, the drive functions primarily as a non-retail drive serving pedestrians and vehicles moving to and from workplaces and other destinations within the campus. Deciduous shade trees growing in continuous planting strips shall rhythmically line the roadway and its generously wide sidewalks. A median planted with shrubs and other vegetation runs along the centerline of the drive for its western (private) segment. Curbside parking is provided, as are dedicated peak-hour turn lanes in the more heavily traveled eastern segment. The most publicly activated part of the drive occurs where it traverses the spatially vibrant node in front of the landmark Capital One headquarters building and its adjacent plaza, the axial pedestrian pathway linking this focal point to the elevated Common Green and Metro Park, and Capital One Tower Road, the campus' primary retail shopping street.

CAPITAL ONE DRIVE (NORTH) EXPERIENCE



Note: Street sections here show general standards for the noted location; final street sections in approved Conceptual Development Plans and Final Development Plans govern approved development.



Capital One Drive (North) Experience:

Scott's Run Intersection
Residential + Commercial Districts

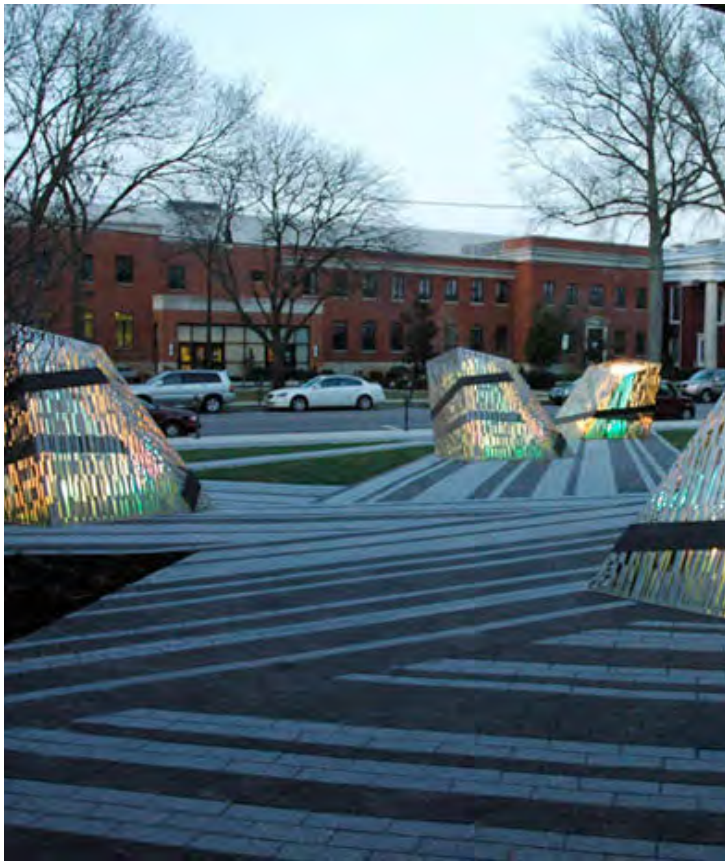
This tree-lined campus entry and arrival portion of Capital One Drive is flanked on the east by a residential building and on the west by a hotel building. Hardscaped areas at both corners help enunciate the entry - a campus identification sign could be installed at the northern corner - and serve as transition spaces leading pedestrians to and from adjoining buildings. One or both of these spaces also are potentially suitable locations for installation of fixed, outdoor artwork. Well offset from the intersection, a single curb cut provides vehicular access for the residential building's parking garage and loading, and corresponding curb cuts provide parking and drop-off access to the hotel and adjacent office building on the opposite side of the drive.

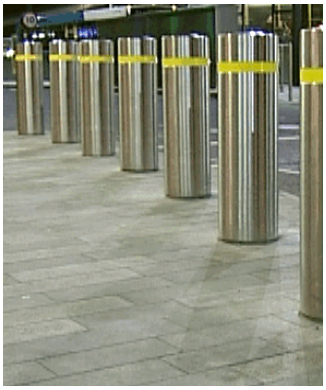
Above: Image of the entrance to the Carlyle Development in Alexandria, VA, depicting a material change in the pavement at the crosswalk (giving importance to the pedestrian right-of-way) as well as the planted curbsides and median. The overall goal is to slow cars upon entering the Capital One site and create a very different feel from the large traffic viaducts of Dolly Madison Blvd and Scotts Run Crossing. The change in paving materials and increase in planted material will make the entrance a distinct zone within the Tysons area and frame the view down Capital One Drive towards the original Capital One Headquarters Building.

Capital One Drive (North) Experience:

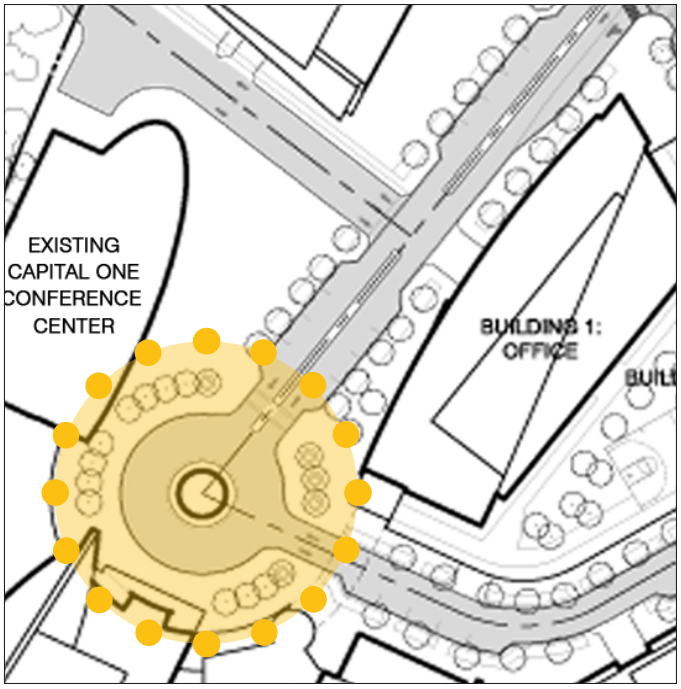
Capital One Tower Road Intersection - Capital One HQ & Plaza

This node will feel like, and be perceived as, the most urban space within the campus. Sidewalks and intersection crosswalks will be paved with materials that visually tie together the ground planes of the node's five distinct components: Capital One Drive, the landmark headquarters tower on axis, the plaza, the axial promenade and Capital One Tower Road. Traffic control signals at intersections shall ensure safety both for vehicles and for pedestrians. Street trees and street lighting shall define streets edges and the two organizing axes traversing the node. Bollards, benches, bicycle racks, waste receptacles, street lighting and signs, plus a bus stop, shall be deployed in accordance with applicable plans, and as approved by the CODRB.





NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design. Descriptive images show an open plan plaza and edge delineation by bollards as well as unique paving and public art. This intersection is one of the main foci of the site and is the intersection of various pathways through this development. Capital One Drive and the headquarters plaza can be at the same elevation (no curb) to facilitate pedestrian flow and allow plaza activity to seep into surrounding areas. Being on the same level, bollards will need to be used for pedestrian safety and to ensure vehicle access is limited to emergency vehicles only. The plaza paving and/or artwork should also extend into the surrounding streetscape to increase visibility of the plaza activity and encourage pedestrian patronage.



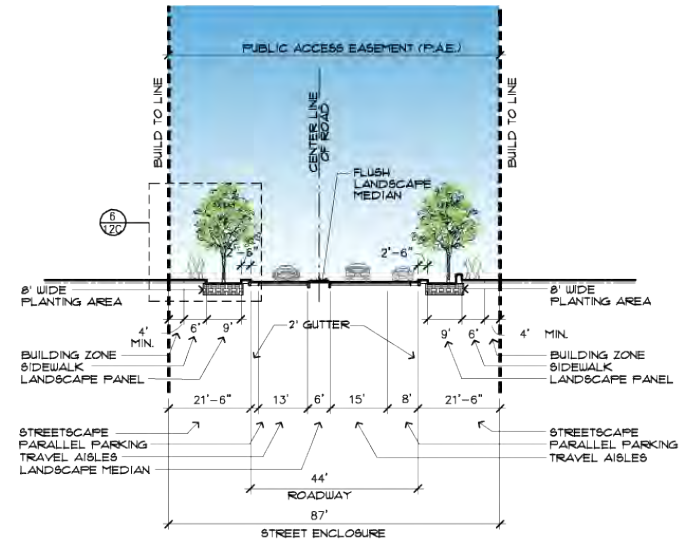
Top: Image depicting the corporate park that will occupy much of the existing space in front of the existing Capital One Auditorium. This pocket park (refer to section of guidelines on pocket parks) is to bleed into the streetscape. This designates the roundabout and surrounding commercial structures as a different zone from the rest of Capital One Drive.

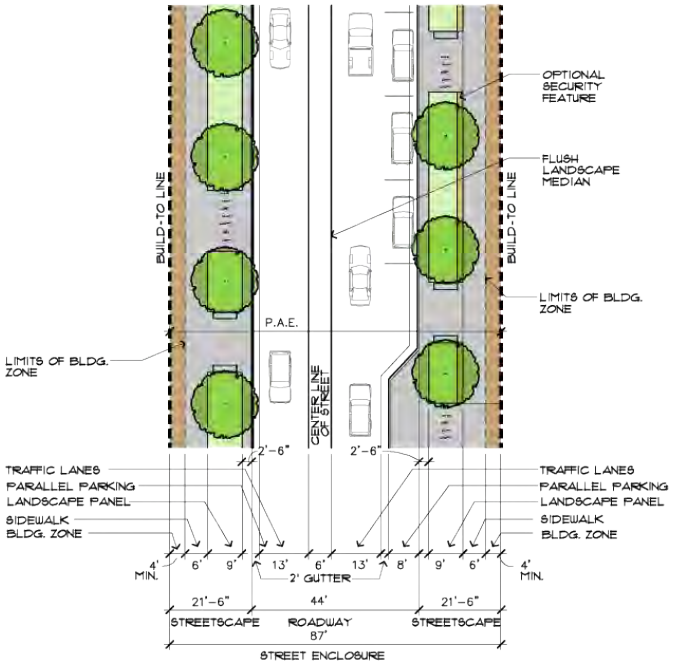
Bottom: image of an urban traffic circle illustrating the nature of the Capital One Drive circle. Since pedestrian activity is kept to the perimeter of the circle, the circle's center is to be largely ornamental (non-occupied). As such, planting, public artwork, water features, etc. may be used to emphasize the terminus.

Capital One Drive (North) Experience:

Terminus - Business District

Integral to Capital One's headquarters domain, the traffic circle terminating the northern portion of Capital One Drive shall be developed with roadway paving, sidewalk and crosswalk paving, and planting details around the circle perimeter generally matching Capital One Drive details. The pocket park adjoining the existing Capital One Conference Center will be visually and functionally integrated with the linear headquarters plaza. Also to be deployed around the circle shall be bollards, bicycle racks, waste receptacles, street lighting and signage in accordance with applicable plans, and as approved by the CODRB. Landscaping of the circular island at the center of the circle, similar to the drive's median landscaping, may incorporate a fixed artwork or fountain, along with appropriate nighttime illumination.

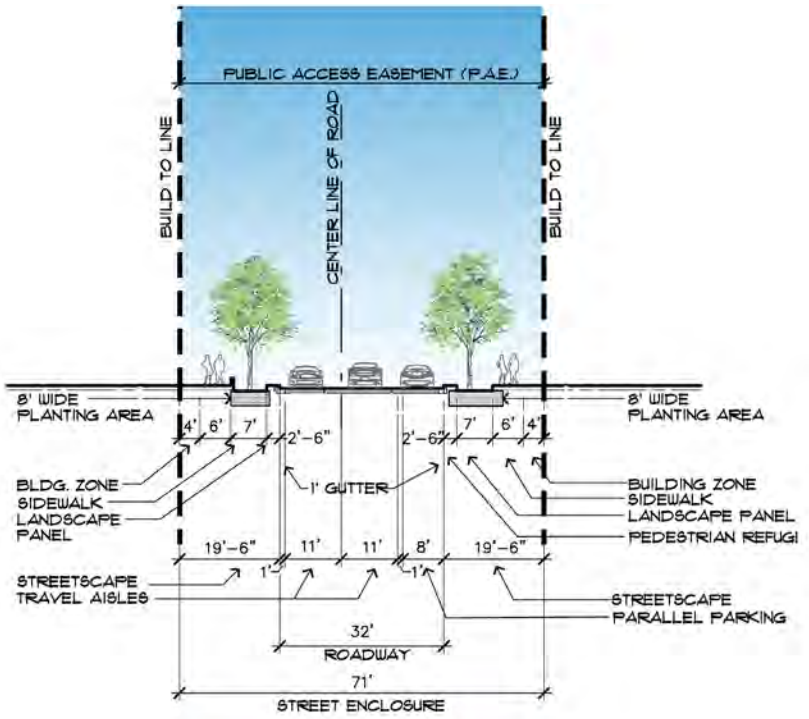


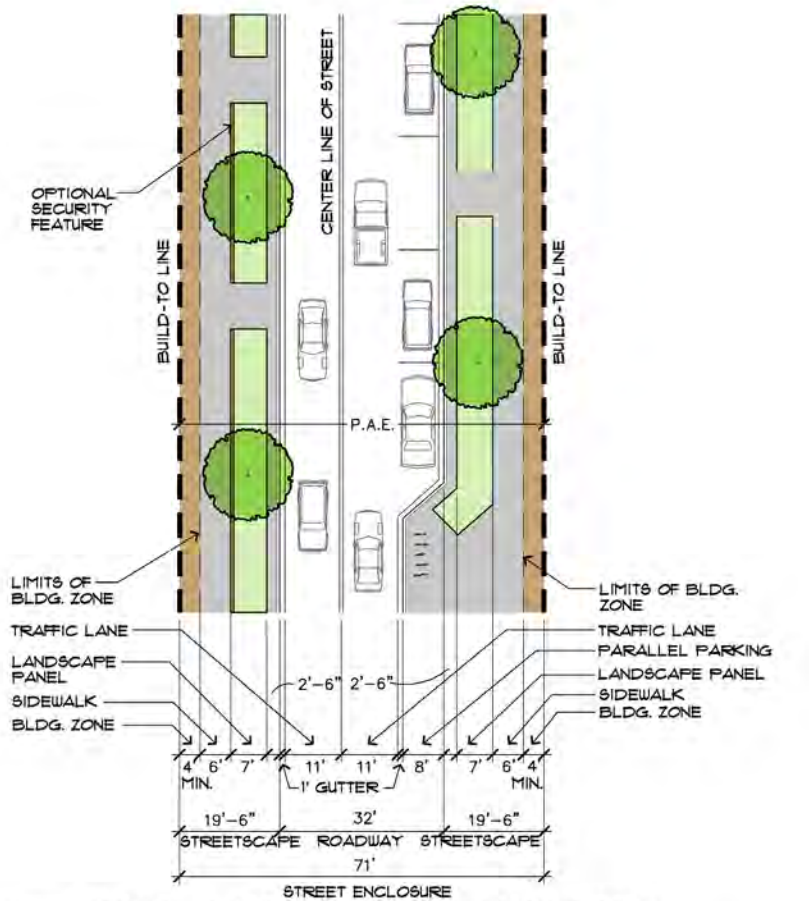


Capital One Drive (South) Experience

The southern section of Capital One Drive extended intersects Scott's Crossing Road to create a second entrance to the Capital One district. Terminating at the Capital One traffic circle and business district, the curving road is narrower than the northern section of Capital One Drive and more service-oriented. Flanking the road are seven residential and commercial office buildings, including some retail frontage at street level. The road will accommodate cars and trucks moving to and from various buildings within the campus, but it also will serve pedestrians who walk to and from the Metro station, and who live or work within the district. Deciduous shade trees growing in continuous planting strips rhythmically line the road and its wide sidewalks. Curbside parking is provided. The most publicly animated part of the road occurs where it intersects Pocket Park B and the axial pedestrian pathway linking Metro Park to the elevated Common Green.

CAPITAL ONE DRIVE (SOUTH) EXPERIENCE





Note: Street sections here show general standards for the noted location; final street sections in approved Conceptual Development Plans and Final Development Plans govern approved development.

Capital One Drive (South) Experience:

Scott's Run Intersection - Residential District

This campus entry and arrival portion of the southern segment of Capital One Drive extended is flanked on both sides by two tall residential buildings. Mostly softscaped Pocket Park A occupies the north corner of the Scott's Run intersection, and a small hardscaped area framed by trees and ground plane vegetation occupies the south corner. The two landscaped corners help announce the campus roadway entry, and either space is suitable for installation of artwork. Well offset from the intersection, single curb cuts across from each other provide vehicular access for the residential parking garages below each building. Traffic control signals and accentuated crosswalks at the Scott's Run intersection shall ensure safety both for vehicles and for pedestrians. Street trees and planting strips shall define the edges of the roadway and sidewalks, the latter to be used mostly by resident pedestrians. Benches, bicycle racks, waste receptacles, street lighting and signs shall be deployed in accordance with applicable plans, and as approved by the CODRB.

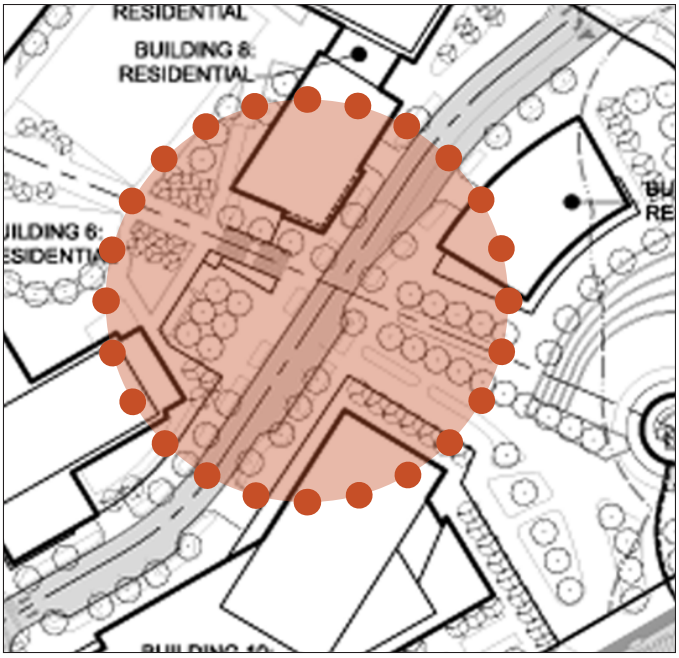
Above images: The residential portion of Capital One Drive is more low scale, low-volume than other campus streets. With residential frontage at ground level (see architectural articulation guidelines), less of the setback may be devoted to the public sidewalk and more of it given to the residential frontage or for additional streetscape planting. Allowing residential units to occupy some of the streetscape encourages residents to activate and take ownership of Capital One Drive.

Capital One Drive (South) Experience:

Mid-Block Crossing - Pedestrian Axis

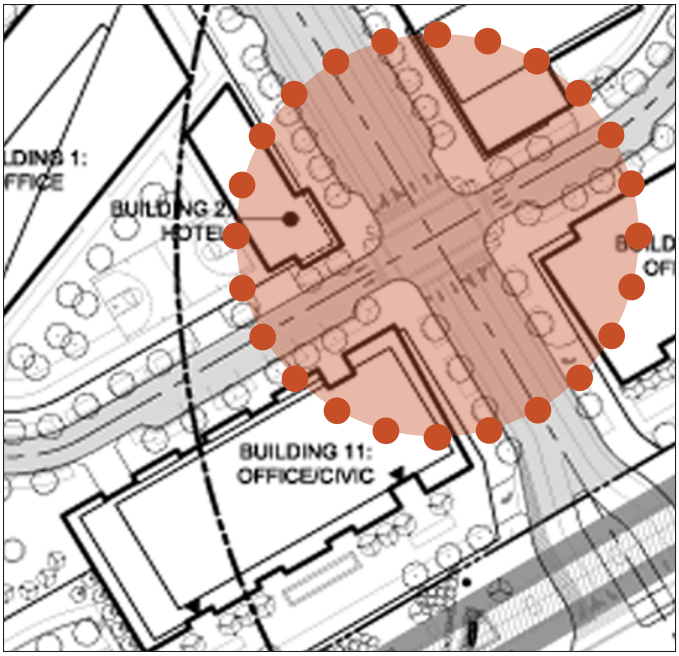
This spatial node along the southern stretch of Capital One Drive, will be among the most animated places within the urban campus, given its relationship to the Metro station, Metro Park and the adjacent residential block. At the crossing, the road's sidewalks and crosswalks will be paved with materials visually tying together the ground planes of the node's components: the road, the axial promenade on both sides of the road; and Pocket Park B facing the road and abutting the promenade and promenade stairway leading to the elevated Common Green.

Since the recreation-focused park is situated on top of a parking garage, there is a significant grade change between the streetscape of the southern stretch of Capital One Drive and the public amenities within the residential block. This poses design and pedestrian way-finding challenges. Effort must be made to enhance the vertical connection between the two spaces so that pedestrians are encouraged to make use of the unique access. Street trees shall line street edges and, along with other vegetation, define the axial promenade traversing the node. The pedestrian axis shall be further reinforced and celebrated by a narrow channel in which water will flow slowly down into Metro Park. Benches, bicycle racks, waste receptacles, street lighting and signs, plus a bus stop, shall be deployed along the road in accordance with applicable plans, and as approved by the CODRB.



Above Image: As seen in Reston town Center, stairs are lined with special planting beds, lighting, and awning/sculptural elements that create visual interest and draw the visitor through the site.

Right Images: The mid-block crossing spans Capital One Drive and is the pedestrian link (along the major pedestrian/view axis) between two of the main open spaces in the master plan. As a mid-block crossing, it is important to have design elements that slow vehicular traffic such as a traffic hump/raised crosswalk and a change in paving materials. The location also has a unique confluence of open spaces, being at the intersection of the recreation park, the common green and one of the pocket parks. Streetscape planting should reflect and accentuate the existing axes and geometries.



Capital One Drive (South) Experience:

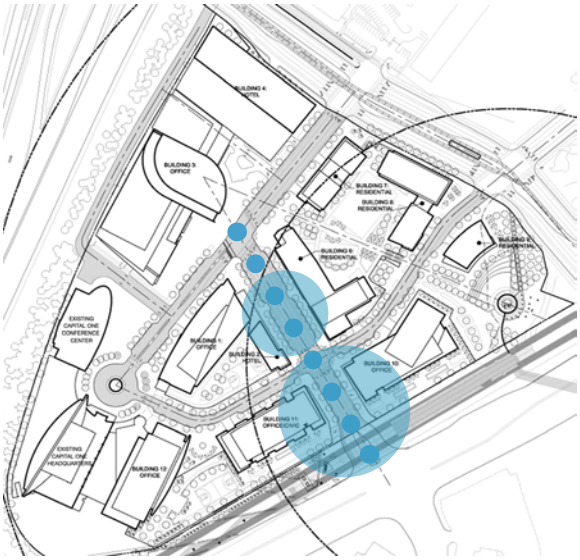
Capital One Tower Road Intersection - Retail/Business Districts

This could be the busiest, most visually vibrant intersection within the Capital One district. It is the primary point of convergence for most commuters walking to and from Metro, and for vehicles using the Capital One Tower Road - Route 123 intersection to access the campus' commercial and residential buildings. Equally important, it is the gateway to the Capital One Tower Road retail shopping area. The design and materials of this streetscape node shall be the same as the rest of Capital One Drive/Capital One Tower Road, as specified above. However, of special importance here are the Architectural Design Guidelines that address: the vertical massing and facade expression of the corners of the four buildings framing the interesection, where all four street-level corners of the intersection are occupied by retail uses; facade composition of multi-level garages facing Capital One Drive above the retail level; visibility and legibility of retail signage; storefront colors and illumination along Capital One Tower Road; and wayfinding signage.

Above Images: examples of office and retail streetscapes.

Capital One Tower Road Experience

Capital One Tower Road intersects Route 123, Dolley Madison Boulevard, below Metro's viaducts and will be the third and perhaps most frequently used entry point into the campus. From the intersection, the straight four-lane road crosses the southern segment of Capital One Drive, creating the vibrant campus gateway described above, and ends in a major node at the T-intersection with the northern section of Capital One Drive directly in front of the landmark headquarters office tower. Five commercial office and residential buildings flank Capital One Tower Road, forming a significant view corridor from Route 123 to the 470' headquarters tower at the head of the street. Lined with curbside parking and bicycle lanes, this will be the campus' primary shopping street. Retail stores and eateries with glazed storefronts, colorful canopies and awnings, and illuminated signage shall continuously line both sides of the road. Limbed (high canopy) shade trees growing in continuous planting strips rhythmically line the road and its extra wide sidewalks, where restaurants and cafes will deploy outdoor tables and chairs. With people shopping, dining and socializing, plus pedestrians going to and from buildings, Capital One Tower Road promises to be the busiest, most intensely animated streetscape within the campus.



CAPITAL ONE TOWER ROAD EXPERIENCE

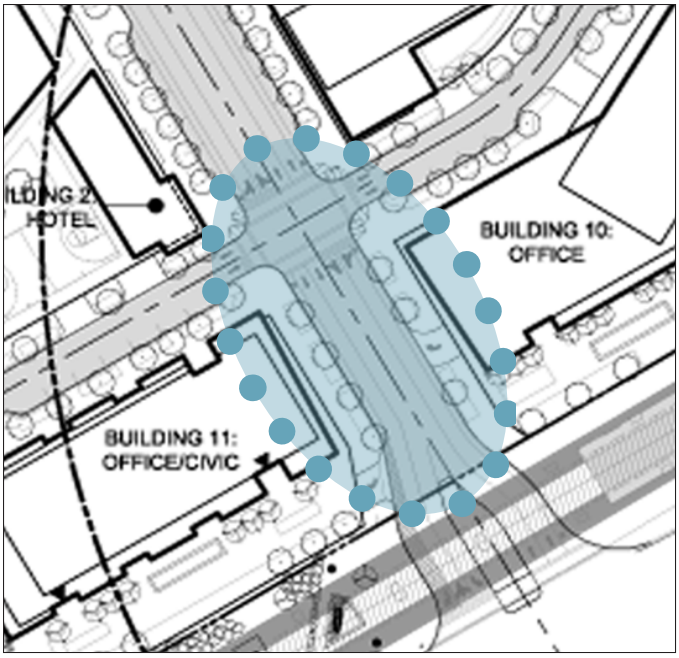
Images above: The mid-block crossing is to be clearly visible to vehicular traffic and may be a raised hump of the same material as the sidewalks. Wide sidewalks and opportunities for outdoor dining activate the retail-lined streetscape. Space should be left between tree boxes/planting beds for temporary vendors.

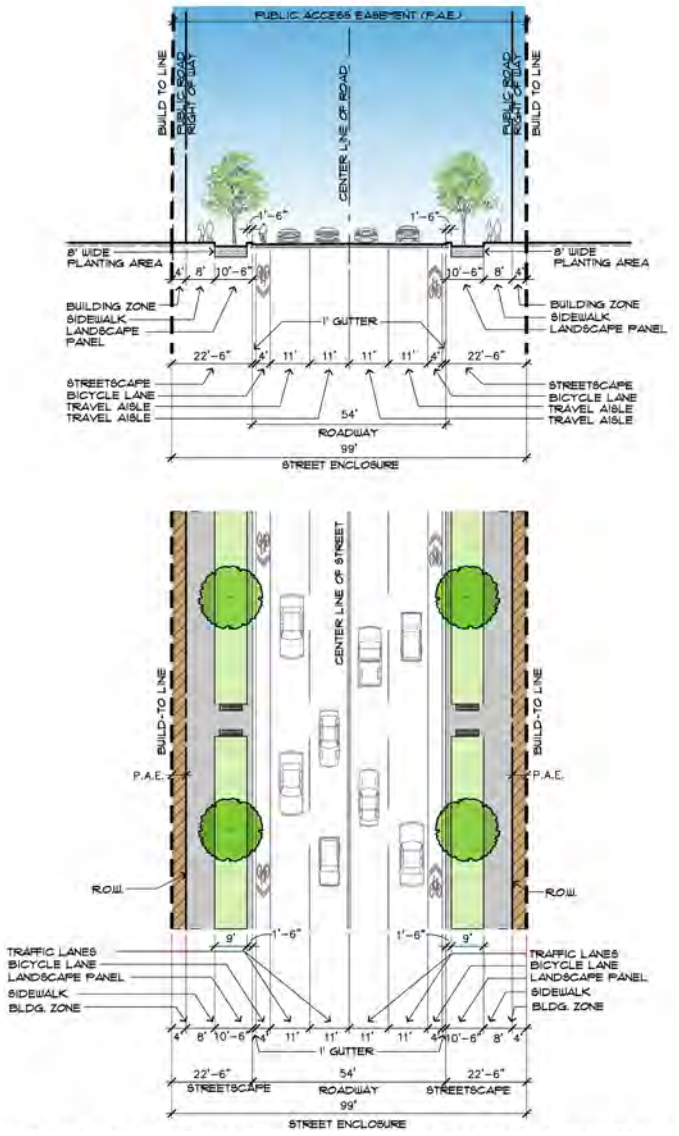
Capital One Tower Road Experience:

Route123 - Capital One Drive Intersection -
Retail + Commercial Districts

After passing under the Metro viaduct, Capital One Tower Road is flanked by a pair of tall office buildings atop multi-level garages. Also just beyond the viaduct are curb cuts on each side of the road providing vehicular access for the office building and community center parking garages. This busy road segment leads to the first Capital One Tower Road - Capital One Drive intersection, the primary point of convergence for most commuters walking to and from Metro, and for vehicles using the Capital One Tower Road - Route 123 intersection. The design and materials of this activated streetscape segment shall match Capital One Drive, as specified above, including wayfinding signage below the viaduct. Of special importance is provision of adequate nightime lighting below the viaduct (see Edge Conditions).

Since much of the loading for the adjacent blocks crosses the sidewalks close to the site entrance at Dolley Madison Blvd, the design of the streetscape here should focus on pedestrian safety and wayfinding. Signage should clearly indicate to visitors the driveways and their accessability while every effort must be made to have pedestrian continuity (i.e., continue materials, delineation, etc accross driveway entrances). At the corner intersection with the southern segement of Capital One Drive, activity (cafe seating, displays, etc) is allowed in the building zone to draw pedestrian traffic and enhance street life.





Note: Street sections here show general standards for the noted location; final street sections in approved Conceptual Development Plans and Final Development Plans govern approved development.

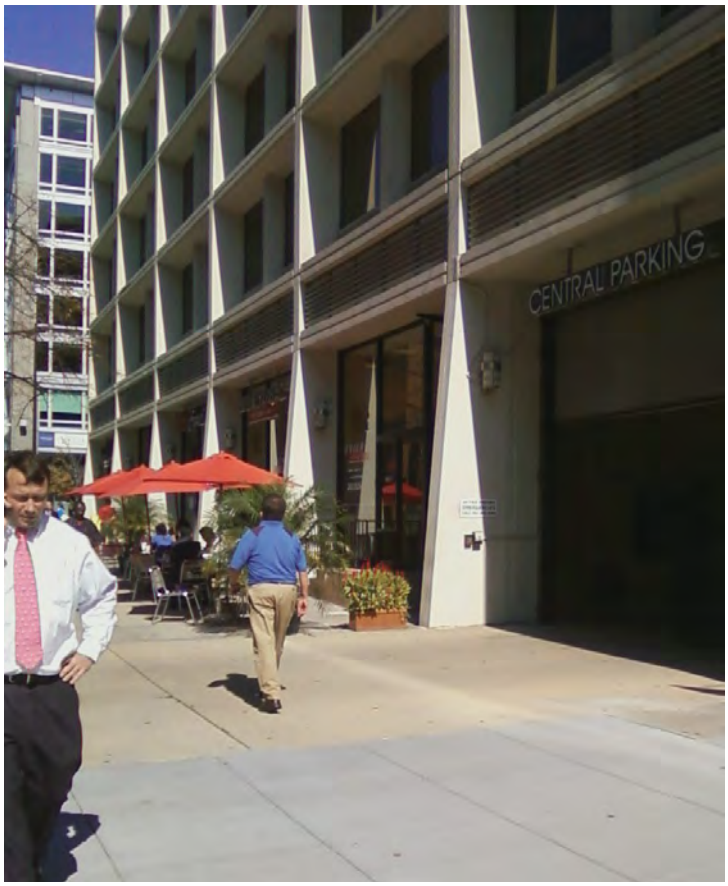
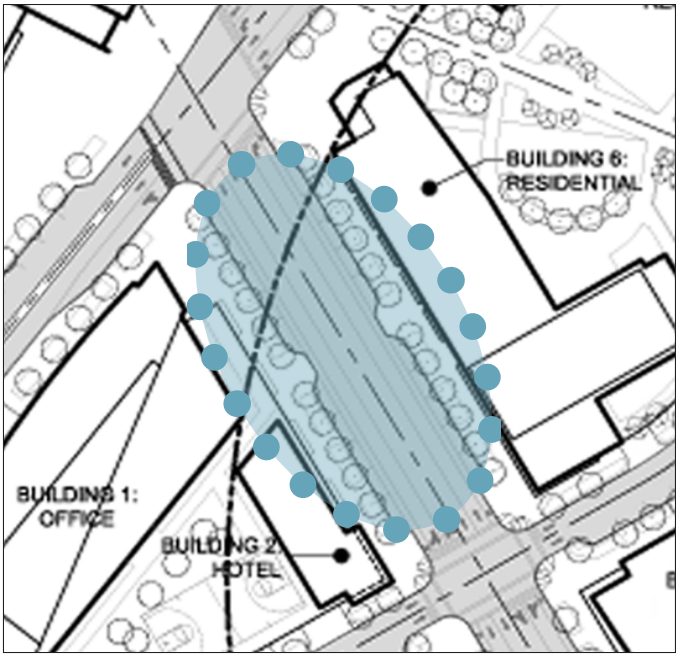


Image: example of service access through the pedestrian right-of-way.

Capital One Tower Road Experience:

Mid-Block Crossing - Retail + Residential Districts

Capital One Tower Road between the two segments of Capital One Drive is the Capital One urban district's primary shopping street. Behind porous, street-level building facades, retail stores and eateries shall continuously line both sides of the street. Fully glazed storefront windows and doors, colorful canopies and awnings, and lighted retail identification and advertising signage shall define the street's pedestrian character. Limbed (high canopy) shade trees growing in continuous planting strips shall rhythmically line the street and its extra wide sidewalks, where restaurants and cafes can deploy outdoor tables and chairs for fair weather dining. Design details concerning paving, planting, street lighting and street furnishings of this activated streetscape segment shall match the other campus streets, as specified above. Pedestrian directional signage shall be provided, and a midblock pedestrian crosswalk shall be built to allow people to cross Capital One Tower Road other than at street intersections.



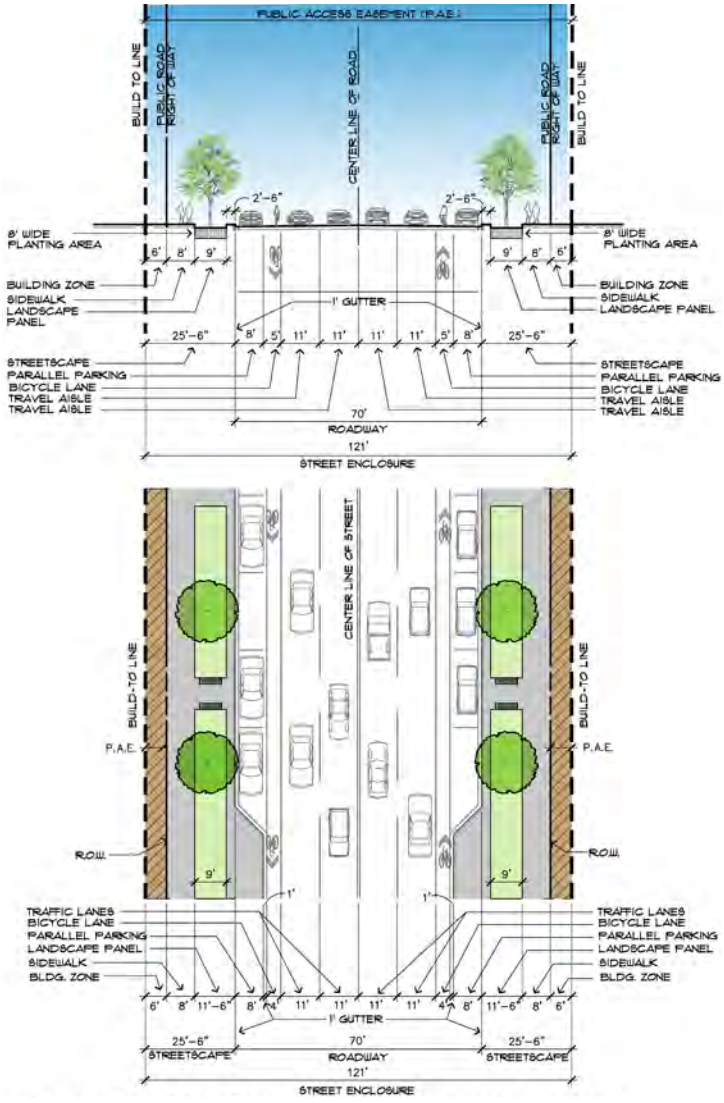
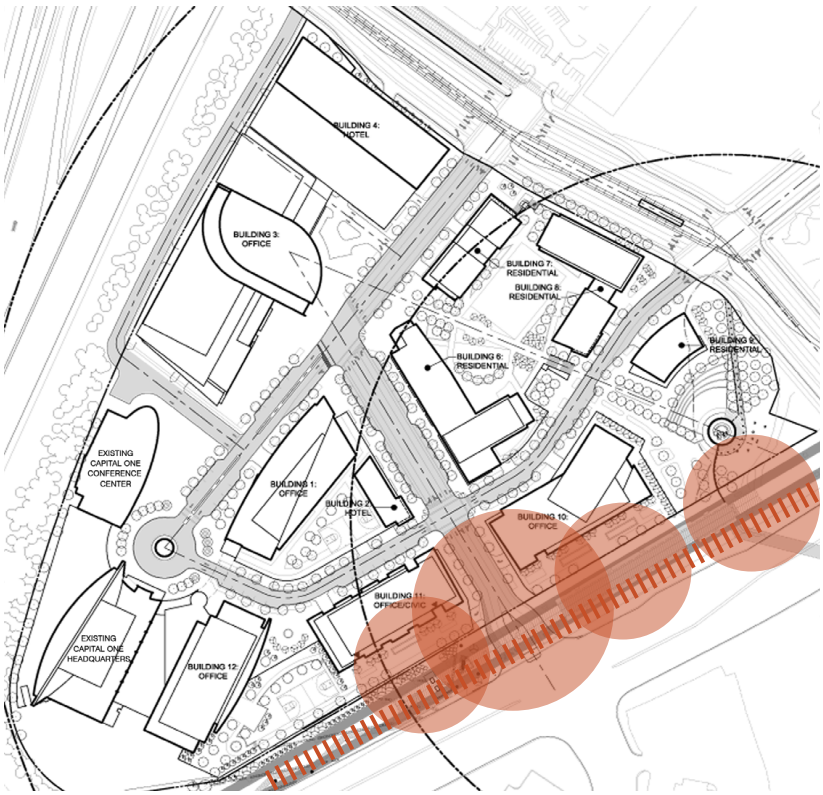


Image Above: Along the retail street portion of Capital One Tower Road, significant space is designated for planting. Shade trees should be selected so that visibility of storefronts from passing vehicles is not impinged. Trees should be limbed to create a street canopy, to lower the scale of the street and to slow traffic.

Note: Street sections here show general standards for the noted location; final street sections in approved Conceptual Development Plans and Final Development Plans govern approved development.

Edge Conditions - VA 123

Route 123, Dolley Madison Boulevard, is an eight-lane arterial highway, one of the three major regional highways serving Tysons Corner. Every day tens of thousands of motorists using this road will spend many seconds - and several minutes in rush hour congestion - driving by Capital One's campus and seeing the entire, quarter-mile-long southeastern campus edge. Visually prominent along this edge are: the elevated Metrorail line and Metro station that will cast shadows and generate noise; three large office buildings with seven-level parking garages constituting their base; and Scott's Run Stream Valley Park and Metro Park. Also the only vehicular entry into the campus directly from Route 123 is its intersection with Capital One Tower Road, which is situated below the Metro viaduct and passes between the two flanking office buildings. Every weekday thousands of Metro riders will experience the campus edge as pedestrians when they go to and from the Metro Station using the Route 123 and Capital One Tower Road sidewalks. Consequently, the goal of these edge condition guidelines is to make this edge of the campus attractive.



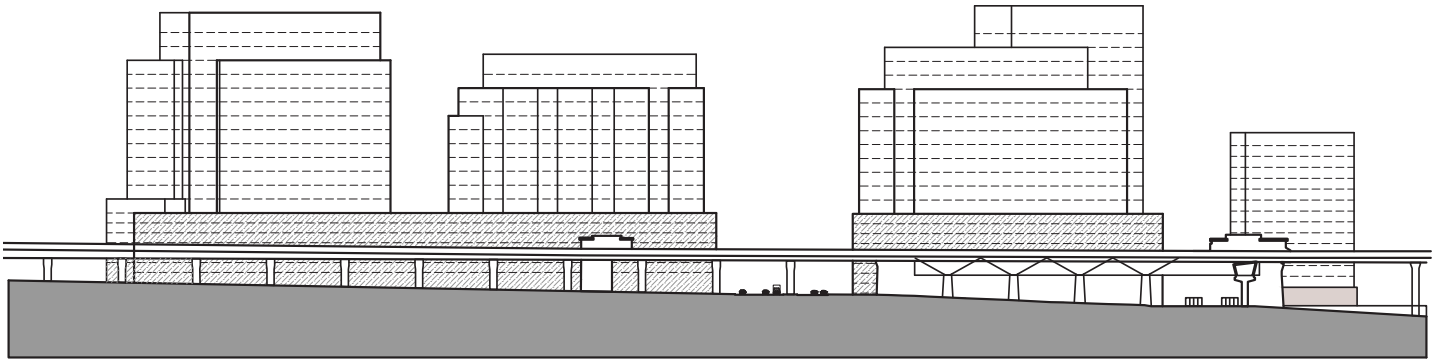
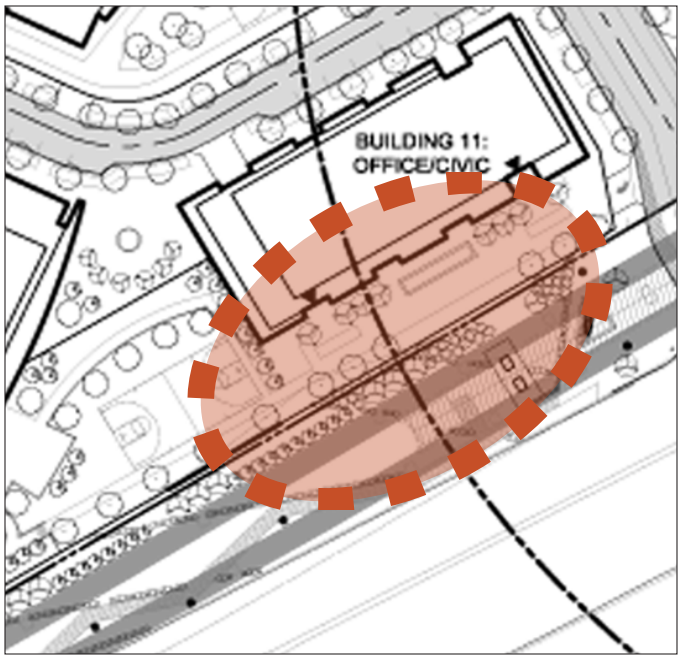


Image Right: Silver Spring, MD elevated METRO crossing over street. The entire Route 123 (Dolley Madison Blvd.) edge of the site is blocked by the elevated METRO line that will be close to at-grade on the SW side and 3 stories in the air on the SE side (refer to elevation).



Edge Condition - VA 123:

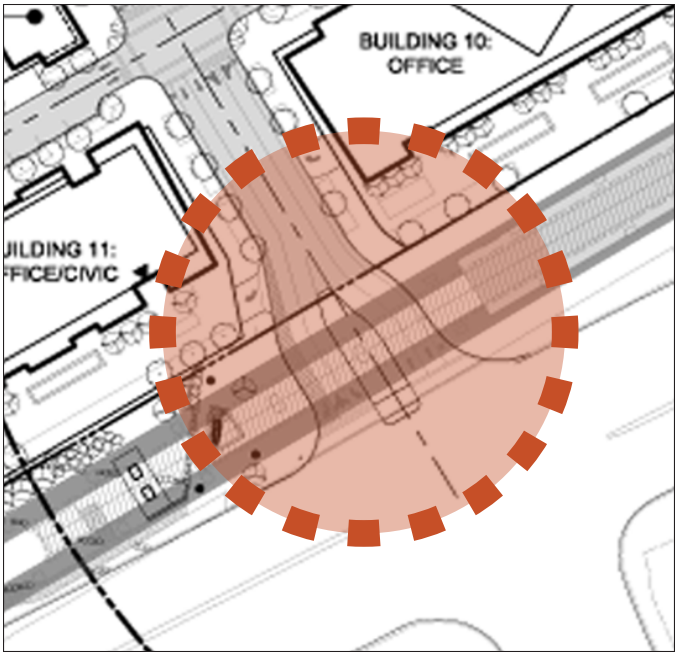
Business District

The edge design strategy has two components. One concerns the facades of the multi-level garages comprising the base of the office buildings. The architectural design guidelines call for the facade of each garage to be composed integrally with the entire building facade, in effect artfully disguising the garage and masking parked cars. The other component of the edge design strategy calls for the streetscape to be landscaped as shown on the Conceptual Master Plan and the design guideline drawings. Landscaping shall be comprised of native species of deciduous shade trees, ornamental trees, evergreen trees and shrubs, along with vegetated planting beds. Sidewalks and hardscaped areas shall be constructed with pervious paving. Note that the feasbility of landscaping shown below the Metro viaduct is contingent on the approval of WMATA.

Edge Condition - VA 123:

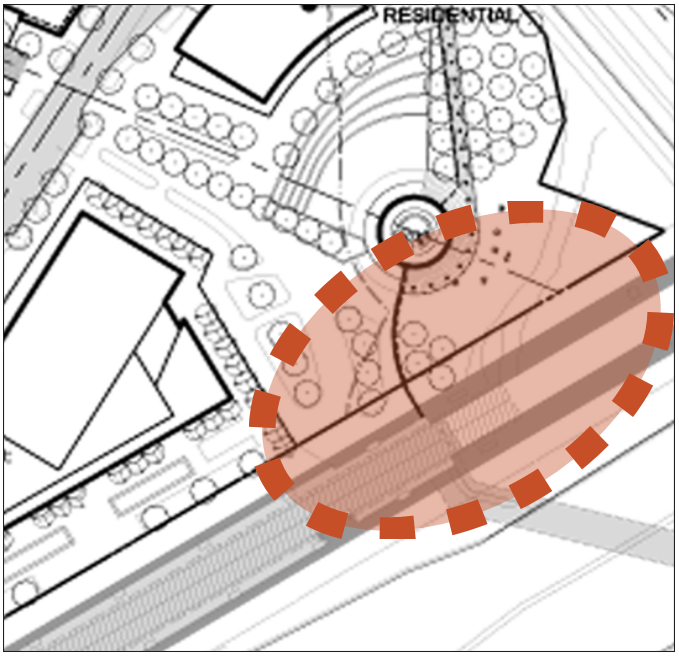
Campus Entrance

Streetscape design guidelines at the Capital One Tower Road-Route 123 intersection, which will have traffic control signals, shall match “Route 123 - Business District Edge” design guidelines. A crosswalk, aligned with the Route 123 sidewalk, shall traverse the entry. To ensure good visibility and to enhance safety, ample nighttime lighting shall be installed to illuminate the streetscape, viaduct columns and Metro guideway underside. A low, illuminated Capital One urban campus identification sign shall be placed at the entrance, below the Metro viaduct, in a location ensuring sign visibility both for motorists and for pedestrians. Additionally, a vehicular wayfinding sign and a pedestrian orientation sign (see signage design guidelines) shall be placed along Capital One Tower Road, west of the two parking garage entries.

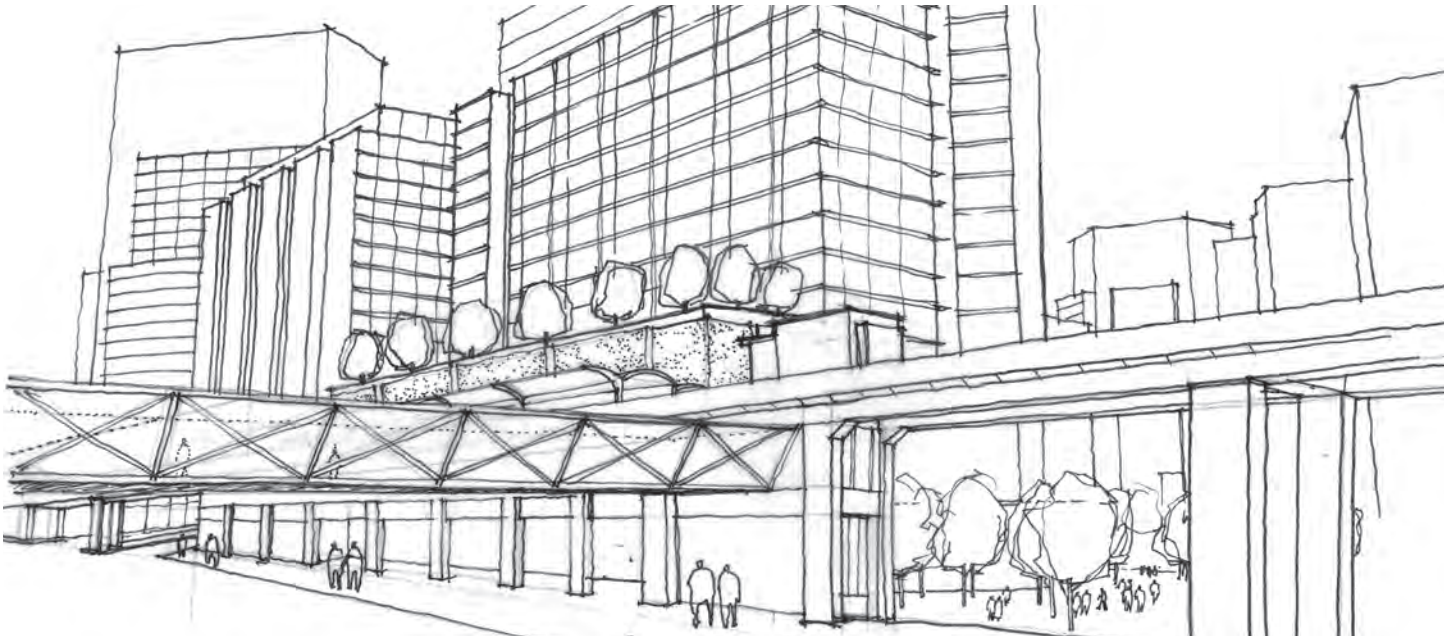


Images Above: The elevated METRO tracks cross over one of the major site entrances cutting it off from natural light and creating an inhospitable environment. Use of public art, lighting, and visual attractions as well as ample signage is extremely important to ensure comfortable use of this entrance by pedestrians and general vehicular traffic.

Edge Condition - VA 123:
Park + Metro



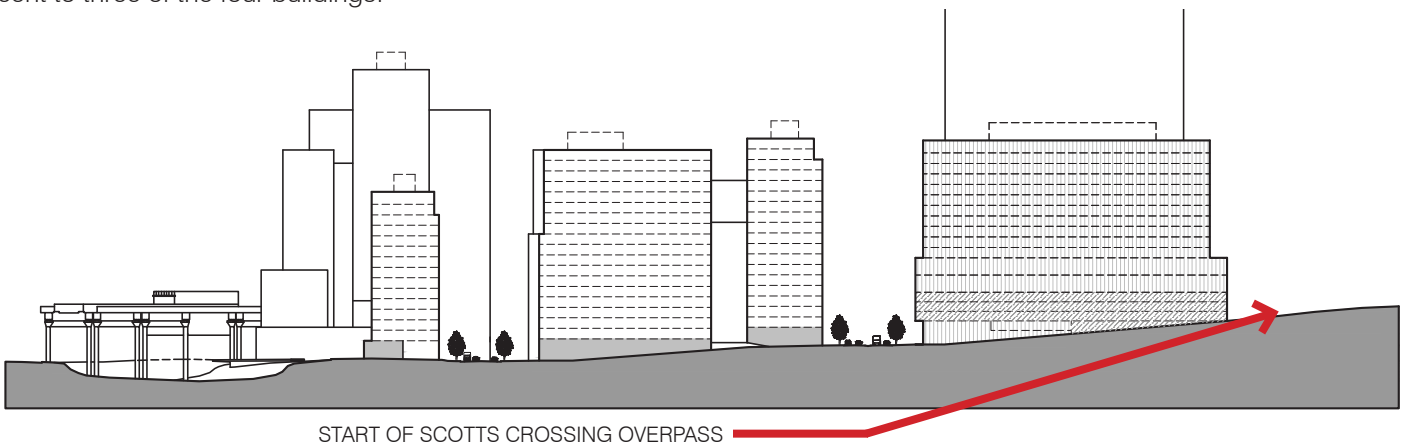
Metro Park edge design guidelines adjacent to Metro Park shall match “Campus Entrance at Route 123” design guidelines pertaining to streetscape landscaping and lighting. An illuminated Capital One urban campus identification sign and pedestrian orientation sign (see signage design guidelines) shall be placed at the Metro Park entrance immediately west of the Metro station. Signage, plus hardscaped walkways and landscaping, shall be designed to lead pedestrians toward various destinations: Scott’s Run Park and Metro Park; Capital One Drive; the Common Green, Capital One Headquarters tower and Capital One Plaza; and Capital One Tower Road and retail.

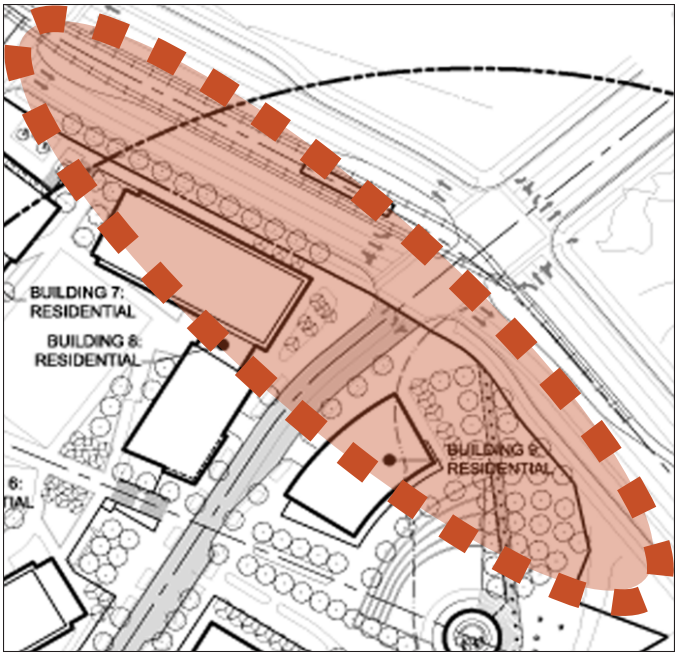


Images above: At the eastern corner of the site, the METRO is elevated at least 30 feet above grade, supported by large concrete piers. The common green (Metro Park) must be designed to still interact with this edge, minimize METRO’s impact, and attract attention from Route 123.

Edge Conditions - Scotts Crossing Road

Abutting the Capital One campus northeastern edge, Scotts Crossing Road will be built as an eight-lane, sub-regional road serving Tysons Corner areas on both sides of I-495. To pass over I-495, the road rises steadily from east to west along the campus edge. Two of the three vehicular entries into the campus, both with traffic control signals, are along this road. As on I- 495 and Route 123, drivers using Scott's Crossing Road will pass by and see the campus' entire northern edge, whether or not the campus is their destination. Visually prominent along this edge are Scotts Run Stream Valley Park and Metro Park; three tall residential buildings; and a hotel building at the northernmost corner with a parking garage at its base. Each of the two campus entry roads, the upper and lower loops of Capital One Drive, are flanked and framed by a pair of buildings (see drawing). The Scotts Crossing Road overpass poses an especially unique and challenging condition as it slopes upward above the level of the sidewalk adjacent to three of the four buildings.





Edge Condition - Scotts Crossing Road:

Park + Capital One Drive (South) Entrance
+ Residential District

Landscaping shall be comprised of native species of deciduous shade trees, ornamental trees, evergreen trees and shrubs, along with vegetated planting beds, as shown on Open Space and Streetscape plans. The sidewalk and hardscaped areas shall be constructed with pervious paving. A crosswalk aligned with the sidewalk shall traverse the Capital One Drive entries. A vehicular wayfinding sign and a pedestrian orientation sign (see signage design guidelines) shall be placed on the inbound side of the road entrances. Additionally an illuminated, low Capital One urban campus identification sign may be placed adjacent to each road entrance in a location ensuring sign visibility both for motorists and for pedestrians.

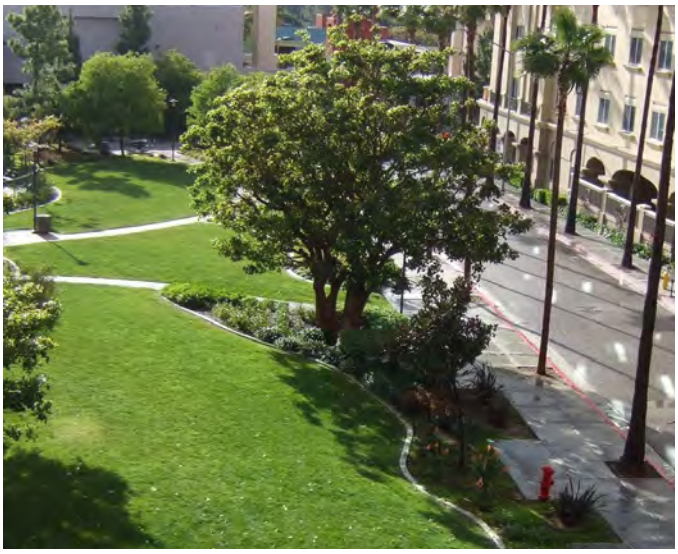


Image Above: Scotts Run Crossing has been designed to handle heavy traffic, as it is expected that vehicular movement at the northern Capital One Drive entrance to the site will be high. The sidewalks and building zone at this portion of the Scotts Run edge are wider than the other sidewalks on the site to accommodate the road curve. This provides ample opportunity for a buffer zone between the vehicular traffic and the pedestrian traffic as well as the adjacent residential buildings. This should be accomplished with heavy use of landscaping and other softscape media to absorb sound and pollution. In addition, there is ample space for signage and wayfinding design elements to announce and direct traffic towards the main site entrance at Capital One Drive.

Image Left: The southern end of Scott's Run Crossing edges the Metro park. The street landscaping should therfore reflect the landscaping of the park (see open space guidelines) as well as connect across the street to the Scott's Run linear park. This edge must act as a kind of billboard for the site and reflect the vibrant streetscape of the campus.

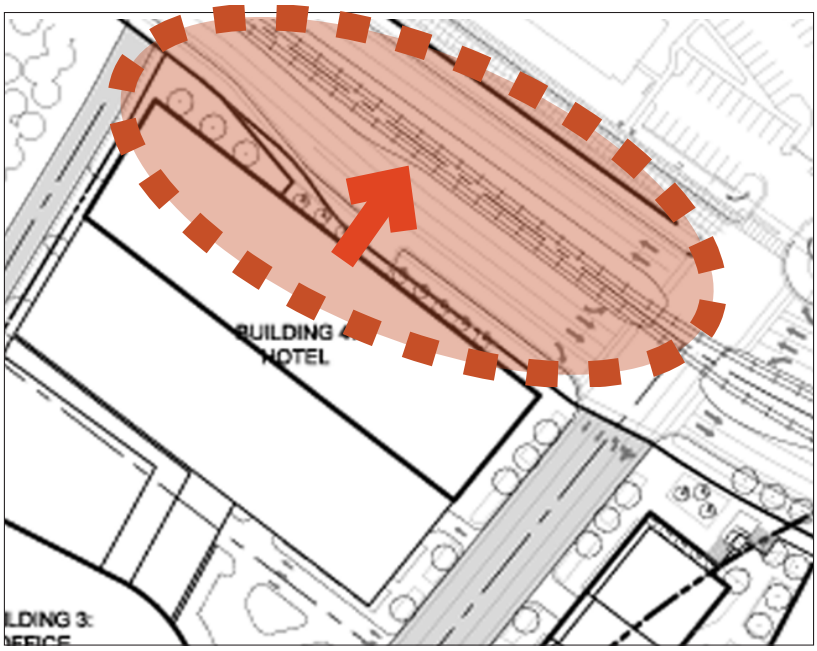
Edge Condition - Scotts Crossing Road:

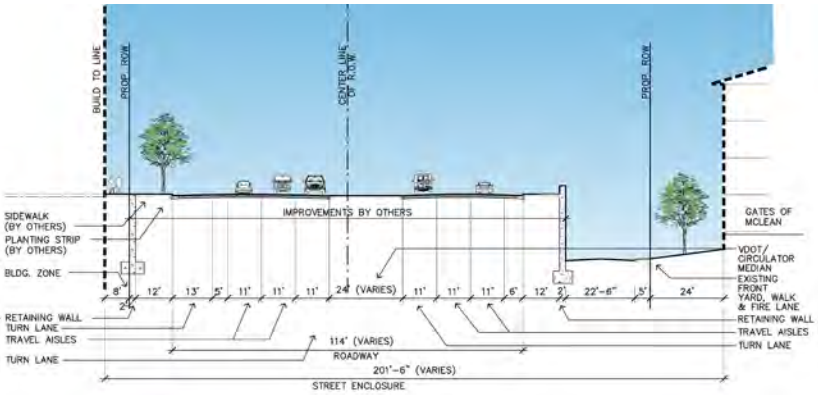
I-495 Flyover + Commercial District

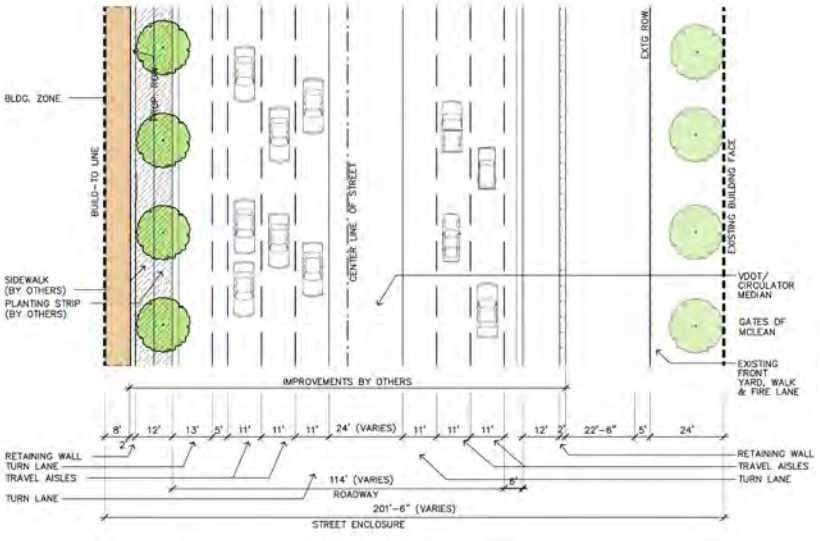
The Commercial Edge/I-495 Flyover design guidelines shall match "Residential Edge Condition" design guidelines pertaining to streetscape landscaping, as shown on Open Space and Streetscape plans. The grade adjacent to Building 4 shall be raised to match the VDOT retaining wall supporting the edge of the Scotts Crossing Road flyover as it ramps up. Entrances shall open onto the streetscape here where possible as the steep grade change intersects with floor levels within Building 4. Owing to the unique juxtaposition of VDOT Jones Branch Crossing R.O.W to Building 4 in this location, the streetscape will be narrower than normally permitted for this road classification (10' building zone with a 12' public R.O.W. streetscape), with the 12' public R.O.W. streetscape continuing across the I-495 bridge.

As a non-preferred alternative, a properly engineered retaining wall faced with durable, high-quality stone, brick or patterned concrete may be constructed along the outer edge of the building zone adjacent to Building 4 to support the edge of the Scotts Run Road flyover as it ramps up. Within and above the space between the retaining wall and the building facade, ample lighting shall be provided to illuminate the retaining wall surface, the sidewalk and the lower portion of the building facade, thus ensuring good visibility day and night and enhancing safety.

Image Above: Example of streetscape with ramped road adjacent. Building zone grading creates a seamless streetscape, maintaining porosity throughout the length of the building streetfront.







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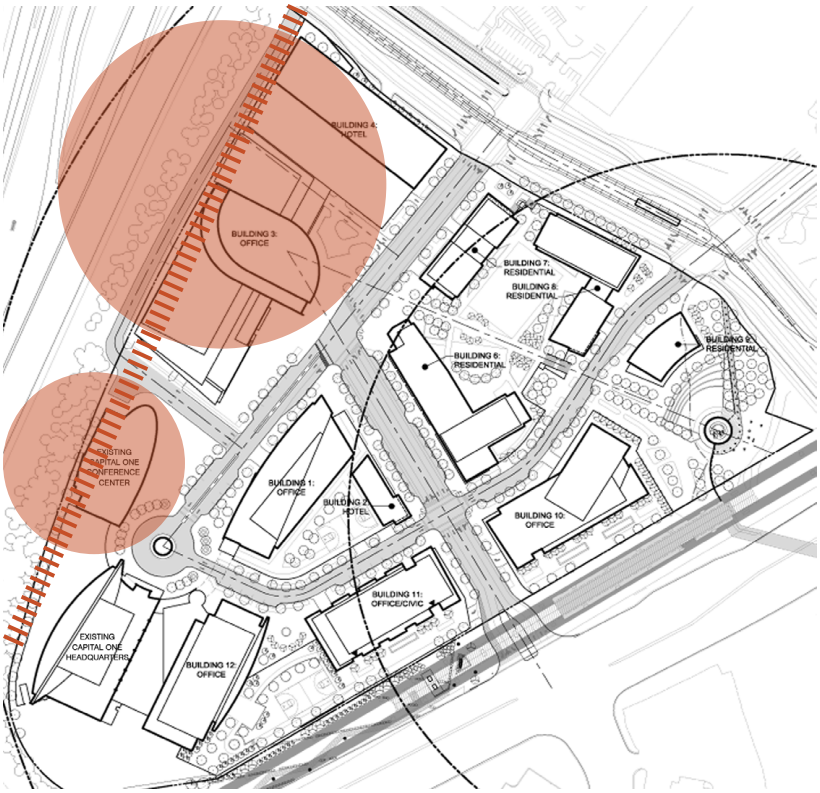
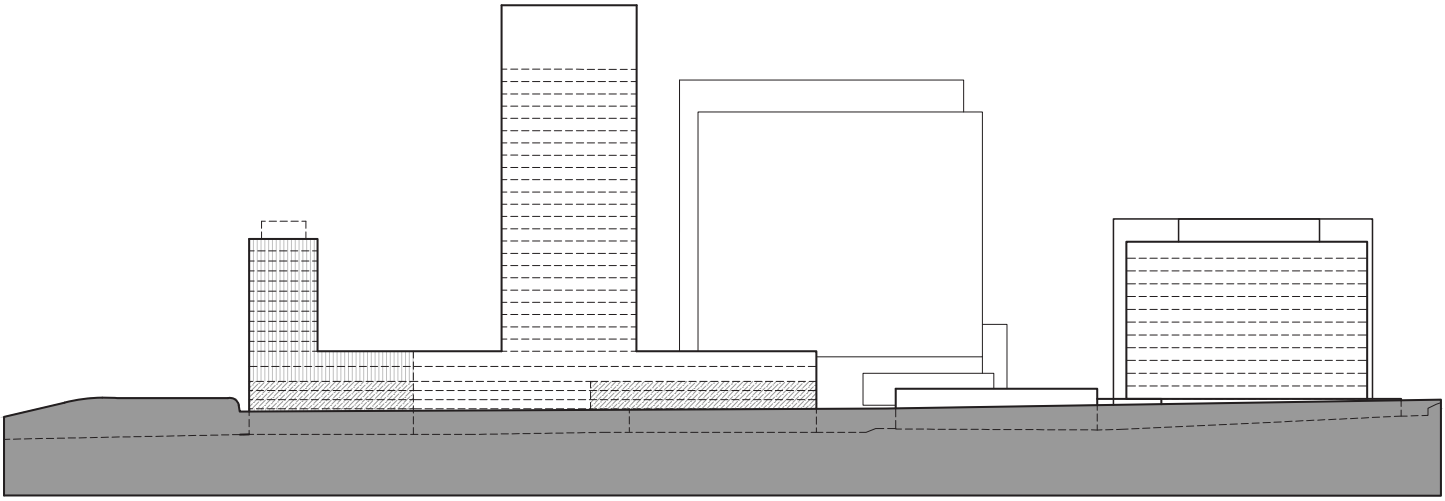
Edge Conditions - I-495



The western edge of Capital One's urban campus borders the Capital Beltway, I-495, the Washington metropolitan area's most intensely used and frequently congested highway. Also a national highway carrying interstate traffic, I-495 connects with all three major regional highways serving Tysons Corner. Consequently hundreds of thousands of Beltway motorists will drive by Capital One's campus daily, traveling both north and south, and see the entire, quarter-mile-long western campus edge. In addition to Capital One's existing headquarters building overlooking the Beltway at the southern end of the campus, drivers will see the new landmark 470' office tower and hotel buildings within the northern campus sector overlooking the Beltway. As with other campus buildings, part of the bases of these three buildings will be parking garages. Drivers also may catch a glimpse of the narrow service road to be built along the northern half of the western campus edge. But because the elevation of the beltway is above the ground level of Capital One's campus, Beltway views of the campus will consist primarily of architecture and vegetation planted along the edge and visible above VDOT sound barriers..



Bldgs. 4, 3, Existing HQ - Beltway

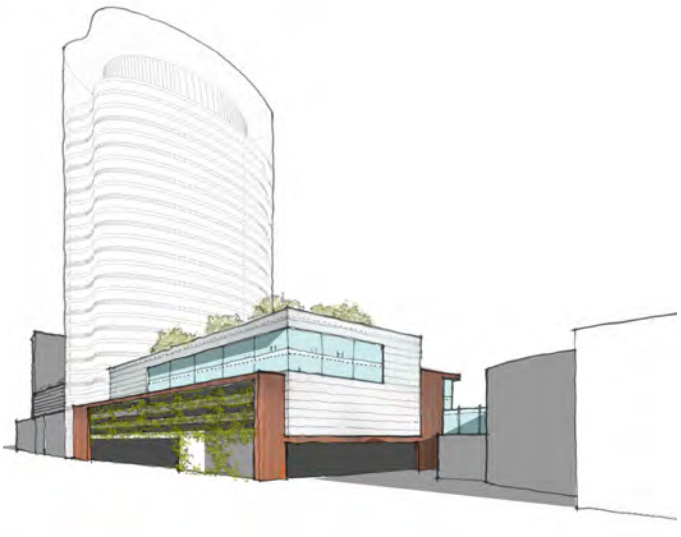
Edge Condition - I-495:

Commercial Edge Condition

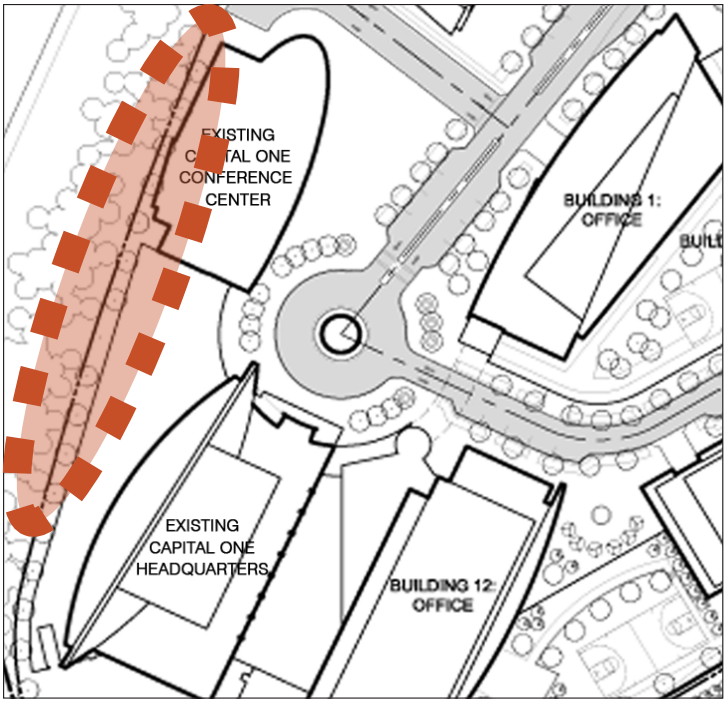
The architectural design guidelines apply to buildings adjacent to the beltway. Each building's garage facade must be composed integrally with the entire building facade to artfully disguise the garage and mask parked cars. In addition, trees shall be planted continuously all along the highest grade elevation of the campus I-495 boundary to create a visual screen and, secondarily, to serve as an acoustic buffer. Trees shall be drought-resistant evergreens characterized by dense foliage, native to this region and climate, and well suited for this location adjacent to a busy highway.

Below images: Conceptual design sketches of the Capital One development adjacent to the I-495 Beltway show use of an "icon" building type (easily recognizable and attention grabbing at high speeds) as well as the use of landscaping as a buffer. Creative manipulation of building massing and varied materials use also adds visual interest to podium and parking levels facing the highway.

NOTE: The accompanying images are intended for illustrative purposes only and do not represent any finalized design.



I-495 - Commercial Edge Condition



Tysons East Site-wide Signage

Statement of Intent

The purpose of these Signage Guidelines is to ensure that the signage throughout the Capital One urban campus development is of a type, size and scale appropriate to its location on and around the individual buildings and site. The guidelines intend to provide aesthetic order by requiring consistency in signage placement and arrangement, which reinforces neighborhood character. Coordinated color schemes, suitable shapes and sizes, and appropriate lighting create a pleasant and cohesive environment. Well designed signage will inform and guide visitors and users throughout the campus.

These guidelines identify and describe exact conditions, sizes, and types of signage. All signage must comply with these guidelines and applicable Fairfax County Zoning Ordinance sign requirements, including, if applicable, a county-approved Comprehensive Sign Plan (CSP).

Above Images: Thoughtful sign placement and arrangement enrich the urban community. Integrated signage and coordinated color schemes enhance neighborhood character.

All signs shall meet the following general guidelines:

A. Size (Sign Measurements)
The Fairfax County Zoning Ordinance, Article 12-105 Sign Measurements, regulates the size of individual signs. It states:

"The area of a sign shall mean and shall be computed as the entire area within a continuous rectilinear perimeter of not more than eight straight lines enclosing the extreme limits of writing, representation, emblems or a figure of similar character together with all material, color or lighting forming an integral part of the display or used to differentiate the sign from the background against which it is placed."

B. Materials
Sign materials shall complement the exterior architectural materials of the individual building, streetscape or landscape.

C. Colors
Sign colors shall harmonize with or complement building design and colors. Retail signs may be more colorful in order to increase visibility and recognition.

D. Lighting
Building Mounted Signs shall be internally illuminated or 'halo' illuminated. Any lighting of relief letter signs shall light the face of the building so as to 'back light' the message. Where such illumination is not possible or appropriate, the Capital One Design Review Board (CODRB) may approve external illumination. Any such external light fixtures must be permanently mounted and the light source directed so as to prevent glare or excessive brightness.

For all illuminated signage, the CODRB may require the applicant, tenant, or building owner to reduce the intensity of sign illumination if the CODRB determines that the signage is too bright or produces excessive glare. Illuminated signs shall not disturb nearby uses, particularly residential uses.

Lighting fixture styles shall complement the architectural style of the building.

Building mounted sign conduits, raceways, transformers, and junction boxes, etc., shall be concealed or painted so as to make them inconspicuous.

High-pressure sodium (yellow-orange) lighting is prohibited.

Ground mounted lighting of signs is not permitted, but such lighting used to illuminate building facades may be permitted where appropriate, and where it does not produce unwanted glare or obstruct pedestrian movement.

In all cases, designs should endeavor to specify high-efficiency and sustainable lamps and fixtures wherever possible.

E. Messages and Nomenclature
Sign text shall be appropriate to the purpose of the sign, such as primary project and building identification and primary tenant signs. Text shall be simply stated. Window and other pedestrian oriented signs may have more message content. Signs shall be limited to identifying or advertising the property, the individual enterprises, the products, services or the entertainment available on the same property where the sign is located.

F. Letter Style and Size
Lettering shall convey a message with clarity and complement adjacent signs and the project's overall design. Lettering style should be simple and straightforward, with the letter size on signs scaled to be legible to pedestrians and motorists most likely to see the signs.

G. Sign Location
Sign Location Plans show designated locations of gateway project identification, building mounted primary tenant identification, vehicular directionals, pedestrian wayfinding signage and retail signage.

Freestanding signs shall be located so as to not obstruct driver visibility or limit vehicular sight distance, and shall have a low profile with landscaping provided around the base.

Above Image: Colorful awnings and simple branding statements enliven storefronts.

Types of Signs

A. Primary Project Identification, Gateway
Major gateway signs will serve to enhance the project's image and identity. The sign areas should incorporate both landscaping and lighting elements, setting the tone for the remaining public signs in terms of color, materials, and architectural style.

Major gateway signs are at the primary entry drive on Route 123 and Capital One Tower Road; at the pedestrian entrance on the west side of the Metro station; and near the Capital One Conference Center. The gateway signs shall reflect the district's architectural character and shall be constructed of high quality materials such as masonry, stone, or metal subject to the approval of the CODRB.

B. Primary Building Identification, Freestanding
Signs that identify specific buildings within the development shall be placed at or near their main entry points. Generally, there shall no more than one (1) such sign for each building.

A freestanding, or monument style, building identification pylon sign should be designed to be an integral part of the site landscaping, of similar style and materials as either the gateway signs or the architecture of the building. External light fixtures for freestanding monument signs shall be concealed or screened by landscaping. High-pressure sodium (yellow orange) lighting is prohibited. The sign should be located so that it serves to guide and orient pedestrian and vehicular traffic going to the building.

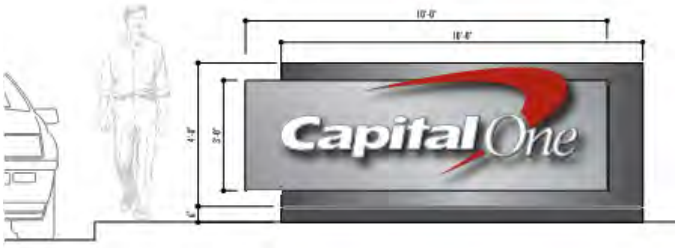
For a single building, a freestanding identification sign at the building's main entrance may be permitted if it meets the following criteria:

(1). The sign message shall be limited to the name of the building and/or the individual enterprises located therein; the address; trademark or identifying symbol; or any combination thereof.

(2). A freestanding sign shall not exceed twenty (20) square feet in area or eight (8) feet in height.

(3). Freestanding signs shall not project beyond any property line or be within five (5) feet of the curb line of a service drive, travel lane or adjoining street. When located on a corner lot, a freestanding sign shall be subject to the provisions of Fairfax County Zoning Ordinance, Section 2-505, Use Limitations on Corner Lots.

Above Image: Gateway signs should incorporate both landscaping and lighting elements.



Sample gateway signage.

Sample freestanding building identification signage.

C. Tenant Identification, Building Mounted

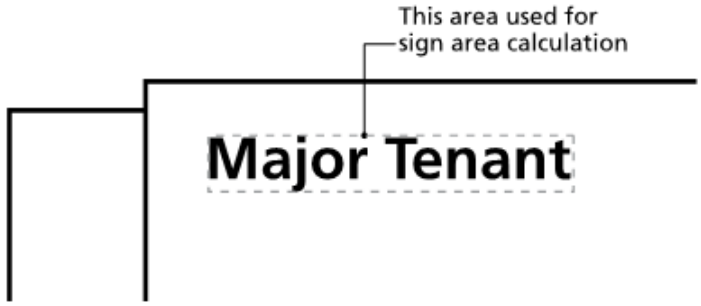
(1). Primary Tenant or 'Signature' User Sign

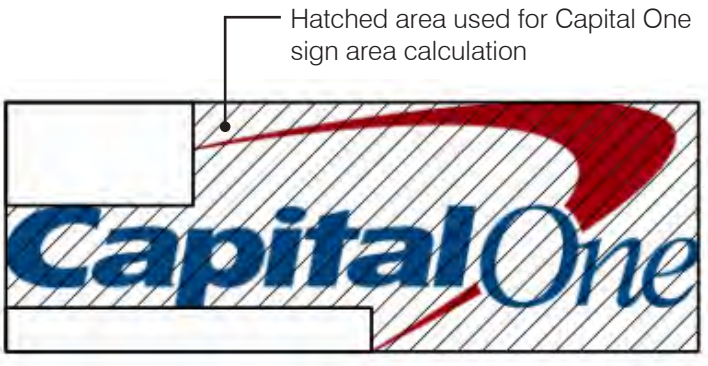
Generally, one building Primary Tenant or 'Signature' User sign is permitted on the top facade portion of any one building. A second, either identical or different 'Signature' User, sign may be permitted on the top facade portion of the building at the discretion of the CODRB. This second sign should be located on the opposite side of the building so that both signs are not visible at the same time. If the signs are on adjacent sides, they should be as far apart as possible.

A sign may be mounted flat against a rooftop penthouse wall or rooftop-screening wall that is an integral architectural element of the building through the continuation of materials, color, and design exhibited by the main portion of the building. No part of the sign shall extend above or beyond the perimeter of the penthouse wall or screening wall to which it is attached or project outward from the penthouse wall or screening wall.

Primary Tenant or "Signature" User signs shall consist of individual, pin-mounted letters (illuminated or non-illuminated). Letters mounted on raceways or 'box-type' signs are permitted only with approval by the CODRB.

In general, Primary Tenant signs may have letter or logo heights of up to 36 inches. A maximum area of 500 square feet per sign will generally be permitted for office towers, and 300 square feet per sign for residential buidlings. The CODRB may allow larger letter or logo sizes depending on the sign's length, design, color, location, visibility and location, per the overall allowances in the county-approved Comprehensive Sign Plan.





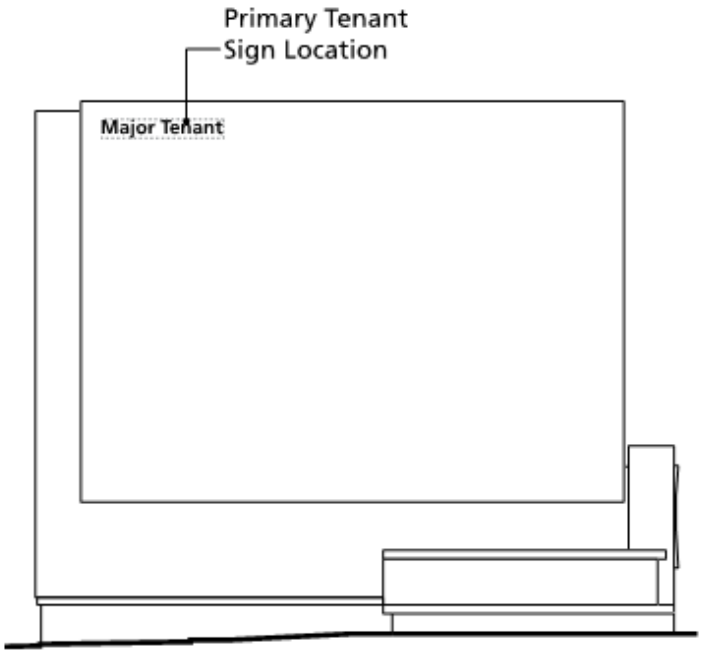
(2). Secondary or Office Tenant Sign

Before individual Office Tenant signs can be approved, the building owner or manager shall submit a comprehensive tenant signage system for the building to the CODRB for review and approval. Generally, no more than one identification sign per tenant is permitted unless specifically approved by the CODRB.

Tenant signs other than the building Primary Tenant or 'Signature' User signs are generally permitted only on the first level or ground level of a building. At the discretion of the CODRB, tenant signs may be allowed on the second level of a building in cases where a suitable signage area has been provided as part of the architectural design and where visibility of the sign is a significant issue.

The style and height of the letters should be standardized and should relate to the size of the area to which the sign will be attached. Generally, a height of 8 to 14 inches is appropriate. The CODRB may approve signs or logos with larger letters or characters depending upon factors such as the sign's overall length, height, location, visibility, color, illumination, etc.

First level window signs may be permitted depending upon their size or location. Signage is prohibited in windows above the first level of the building.



Building 1 Elevation from Capital One Drive

D. Retail Tenant Signs

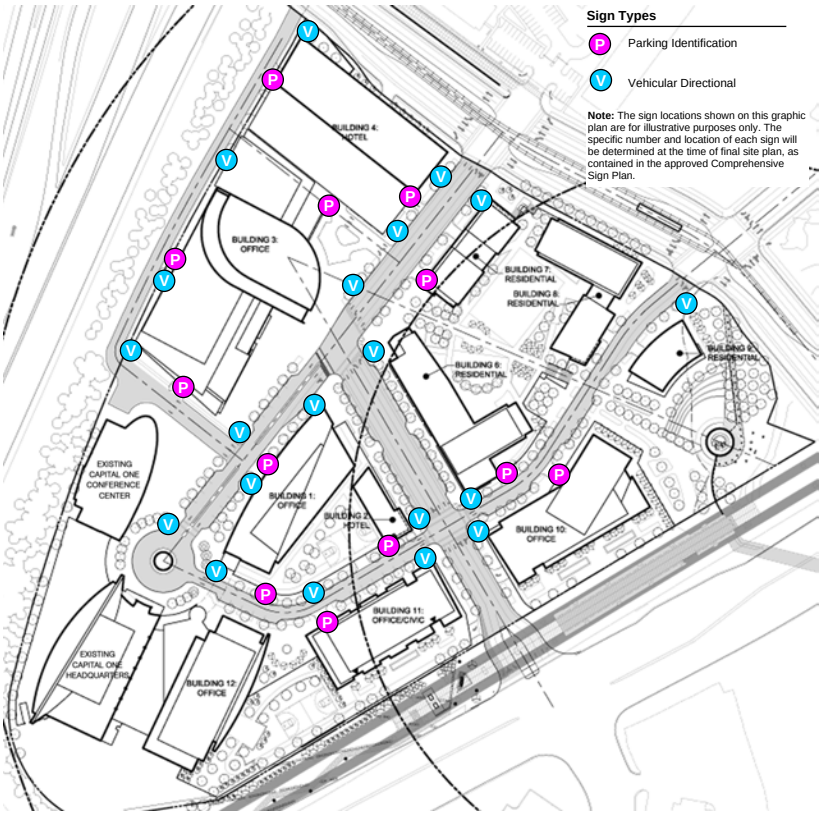
An effective retail sign package should consist of several levels of signs, used in combination. These sign styles could include wall-mounted signs, pin mounted letters, awnings, projecting signs, blade signs, interior signage, window applied graphics and digital signs. Tenants should take maximum advantage of store logos, specialty letter styles, and graphics enhancements. Tenant signs shall be designed for integration with the architectural character of the storefront elements.

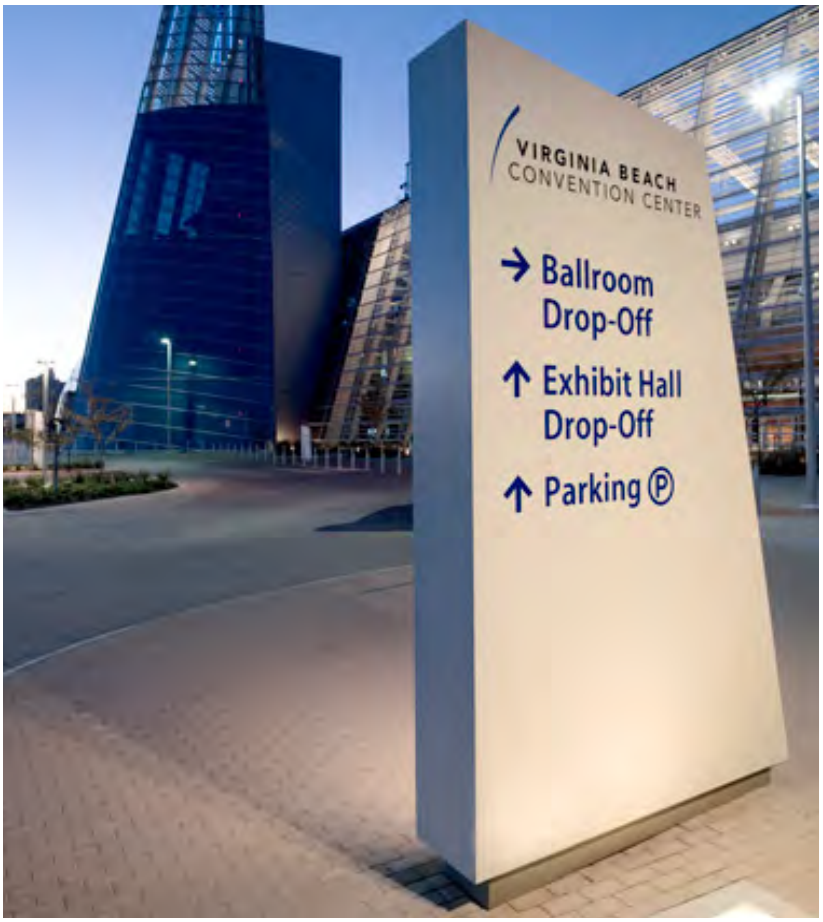
Creative uniquely designed signs and storefronts are encouraged to provide color and interest to the streetscape. Wall mounted letters/logos are permitted on the fascia above the storefront or on a signage bulkhead designed to be part of the overall storefront design. Signs are also permitted on glass display windows. The length of the sign and the height of the letters must be appropriate to the size of the area where the sign is to be mounted and the general size of the storefront. Internally illuminated sign "boxes" are prohibited.

Placement of retail tenant signs shall not be permitted higher than the fascia above the first floor level of the building exterior, unless the building includes a multi-floor interior retail tenant. In this case, retail tenant signage may be permitted on the exterior of the building in locations corresponding to the interior retail floors, providing that the exterior retail tenant signs are not located above 35 feet. Acceptable sign sizes will be determined by a CODRB approved Comprehensive Sign Plan for individual buildings.

Projecting signs and/or awnings are encouraged. Awning colors and graphics shall not only complement the architectural character of the façade, but also provide contrast between individual shop fronts. Graphics and lettering on awnings and canopies shall be approved by the CODRB per the approved Comprehensive Sign Plan. Multiple or repetitive awning signage, logos, and/or advertising are generally not permitted.

Window signs and graphics shall be consistent with other retail signage applications. These signs can be applied directly to the inside face of the window. They are primarily intended to provide additional information to the pedestrian and to complement the overall window display. Window signs shall not exceed more than 20% of the window area and shall be permanent in nature.





E. Parking Structure Identification

A maximum of one (1) sign is permitted at each public vehicular entry location, and, shall be placed directly above the vehicular entry. The maximum size of a parking structure identification sign shall be 20 square feet.

F. Directional Signs

Specifically designed directional signs shall be placed along the three streets to direct motorists, pedestrians and bicyclists to key destinations. A graphically unified system of directional signs within the project is required.

Directional Signs shall include standardized messages such as: building names and address numbers; “entrance and exit;” “parking;” “hotel;” “civic plaza;” “Metropark;” “Metro Station;” “Route 123;” “Scott’s Crossing;” and other destinations. They have no message other than the type of wording listed above, and the message may contain an arrow.

Directional signs with specific retail or office tenant names, and mixed message directional signs that contain Standardized Directional Speech are discouraged. No commercial symbols or logotypes will be permitted.

Colors, shapes and styles used for directional signs shall be standardized within the Capital One Development Plan. The use of simple letterforms and graphic symbols is strongly encouraged.

G. Banners, Decorative Panels and other Graphic Treatments

Other types of signs, such as decorative banners, may be approved as part of the approved Comprehensive Sign Plan.

Banners can unify a project or development through repetition. Banners used on an area wide basis can graphically portray overall project identity or specific areas of importance, such as retail concentrations, major plazas, etc. Banners can celebrate seasonal or project specific events.

The size and development of banners shall be tasteful and in keeping with the ambiance of the Capital One development. Banners shall only advertise activities such as special events, festivals, holidays, concerts, etc., and shall be mounted only at locations within the project approved by the CODRB. Attachment to trees, street signs, or vehicles is not permitted. Banners shall be professionally fabricated of durable, weather-resistant material. Care must be taken to prevent fastenings from damaging any buildings or structures.

Banners for seasonal or recurring events may be displayed on a regular basis with review and approval by the CODRB. Individual retail or office business identification names or promotions are not permitted.

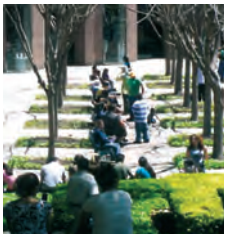
Sitewide Design + Sustainability

Following is the menu of streetscape design elements, described graphically and specifically in the accompanying photos, drawings, diagrams and schedules.

- Hardscape: cartway paving; curb and gutter materials; medians; sidewalk paving materials and patterns; bollards
- Softscape: planting beds and bed edging; ground covers; ornamental perennial and annual shrubs; soils; mulch and fertilizer; irrigation systems
- Street Trees: tree types - deciduous/shade, deciduous/ornamental, evergreens - and sizes; tree placement and spacing; tree grates and planting boxes; mulch and fertilizer; irrigation systems
- Street Furniture: benches; tables and chairs (for outdoor dining); bicycle racks; waste receptacles; information display kiosks
- Street Lighting: standardized energy-efficient light fixtures and poles for ambient light; specialized lighting for designated areas
- Street Signage: place identification signs; navigation and directional signs

Achieving urban design sustainability goals means making streetscapes as green as possible. Therefore the guidelines specify streetscape design tactics aimed at sustainably managing stormwater and reducing heat-island effects caused by hot paved surfaces.

- Pervious sidewalk and plaza paving - instead of rapidly running off, stormwater infiltrates substrates below the paving where it is retained and reabsorbed into soil, or filtered naturally before draining into catch basins, cisterns or pipes.
- High-albedo sidewalk paving to reflect much of the incident solar radiation
- Vegetated bio-swales in street medians, or adjacent to curbs and sidewalks, to slow down, retain and absorb stormwater runoff
- Deciduous trees lining streets and sidewalks with broad canopies providing shade that cools both the paving and the streetscape environment



Urban Park Standards

Fairfax County has rightfully observed that all healthy, prosperous cities need well designed parks and civic open spaces. If a future Tysons Corner in particular is to fulfill the county's comprehensive, long-range planning vision and truly become city-like, it must have a well functioning system of strategically located, purposeful urban parks that vary in size and type.

Consequently, the Tysons Comprehensive Plan departs from the county's prevalent, more suburban park policies and instead proposes city park typologies appropriate for urban environments. Because the public realm In Tysons - streetscapes and open spaces around buildings - will be a relatively small percentage of Tysons land area, parks and civic open spaces must be especially well situated and carefully designed to successfully serve workers, residents and visitors, and to achieve sustainablity goals. Such public parks and spaces must pleasantly accommodate pedestrian movement, recreation, programmed activities, rest and relaxation.

The Tysons Comprehensive Plan relates urban parkland area requirements to anticipated future population of Tysons residents and workers. Area calculations are based on gross floor area (GFA) of office space, and on the number of people living and working in a particular development. While in the aggregate the quantitative urban parkland standards are 1.5 acres per 1,000 residents and 1 acre per 1,000 employees, these standards can vary substantially within individual properties.

The Comprehensive Plan's new Urban Park Typology identifies and defines four park types suitable for Tysons: the pocket park; the common green; the civic plaza; and the recreation focused park. The design of each type depends on location, size, overall configuration, and relation to adjacent land uses, buildings and environmental resources.

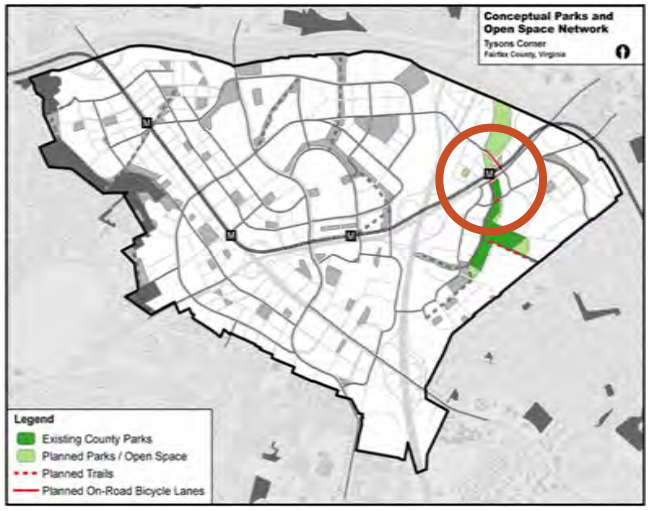
Pocket Park: "A pocket park is small, usually less than one acre, centrally located, and adjacent to high-volume pedestrian traffic. Intimate pocket parks act as tiny sanctuaries within the urban environment. They can offer play space for children, places to eat lunch in the shade or read the paper next to a fountain, or opportunities for social interaction. They are easily seen and accessed from the streetscape and are framed by buildings and active uses. Each pocket park should have its own identity and be integrated into the neighborhood around it. Planting, lawn areas, hardscape, fountains, seating, art, and play equipment could all be appropriate in a pocket park."

Common Green: "A Common Green is a larger park, usually more than one acre, that can range in size and function but is always centrally located and easily accessed from both commercial and residential uses. It should include a large, flexible lawn area that can be used for gatherings or for informal recreation such as Frisbee, pick-up football, or cricket. In addition to its lawn, a common green should offer a variety of other spaces such as smaller garden spaces, or rooms, suitable for small gatherings or individual enjoyment. A common green can be used for civic functions such as performances, markets, and festivals. Common greens can be well planted with trees, shrubs and perennials, as well as lawn areas, but may also contain hardscape elements."

Civic Plaza: "The civic plaza is a gathering space close to public transit, important intersections, cultural and civic uses, and integrated with the urban street network. It can include planted space but should be largely a hardscaped park, possibly including seat walls and fountains. It should encompass an unencumbered space suitable for large gatherings of many kinds - concerts, festivals, arts and crafts shows, farmers' markets. It should be flexibly designed so that when a large gathering or event is not scheduled, the civic plaza still offers a variety of places such as shaded and sunny space, and small intimate spaces for small groups and individuals to enjoy. Civic plazas are usually a minimum of one acre and may or may not include flexible space to accommodate athletic activities."

Recreation-Focused Park: "This type of park's primary function is providing active recreation facilities for nearby residents and workers, including playing fields, hard-surface courts and skate parks. If space allows, Common Green or Civic Plaza elements can provide other amenities. Athletic fields should have synthetic turf and night-time lighting to maximize use. Trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement and support the recreational component. Parking should be addressed through shared parking agreements with adjacent developments. The size of the park should be sufficient to accommodate the active recreation facilities and support amenities."

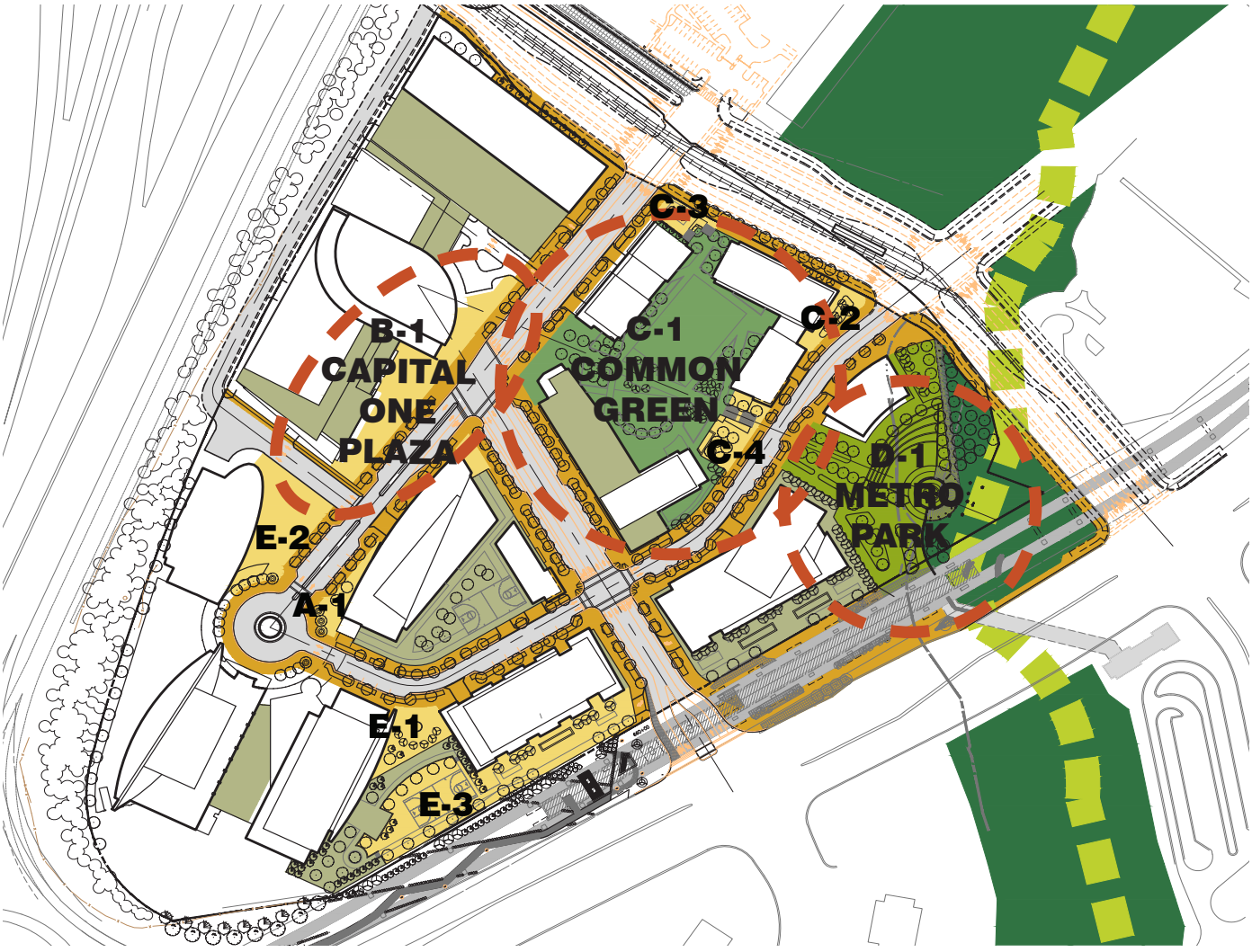
Parks of all types help make urban environments more sustainable by reducing urban heat island effects, capturing and retaining stormwater, and utilizing vegetation and plant biodiversity as much as practicable to enhance microclimate quality. Accordingly the Tysons Comprehensive Plan calls for achieving these park attributes.



The Capital One campus contains several of the urban park typologies: several distinct pocket parks of varying sizes, including a unique linear park/plaza; and two different common greens, one adjoining a stream valley park and Metro, and another more residential in nature and containing some recreational attributes. The design of each park responds to its specific site conditions and incorporates vital elements and attributes identified by Fairfax County as indispensable for successful place-making.

- Context: park location, size, configuration, type, function and design must all relate to the surrounding context - uses, movement, structures and microclimate.
- Access and Visibility: parks must be publicly visible and ADA-accessible with multiple points of access to and from the surrounding streetscape.
- Function: successful parks must be purposeful and, like rooms in buildings, designed to accommodate specific passive or active functions.
- Amenities: parks should include physical features - fountains, seating, tables, gardens, lawns, sport facilities, pavilions, cafes, outdoor lighting, utilities (water and electricity) - necessary to support intended purpose and functions.
- Maintenance: regular, systematic maintenance is crucial to ensure that parks remain clean, safe, functional and attractive - necessary maintenance plans and protocols include plant care and irrigation, trash pickup, repairs and replacement.

LEGEND	
	METRO PARK
	SCOTTS RUN STREAM VALLEY PARK
	COMMON GREEN
	CIVIC PLAZA
	ELEVATED PLAZA/ROOFTOP RECREATION
	POCKET PARK
	ENHANCED STREETSCAPE

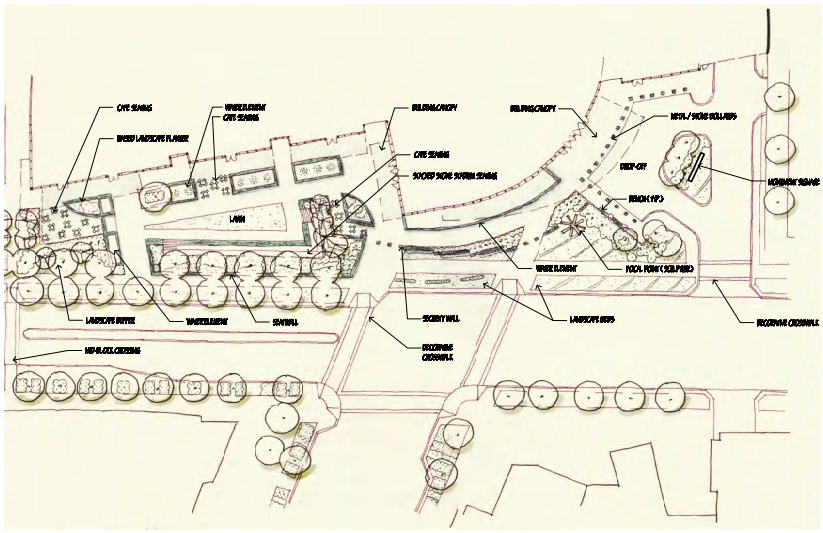


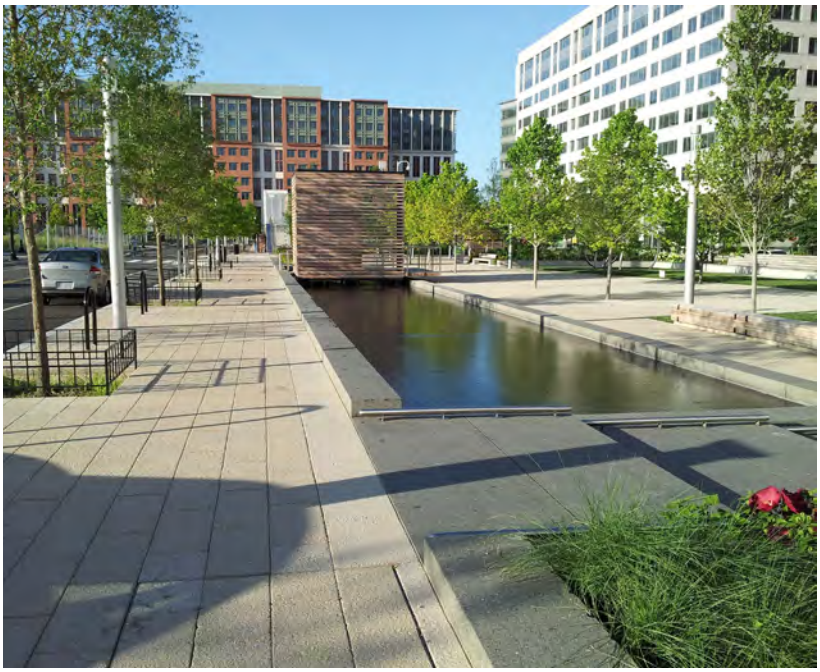
Capital One Plaza Design

Serving the entire Capital One urban campus will be an approximately half-acre pedestrian-oriented park/plaza (B-1) abutting Capital One Drive. Falling under Fairfax County's park typology for a pocket park, this linear plaza will be a primary pedestrian meeting place that will link with other smaller pocket parks adjoining the existing Capital One conference center and Buildings 1 and 2. In addition, this plaza will visually link on one end with the Common Green across Capital One Drive via a pivot point at the new Building 3 tower, marking the intersection of the vehicular and pedestrian axes from Route 123. The intersection of Capital One Tower Road's retail strip at Capital One Drive also links directly into the park, allowing for an uninterrupted pedestrian flow from the retail street toward the retail use lining this park in the heart of the precinct.

Framed by both the low-rise podium and adjoining tower of Building 3, the park shall be a functionally flexible space accommodating a variety of uses. Lined with retail use, the park is readily accessible from the adjoining streetscape and serves as a pedestrian promenade between the office/hotel use in Buildings 3 and 4 with the existing Capital One Headquarters complex. Details in paving, plantings and furniture will also establish linkages with both pocket parks across Capital One Drive and the Gates of McLean access road, as well as with the Building 3 lobby space itself, exploiting an indoor/outdoor synergy. Developed as a series of outdoor rooms, the use of landscaping, hardscape and water features will accommodate such uses as informal gathering and socializing, outdoor dining, and street performers. The potential also exists for an urban scaled canopy over some portions of the park to further define spaces, circulation and/or linkages to the surrounding buildings. All plaza-level facades of the surrounding buildings shall be maximally porous, with windows and doors facilitating visual connectivity and direct physical access to the plaza. Except for emergencies, vehicles shall not be permitted to traverse the plaza.

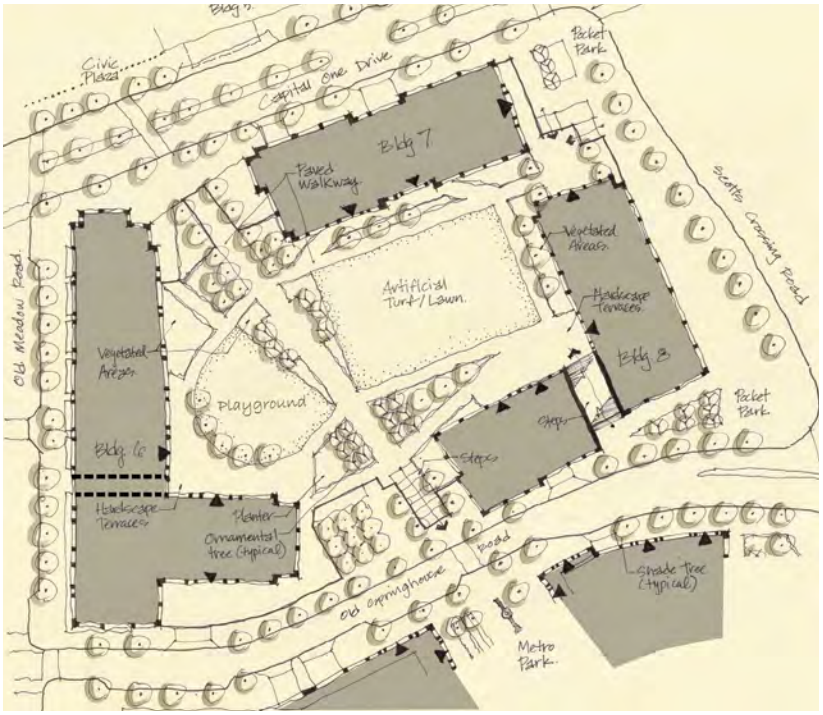
Appropriately deployed utilities and technical systems sufficient to support future plaza activities shall be provided. These shall include: electric power sources; cold water sources; irrigation for trees and other vegetation; and telecommunication equipment and network connectivity, both wired and wireless. Prior to design and installation of plaza support systems, designers shall estimate the plaza's probable future, use-related demand to ensure that systems have adequate load capacity.

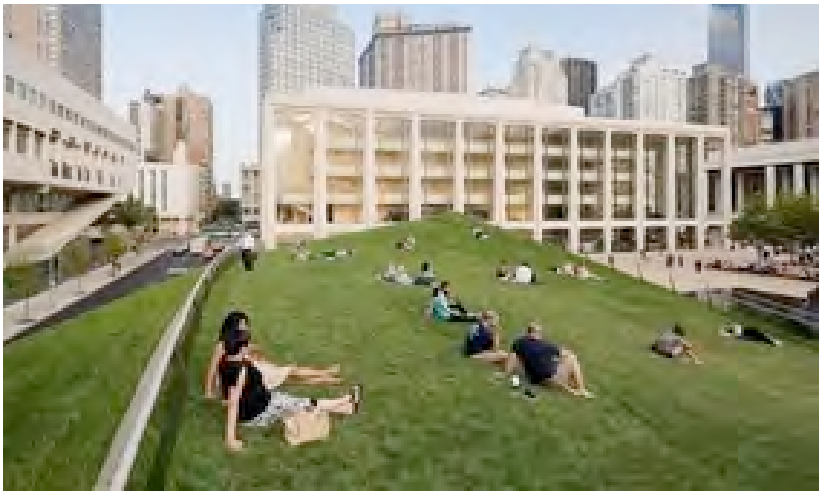




Above Image: example of a linear pocket park/plaza in an urban setting. These spaces are characterized by a variety of opportunities for localized social interaction as well as creating distinct identities integrated into their surrounding urban communities.

Common Green Design





Block C encompasses a Common Green (C-1) framed and overlooked by three residential buildings. The green serves a twofold purpose. First, it is an integral part of the spatial landscape experience for pedestrians moving along the walkway axially linking Metro Park and the landmark office tower. Second, the green provides a large, open, flexible lawn area surrounded by contiguous, intimate outdoor spaces for rest and relaxation, spontaneous gatherings or picnics. The lawn will accommodate informal recreation, such as volley ball, catch, Frisbee or pick-up football, as well as the potential for scheduled civic functions such as performances and festivals. A smaller section will accommodate a children's playground for surrounding residential develpment. In addition to the open lawn, the Common Green and spaces leading into the green contain trees, shrubs, perennials and annual planting beds, plus hardscaped areas. Although the green will be used mostly by residents of the adjacent residential buildings, it will be accessible to the public.

Seating shall be provided in hardscaped peripheral areas, and all paving shall be pervious. Appropriately deployed night-time, glare-proof lighting shall be installed to avoid light spillage into apartment windows. Utilities in the Common Green to support recreational and civic activities shall include: electric power sources, cold water sources and irrigation for vegetation. Prior to installing support systems, designers shall identify probable future uses of the Common Green and estimate demand to ensure adequate load capacity.

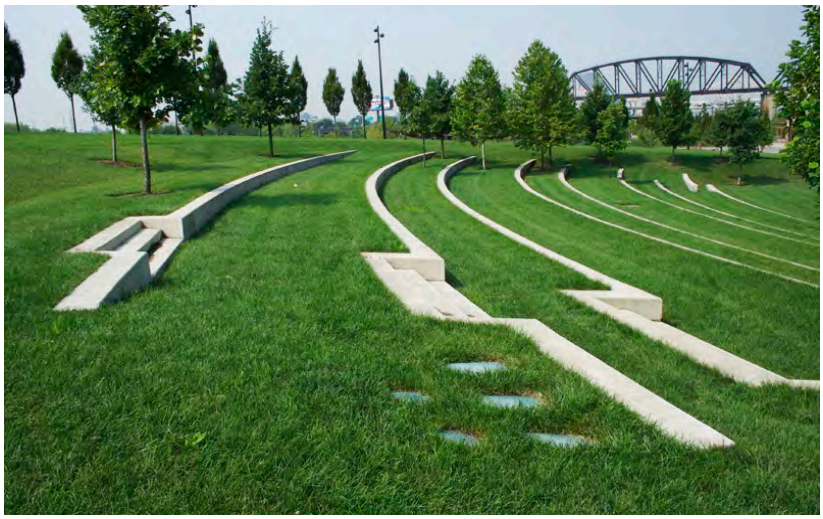
Above Images: examples of recreation parks in urban settings. These spaces are characterized by their large landscaped fields which create platforms for varying recreation activities. Landscaping should be largely ground cover (steppables) with other vegetation (flowers, bushes, trees) kept to the perimeter of the space in order to allow ample space for play.

Metro Park Design

Directly abutting and downslope from the Metro Park common green (D-1) is the Scotts Run Stream Valley Park, which traverses the northeast corner of the Capital One property and is adjacent to the Metro station. This unique ecological resource greatly enhances the Capital One park system. Metro Park's common green serves as a transition and threshhold to the stream valley park. After it has been restored and protected, the accessible Scotts Run landscape will be a place where people can observe and freely explore natural features. It also will interconnect with and be part of the extensive linear park network and planned trail system serving all of Tysons. The stream valley park can contain interpretive signage, ADA accessible hiker-biker trails, seating areas for stopping and resting, and vista overlooks.

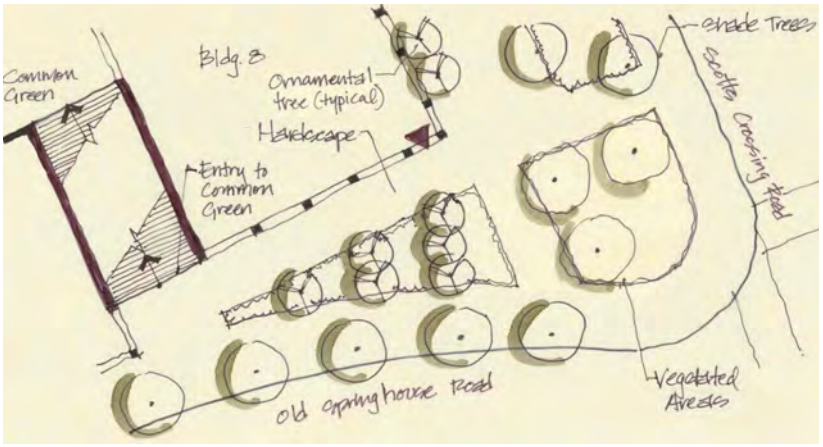
Metro Park's common green above the stream valley park is framed on the west by a tall residential tower and on the south by a large office building ajdacent to the Metro station. Leading from the Metro station past the office and apartment buildings are hardscaped terraces and walkways flanked by rows of various species of deciduous shade and ornamental trees. Planting beds, a wedge-shaped lawn and water-filled canal, pool and fountain animate and complete the landscape ensemble. Abutting the two building facades are terraces, composed of pervious paving. Because retail spaces, possibly including a restaurant, occupy the at-grade terrace levels of the two buildings, terrace-level facades facing the park shall be maximally porous, with storefront windows and doors providing direct visual and physical access to the park.

Appropriately deployed night-time, glare-proof lighting shall be installed to avoid light spillage into residential tower windows. Terraces shall be furnished with tables and chairs. Utilities to support Metro Park activities shall include: electric power sources; cold water sources; underground vault to house water pumps and filters; and irrigation for trees and vegetation. Prior to installing support systems, designers shall identify probable future uses of the park and estimate demand to ensure adequate load capacity.

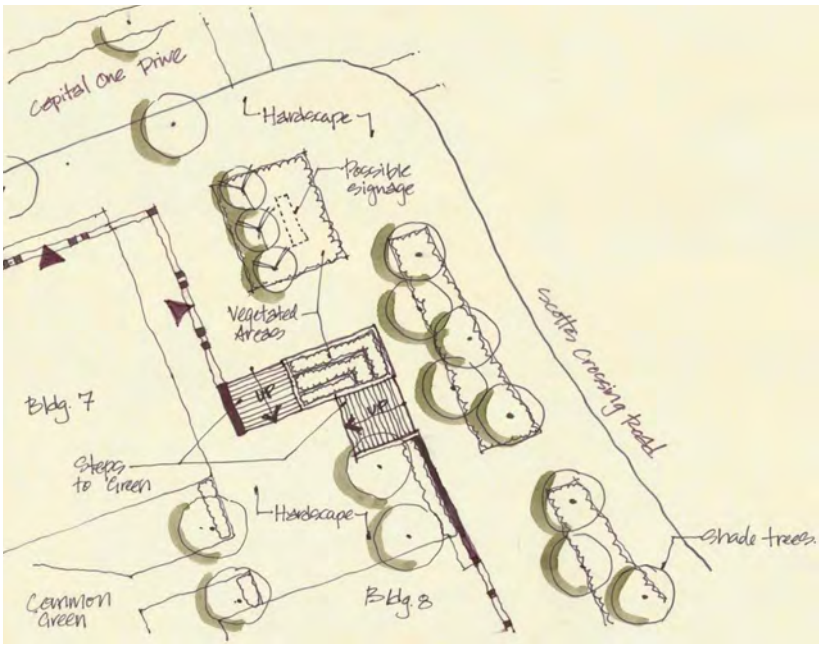


Images Right: examples of public parks characterized by their decorative mix of hardscape, landscape, and vegetation. In the case of the Metro Park, trees should be used to shade the activity "zones" while also protecting them from noise pollution. Spaces should be designed to be flexible in use, but are more landscape driven than the Capital One Plaza pocket park..

Pocket Park C-2/C-3 Design



POCKET PARK C-2



POCKET PARK C-3

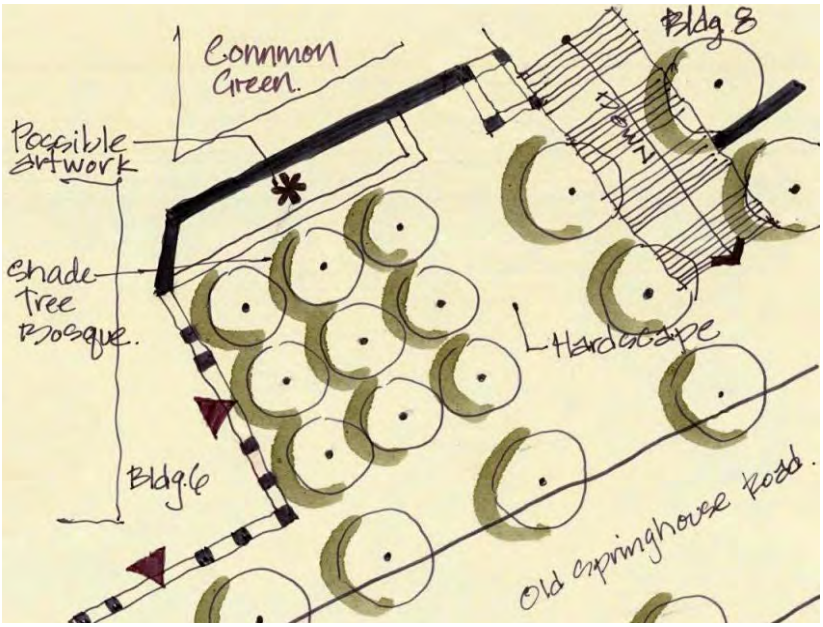
Pocket Parks C-2 and C-3 help define the Capital One urban campus pedestrian and vehicular entry experience from Scott's Crossing Road with its high-volume vehicular traffic. Rather than being intimate pocket parks and urban sanctuaries, these highly visible pocket parks are spatial "anterooms" related both to the adjacent residential buildings and the two main campus roads, the northern and southern segments of Capital One Drive. Given their respective locations, Pocket Park C-2 shall be primarily a visual amenity for drivers while Pocket Park C-3 will be both a visual amenity and a pedestrian passageway linking the intersection and the elevated common green.

The landscape of Pocket Park C-2 shall be comprised of a small amount of pervious hardscape and low masonry walls; planting beds with ground covers, perennials and annuals; shade and ornamental deciduous trees; evergreen shrubs and trees; and possibly a project identification sign. Pocket Park C-3 shall contain similar elements but with considerably more hardscape area to accommodate pedestrian traffic. It shall not contain a project identification sign. Both pocket parks shall contain fixed bench or wall seating, nighttime lighting, and provisions for irrigating vegetation. A suitable outdoor artwork may be installed in one or both parks.

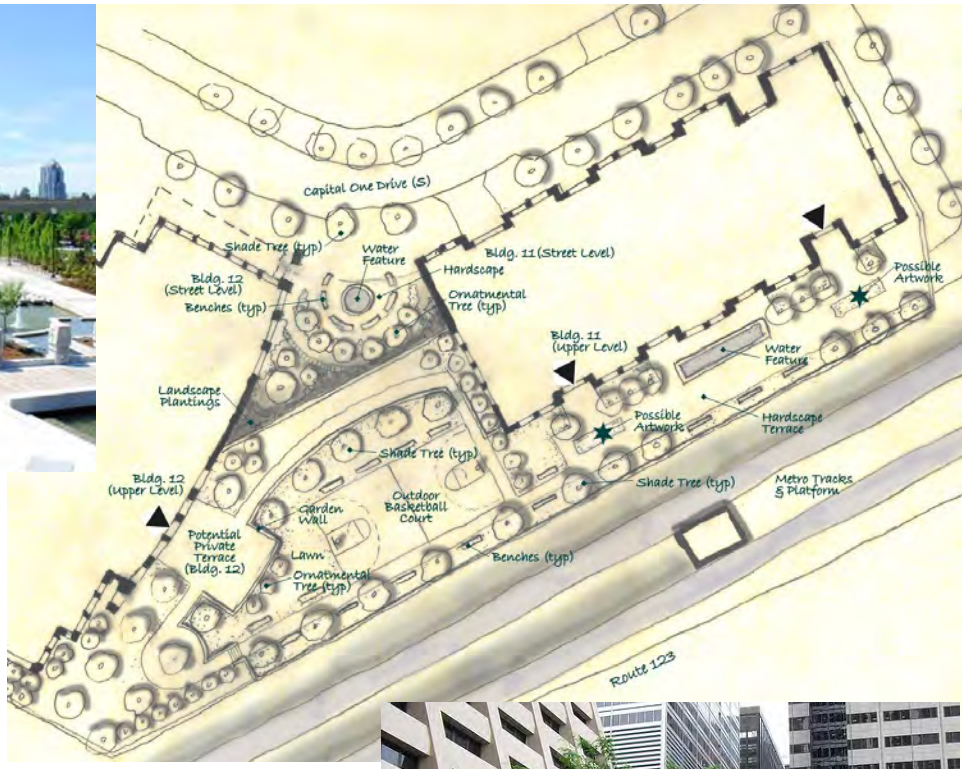
Images Above: example of a pocket park that also must act as through-ways for pedestrian traffic. These spaces should offer a respite from the paved streetscape yet offer ample space for foot traffic through the park and access to the adjacent buildings.

Pocket Park C-4/E-1 Design

Pocket Parks C-4 and E-1 along the southern segment of Capital One Drive are intimate urban sanctuaries surrounded and overlooked by adjacent, tall buildings. Because neither pocket park serves as a passageway into a building or into a public space, they function essentially as enclosed spatial destinations providing visual relief and repose for passersby. They will be quiet, restful places where people can informally meet and gather, sit reading a newspaper or book, or just watch others passing by. Each pocket park shall be comprised of a pervious hardscaped area and low masonry walls; planting beds with ground covers, perennials and annuals; shade and ornamental deciduous trees; and evergreen shrubs and trees. nighttime lighting, and provisions for irrigating vegetation. Outdoor artwork or a water feature may be installed in one or both parks. Pocket Park C-4 may also integrate a distinctive bus shelter for an adjacent bus pull-off.



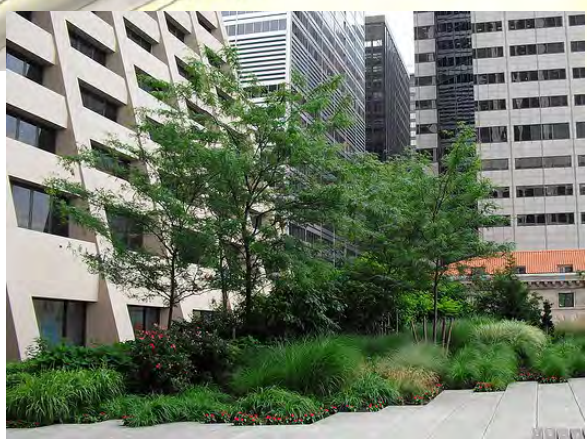
POCKET PARKS C-4 (*above*), E-1 & E-3 (*below*)



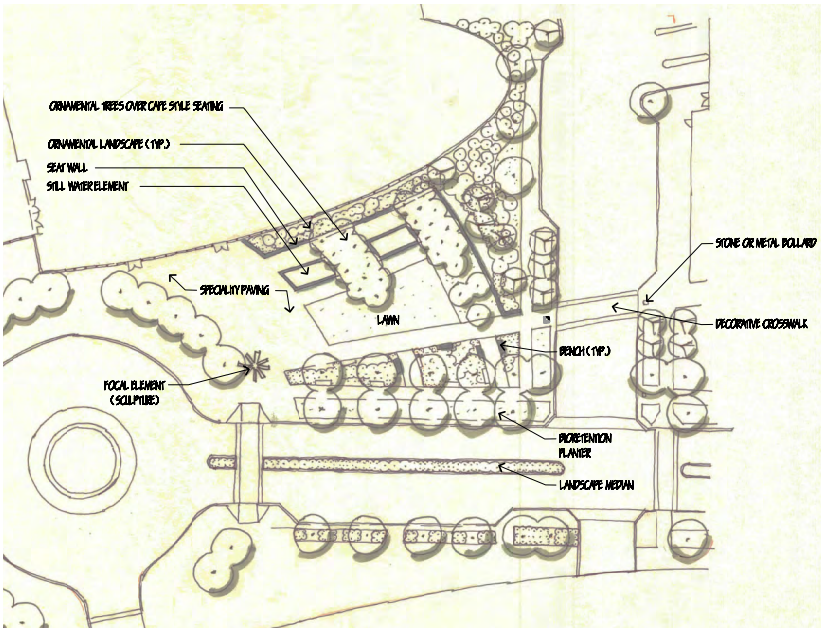
Above & right: examples of pocket parks of a more open nature with a variety of amenities. Pocket Park E-3 is similarly scaled to respond to both the surrounding office towers and the elevated Metro line that forms a vertical and horizontal edge to the site.

Pocket Park E-3 Design

Pocket Park E-is unique in that it sits atop the podium linking Buildings 11 and 12, overlooking the adjacent Metro station platform and separated from the bustle of Route 123 below. Serving as an outdoor extension of the public community center in the Building 11 podium, the park will feature a variety of hardscape, lawn and seating areas along the building face and Metro platform, as well as a more expansive area between the buildings accommodating an outdoor basketball court for the use of community center patrons. Outdoor artwork and a water feature will be a highlight of the park, which shall also have appropriate nighttime lighting and provisions for irrigation. An adjoining upper terrace overlooking the park may provide private outdoor space for Building 12.

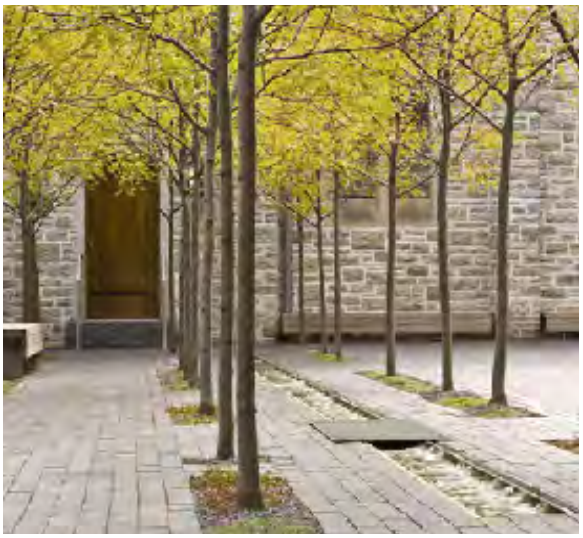


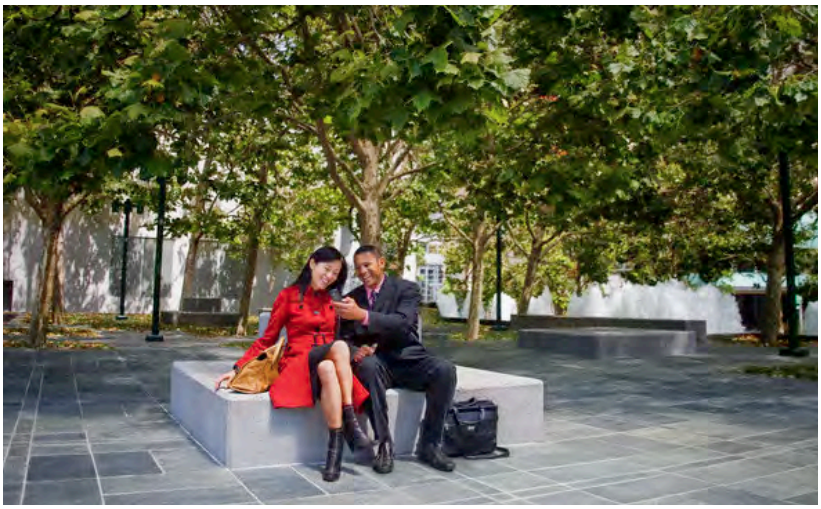
Pocket Park E-2 Design

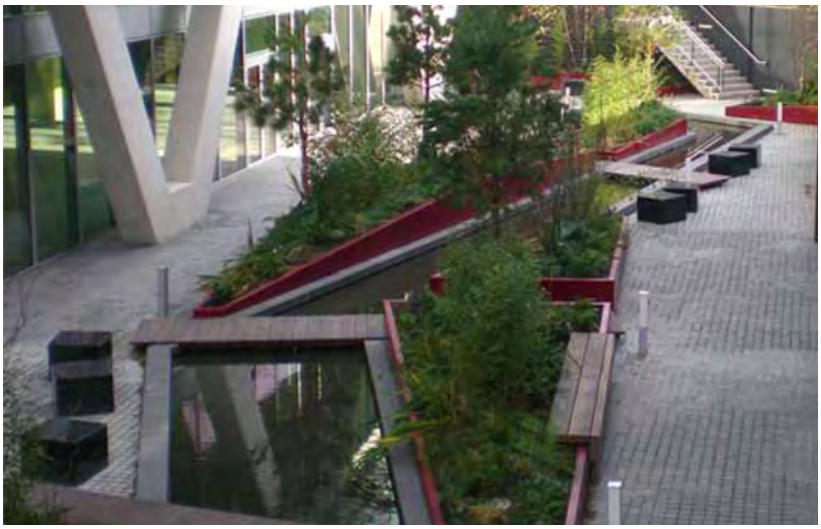


Adjacent to Capital One Drive and its terminating traffic circle, Pocket Park E-2 forms part of the pedestrian promenade between the Capital One headquarters buildings, while also providing places for both surrounding office workers and retail customers to eat lunch in the shade, relax and read, or interact socially. Pocket Park E-2 directly relates to the larger Capital One Plaza across the Gates of McLean access road; its landscape shall be complementary to that of Capital One Plaza and will include a mix of hardscape, lawn/planters, and deciduous shade trees. Pocket Park E-2 shall have appropriate nighttime lighting and provisions for irrigation. It may contain a Capital One identification sign and limited bench or low masonry wall seating. Outdoor artwork or a water feature also could be installed in the park.

Below: examples of pocket parks designed to be shaded and quiet with a kind of "hidden" feel. In Pocket Park C-4, a bosque of trees shades the entire site and creates a low and quieter scale than the surrounding community. Public art or a water features may be used as a focal point and attraction in both Pocket Parks C-4, E-1 and E-2.

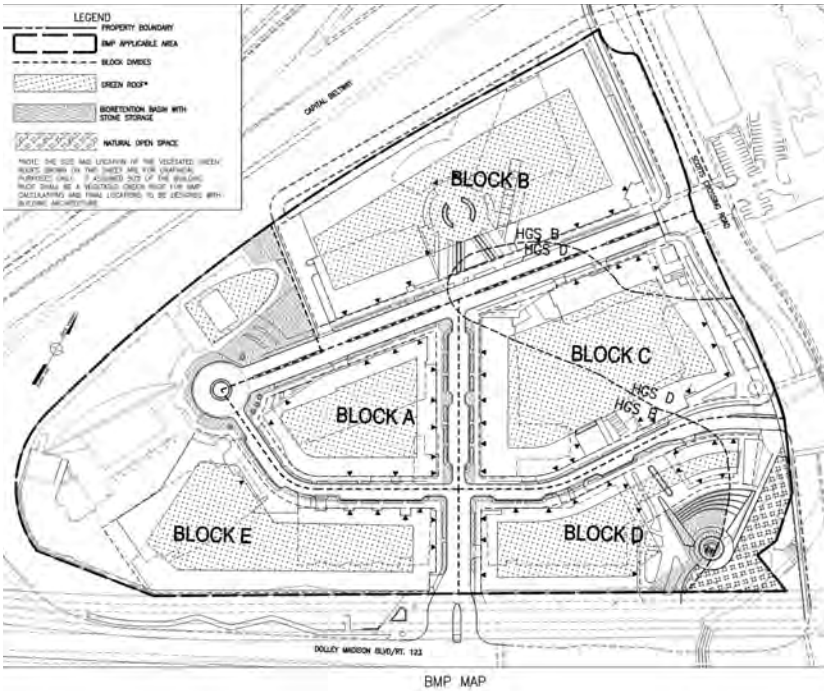






Above: examples of pocket parks used primarily as an attraction or identifying element in streetscape design. Pocket Park E-2 will be visibly porous to the streetscape and complement Capital One Plaza (Park B-1) across the Gates of MsLean access road.

Open Space - Sustainability



Above Image: Master Plan's site-wide Stormwater Management Plan highlighting the use of the greenroofs, pocet parks and public parks as zones that can collect stormwater runoff from the site and allow it to naturally filter back into the aquifer.

Storm water collection and retention:
- -- *bio-swale street gardens (collection of building and street runoff)*
- -- *rain gardens/xeriscaping (native plant selection, drought tolertant plants)*
- -- *reduction of impervious hardscape where possible*
- -- *reduction of lawns (areas of low water absorbtion)*
- -- *water conservation and reuse (irrigation, water feature, etc)*

Green roofs
- -- *reduce stormwater runoff*
- -- *prevent heat-island effect*

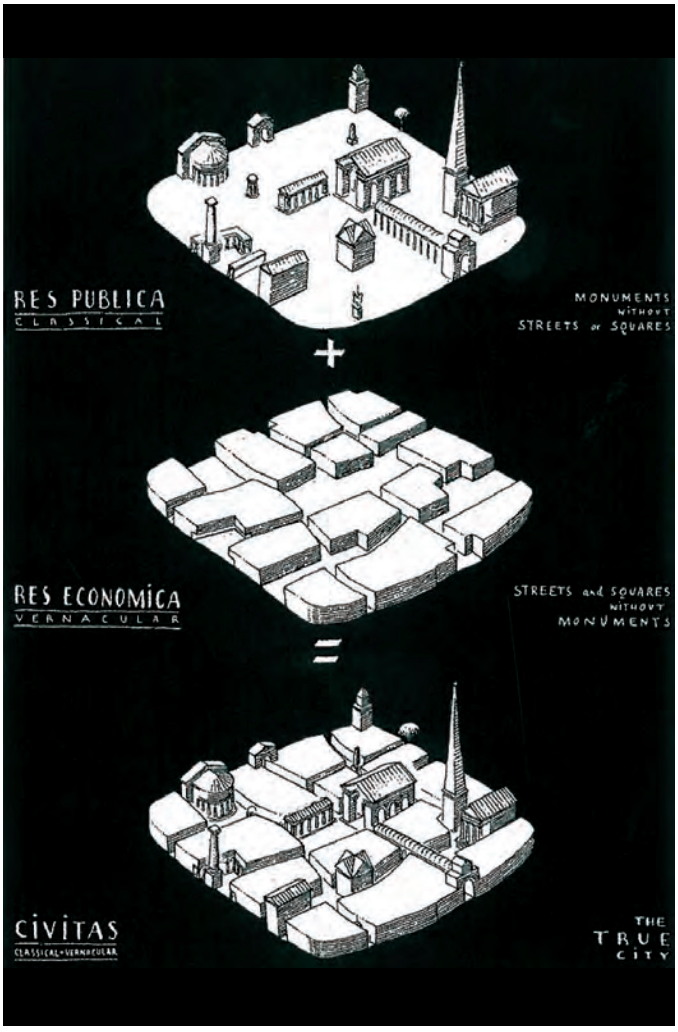
Tree canopy
- -- *Fairfax Comprehensive plan requires 10% tree cover onsite (for each individual building or block)*
- -- *deciduous trees: shade and minimize heat-island effect in summer while allowing natural lighting and solar heat gain in winter*
- -- *enhancement of pedestian pathways*

Architectural Design Guidelines

An essential part of Capital One's vision and aspirations for development of its property is creation of architecturally distinguished buildings. Thus architectural design excellence is the goal of these guidelines. The guidelines explicitly seek design excellence by focusing on what is visible and addressing a broad range of critical design issues: overall aesthetic character and conceptual intent; massing, geometry, height and setbacks; orientation to sun and views; facade composition and expression defined by patterns, materials, colors and details; relationships to adjacent buildings and to surrounding streetscapes and open space; building services - parking, loading, trash removal; and sustainability.

While no particular architectural style is mandated, Capital One and its design guidelines team seek to create a decidedly contemporary architectural expression accross the site. Accordingly, the CORDB will reject designs that replicate historicist buildings or styles (e.g., neoclassicism).

Some guidelines are prescriptive and mandatory, generally limited to those parts of buildings that frame, shape and directly affect the aesthetic quality, functionality and animation of the public realm. Some define specific design themes or repetitive motifs established and fixed at the outset by Capital One. A few mandatory guidelines prescribe design options. Many others are recommendations, not requirements.



The design of all projects on the Capital One parcel are subject to review and approval by the Capital One Design Review Board. Part of the CODRB review will be to ascertain conformance with these guidelines, as well as to judge each project's aesthetic merits. Yet achievement of design excellence, no matter how effective these guidelines are or how rigorously design review is conducted, will still depend to a considerable extent on the creativity, talent and sensitivity of each building's architect.

Following are design guidelines generally applicable to all twelve buildings shown in the Capital One Master Plan. Each building design shall be subject to review and approval by the CODRB and must meet all applicable Fairfax County building code requirements.


SEPHORA
SEPHORA

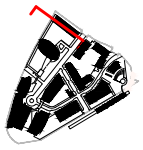

PARK

General Design Guidelines

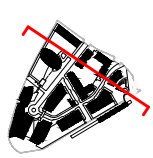
Building Massing + Setbacks

GDG1.1. No building shall encroach upon or reduce the amount of public and private open spaces, including streets and parks, designated in the Master Plan. However, appropriately designed architectural elements - canopies, signs, balconies, ornamental features - projecting outward from building facades above ground floor level and over designated open space are permitted, subject to approval by the CODRB.

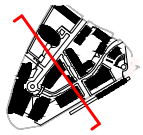
GDG1.2. Building massing and volumetric articulation may differ from massing shown in Master Plan illustrative drawings and diagrams but must reasonably conform to building heights and setbacks shown in the Master Plan.



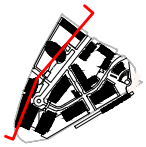
SECTION A



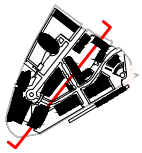
SECTION B



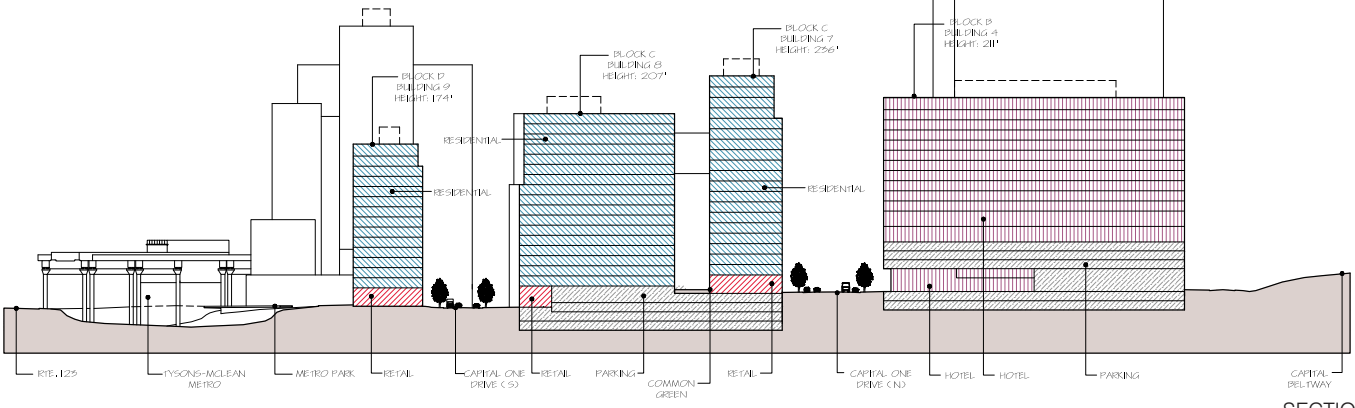
SECTION C



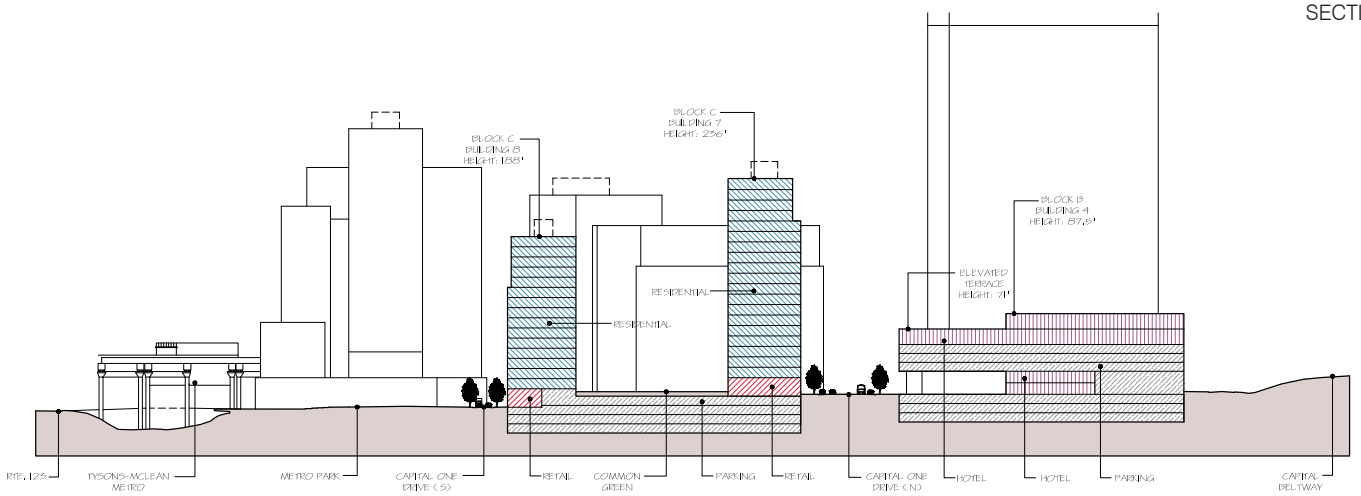
SECTION G



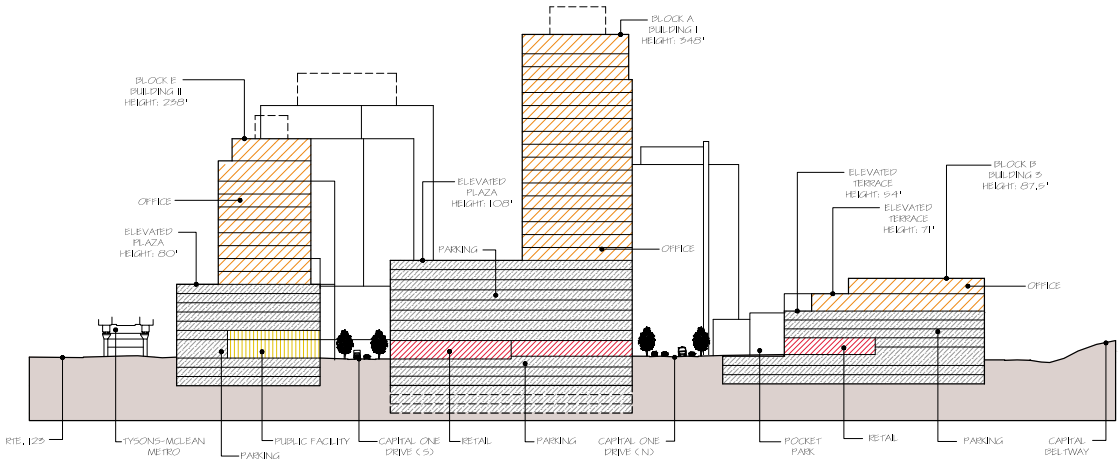
SECTION D



SECTION A



SECTION B



SECTION C

Building Heights

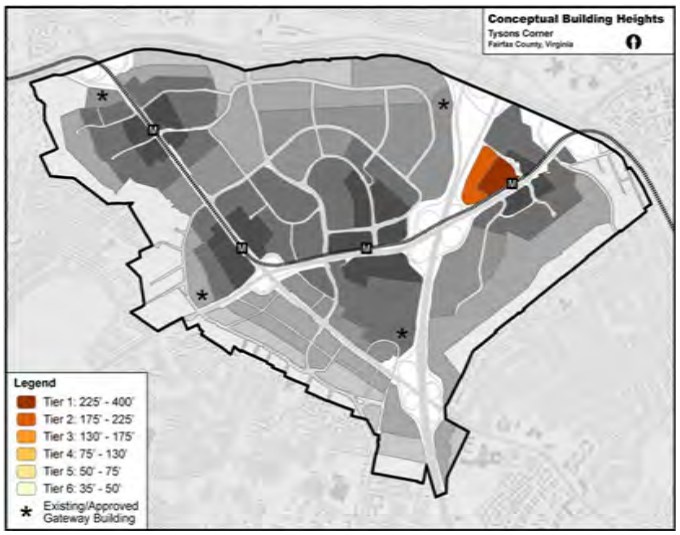
GDG1.3. Building heights shown in the accompanying diagrams, and in the Master Plan, are represented and measured by numbers of stories, not numbers of feet. Because floor-to-floor dimensions depend on building type and structural system, and because they can vary between and within individual buildings, there is necessarily dimensional latitude in allowable building heights measured vertically in feet.

GDG1.4. Penthouses for mechanical equipment, not shown in the diagrams, are in addition to the number of allowable stories. If provided, each building's penthouse shall:

a) be designed conjointly and integrally with the building's overall massing and articulation to avoid appearing to be an afterthought or aesthetically independent add-on;

b) have exterior cladding composed with appropriate materials and patterns that match or harmonize visually with the building's facades.

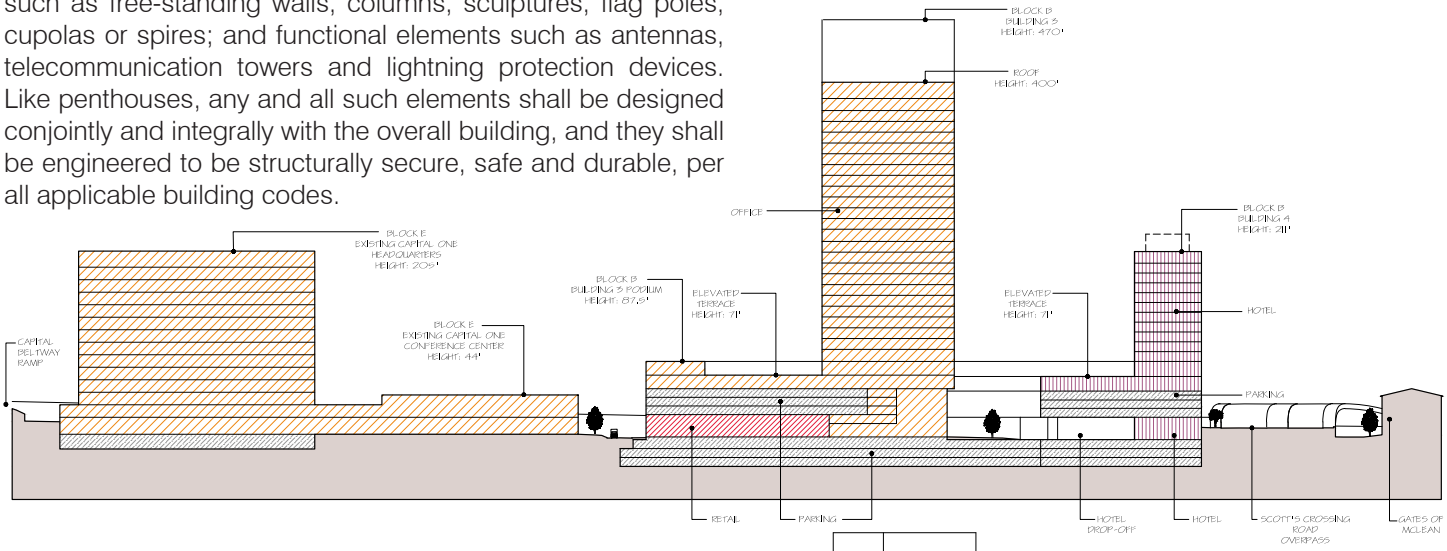
GDG1.5. In addition to Penthouses, other elements may extend vertically above the roof of a building's top story, subject to review and approval by the CODRB. These include parapets or guardrails, at or near the roof perimeter; ornamental elements such as free-standing walls, columns, sculptures, flag poles, cupolas or spires; and functional elements such as antennas, telecommunication towers and lightning protection devices. Like penthouses, any and all such elements shall be designed conjointly and integrally with the overall building, and they shall be engineered to be structurally secure, safe and durable, per all applicable building codes.



FAIRFAX COUNTY COMPREHENSIVE PLAN HEIGHT DIAGRAM

Opposite and below: site sections through the Capital One - Tysons East property showing overall massing, setback, and height considerations. Please reference the key plans (on opposite page) for section locations).

Note: Site sections shown here are general concepts for the noted location; final site sections in approved Conceptual Development Plans and Final Development Plans govern approved development.



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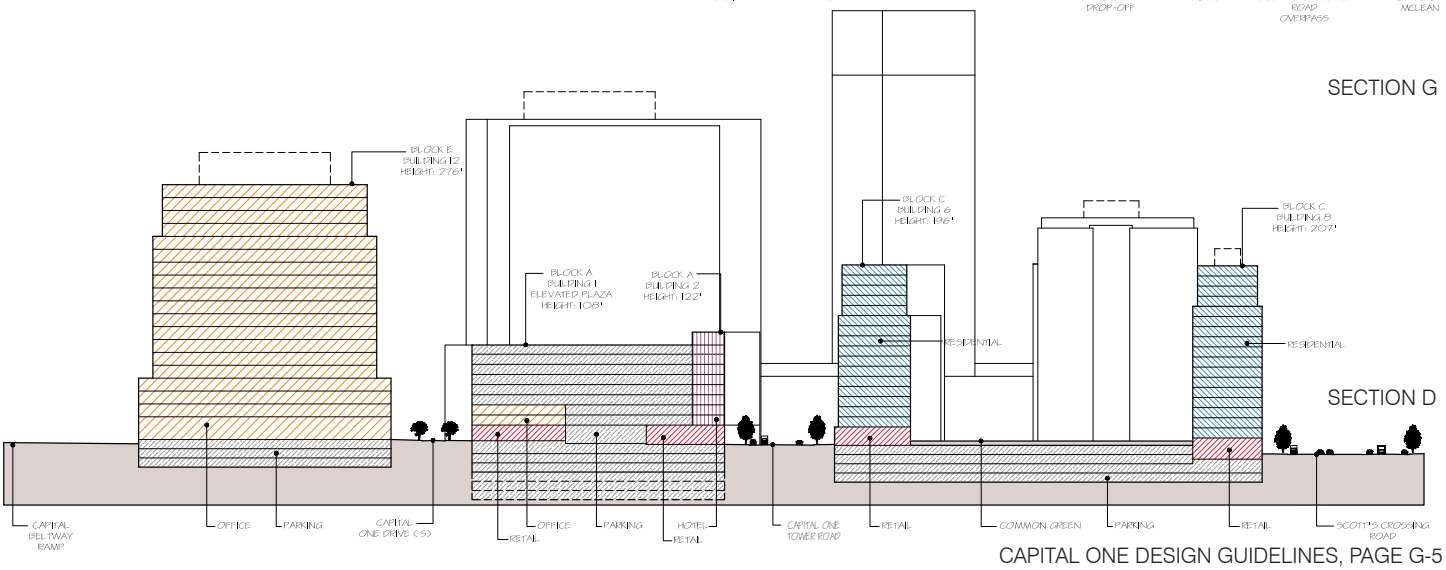


SECTION D

General Design Guidelines

Facade Articulation: Porosity and Streetscape Integration

GDG2.1. Main public entrances to buildings shall directly face streets and sidewalks, shall be clearly expressed and visible, and shall be appropriately scaled for each building. Entry doorway canopies projecting over the sidewalk are permissible and strongly recommended.

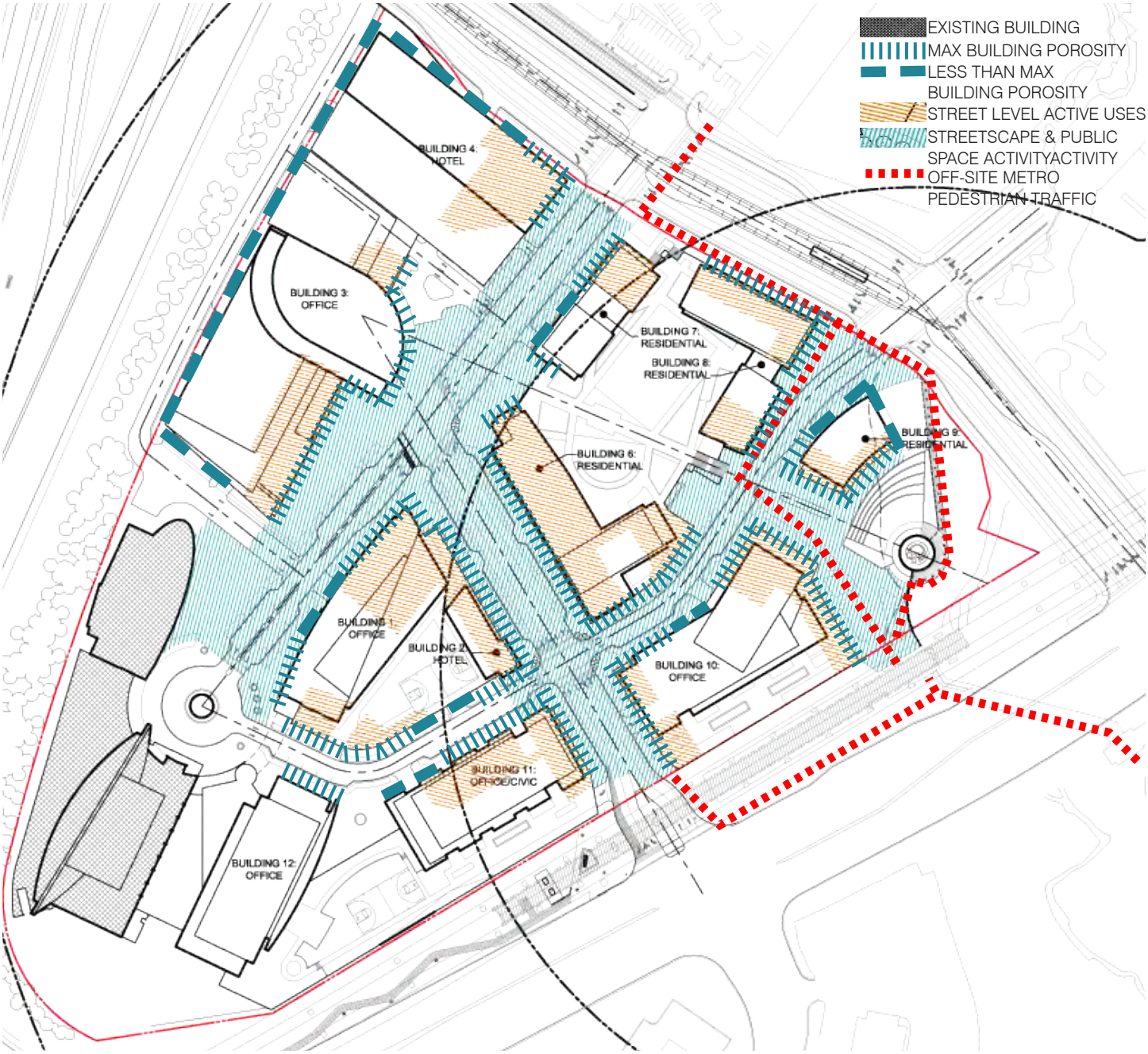
GDG2.2. The ground floor of buildings with retail, commercial, civic or other publicly accessible functions shall be as visually porous as possible and shall have: a) a minimum floor-to-floor height of 18 feet; b) highly transparent sidewalk-fronting facades composed with openings - storefront systems, glazed windows and doors - occupying no less than seventy-five percent (75%) of the sidewalk-facing frontage; and c) storefront sills or other window sills no higher than forty inches (40”) above the adjacent sidewalk.

GDG2.3. Permanent, retractable or removable canopies are recommended above storefront windows, especially those facing south, and above sidewalk-level or plaza-level windows and entrance doorways. If canopies are installed, they shall be designed to harmonize composiitonally with the building facade and shall be fabricated with high-quality, durable materials.

GDG2.4. On upper portions of ground floor retail facades or facades of other publicly accessible spaces, a signage zone shall be provided within the facade composition, above canopies. The exact placement and proportions - length and height - of signage zones shall be shown in drawings during schematic design and/or design development, including provisions for electric power to light signs.

GDG2.5. Arcades are permitted over designated sidewalks only if the arcade: a) encompasses the entire walking area of the sidewalk; b) is equal to or greater than the height of the adjacent ground floor; and c) faces southeast, south or southwest. Appropriately designed arcades are also permitted on facades facing elevated plazas.

GDG2.6. All facade glazing on ground-level, street-facing retail, commercial, civic or other publicly accessible functions shall be transparent. Glazing of facade openings at elevated plaza floor levels shall also be transparent.



This plan specifies locations and differences in required street-level building facade porosity. Maximum porosity is shown on facades associated with retail uses and storefronts. These in turn are linked to the most animated streetscapes and public spaces where pedestrian movement and activity, such as sidewalk cafes, prevail.

General Design Guidelines

Facade Articulation - Upper Floor Facades

GDG4.1. Building facade composition - patterns, materials, colors, details - and aesthetic expression at upper floors shall relate to and be interwoven with facade composition and expression at lower floors.

GDG4.2. Different facades of a single building shall be designed to respond to and take advantage of differences in solar orientation and exposure to views.

GDG4.3. Curtain wall assemblies comprised of glass, metals, masonry, concrete and synthetic materials (e.g., plastics, sealants) shall be designed to: a) be as non-reflective as possible to minimize unwanted glare; b) maximize harvesting and penetration of daylight into interiors to reduce electric lighting usage and energy consumption; and c) make optimum use of recycled and renewable materials that are structurally stable and durable.

GDG5.1. Particular design attention shall be paid to shaping the profiles of buildings - how they meet the sky - in particular to avoid the appearance of being merely a vertical box with a dead-flat whose top.

GDG5.2. Roof parapets shall be integral to and interwoven with facades below, rather than appearing as add-ons or afterthoughts.

GDG5.3. If and where appropriate, provisions should be made for exterior lighting to illuminate portions of facades, and for approved signage at top of building.

GDG5.4. Permanent, roof-perimeter window-washing systems shall be installed.

GDG5.5. Wherever feasible, green roofs shall be provided to: a) retain, filter and slow down rainwater before it drains off roof; b) increase the thermal insulation value of roofs; and c) reduce somewhat the “heat island” effect of roofs. Green roof locations and types, including vegetation, shall be specified by each building’s architect.

This plan shows publicly visible segments of building facades directly behind which are parking garage floors and parked cars. It differentiates between garage floors at or near streetscape levels, and garage floors at and above second story building levels, typically over ground floor retail spaces. Also shown are office, residential and hotel facades that overlook parks, plazas and recreational areas. Each of these diverse facade conditions necessitates careful, creative design to effectively "camouflage" parking and to relate appropriately to adjacent public open space.

Block/Building Specific Design Guidelines

Building-specific guidelines reflect not only the unique spatial and functional role each building plays within the overall Capital One campus and urban ensemble, but also each building's unique site conditions, orientation and configuration, as shown on the master plan. For each building, guidelines address six sets of design issues, which are presented and explained primarily through graphic means - annotated diagrams, sketches and illustrative photographs.

Aesthetic character and conceptual intent. This concerns the importance and necessity of establishing a visually memorable, architecturally potent building image appropriate for the building's often strategic location and function.

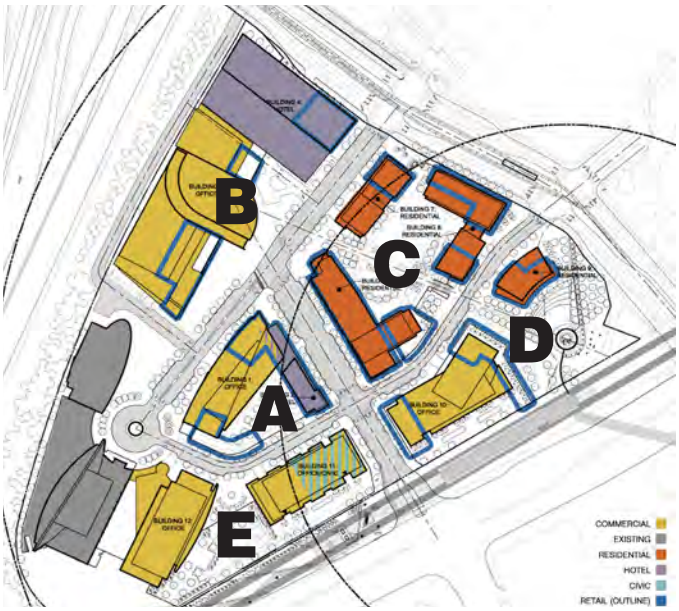
Massing, geometry, height and setbacks. These attributes are shown diagrammatically in the master plan and in the accompanying guideline graphics. Along with facades, they affect the profile, scale and character of each building.

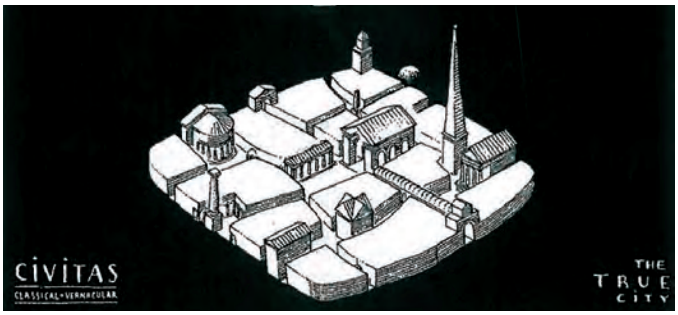
Facade composition, expression, patterns, materials, colors and details. Like massing, geometry and height, two and three-dimensional facade patterns, material and color choices, and facade details create and define each building's character, scale and imagery. Especially critical are guidelines for treating the lower floors of buildings where they meet sidewalks and streets, and the tops of buildings where they meet the sky.

Relationships to adjacent buildings and surroundings. Because buildings interact visually with each other and with surrounding streetscapes and open spaces, these guidelines establish design objectives to enhance those interactions.

Building services. Each building must have street-level access to loading areas and parking garage ramps. This entails large-scale openings in building facades, with trucks periodically driving across sidewalks. Consequently guidelines suggest or stipulate locations and treatments of service areas to ensure pedestrian safety and avoid compromising the quality of streetscapes and architecture.

Sustainability. In addition to facade and roof design tactics to achieve sustainability, the guidelines for individual buildings recommend additional measures that might be appropriate, such as gray-water recycling or stormwater storage and reuse.





ARCHITECTURAL ARTICULATION - Block/Building Specific

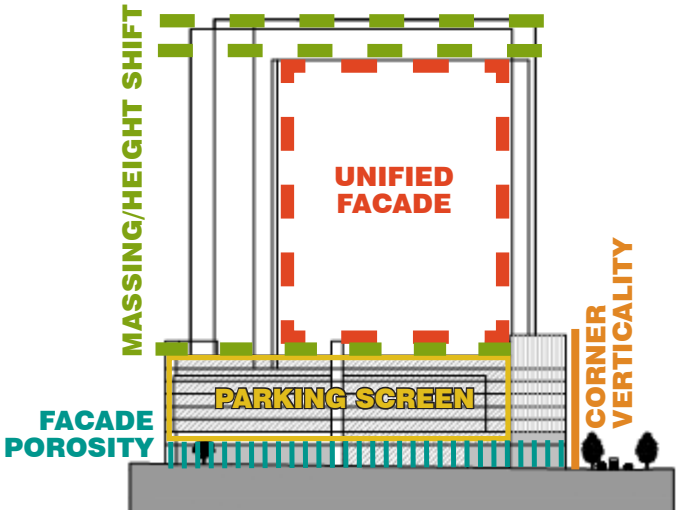
This diagram identifies buildings, plus portions of blocks and buildings, that are very visible and aesthetically prominent, and that deserve careful articulation. These include:

- *especially tall buildings acting as visual focal points at the urban scale;*
- *high-impact facades, publicly visible from both near and far, that will be seen by millions of motorists, pedestrians and transit riders, and thus will determine the overall image and identity of the Capital One urban campus;*
- *visually strategic places on individual buildings - typically at building corners adjacent to and framing street intersections - where appropriate vertical facade expression can be perceived as neighborhood focal points and also create a desirable sense of portal and threshold from block to block.*

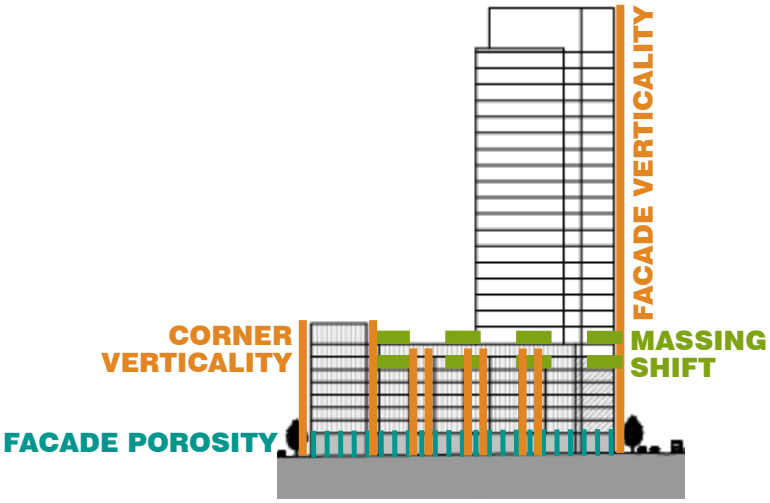
Architects designing these buildings are expected to artfully compose all building facades, but special attention must be paid to the artful articulation of highlighted portions of building facades and building focal points. Accordingly the following block-by-block guidelines provide recommendations, generalized diagrams and illustrative photographs to show how the architecture can be developed.

Architectural Articulation - Block A

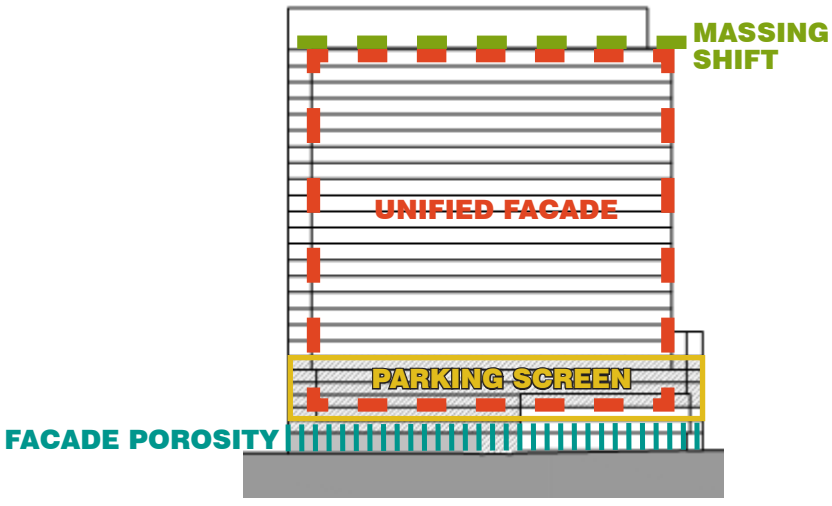
Block A consists of two abutting buildings comprised of three distinctly expressed masses: an eight-story base with street-level retail, several levels of above-grade parking and a landscaped roof plaza; an office tower atop the base; and a shorter residential/hotel building attached to the base, also containing street-level retail. Plan diagrams on pages G-7, G-9 and G-11 show the location of retail, various facade conditions and visual impact/focal points including minor, vertically expressive focal points at the two Block A corners where Capital One Tower Road intersects the two segments of Capital One Drive. Accordingly, the Block A massing and facade design guideline diagrams on this page illustrate conceptually how Block A facade conditions and articulation requirements should be approached.



SOUTHWEST ELEVATION



SOUTHEAST ELEVATION



NORTHWEST ELEVATION

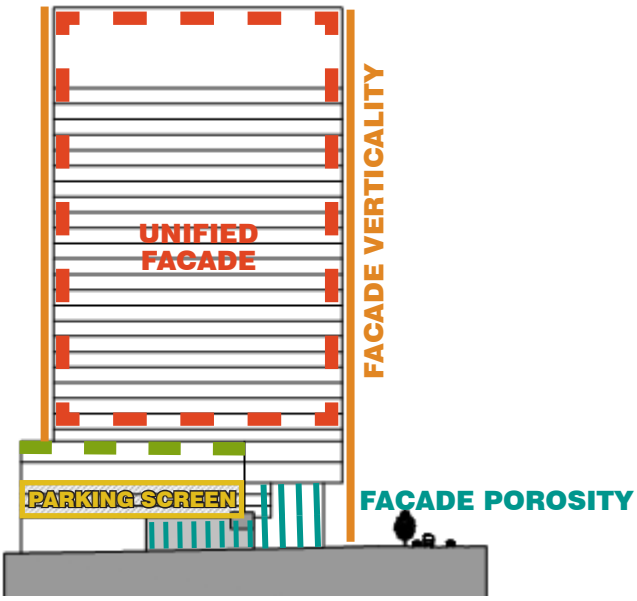
Preliminary concept renderings of block A buildings illustrating architectural articulation concepts (clockwise from top left):
massing/height shift; parking screen; corner verticality; unified facade.

NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design.

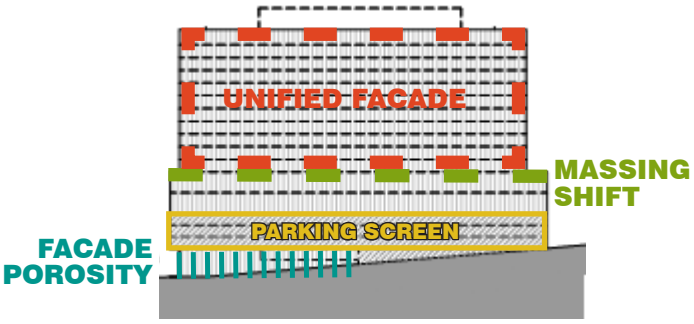
Architectural Articulation - Block B

Block B, the largest of the five blocks, consists of two conjoined buildings organized around a central tower and adjacent linear pocket park plaza. Distinctly expressed architectural massing consists of a multi-story podium interconnecting the two buildings and, rising above the base, a landmark office tower and a separate, significantly less tall hotel tower. The base contains office lobby and support areas as well as hotel-related facilities, several levels of above-grade parking and retail at street level opening onto the pocket park plaza. The roof of the podium will be accessible and used for private terrace and recreational areas.

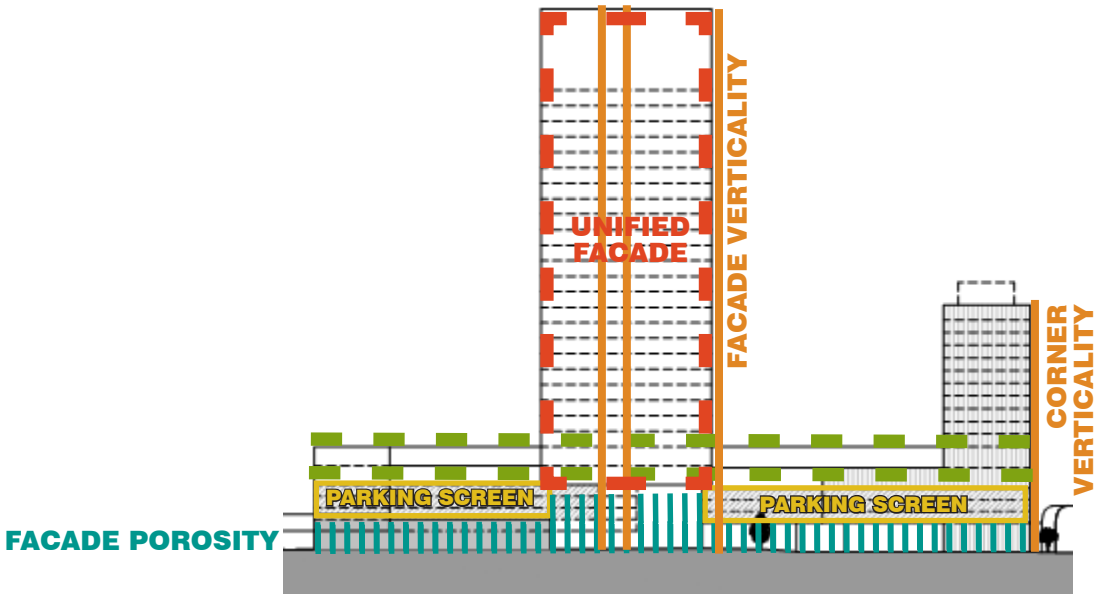
The previous plan diagrams show the location of various facade conditions and call for a vertically expressive, major focal point at the landmark tower at the head of Capital One Tower Road. They also identify this tallest tower of the campus as a major urban focal point. The northwestern facades of Block B buildings are adjacent to and overlook the Capital Beltway, making them highly visible to millions of motorists and thus unavoidably architectural "representatives" of the Capital One urban campus. Likewise podium facades around the pocket park plaza will be publicly prominent. Accordingly, especially artful design of Block B buildings and their diverse facades is essential. To that end, the Block B massing and facade design guideline diagrams on this page illustrate conceptually how Block B facade conditions and articulation requirements should be approached.



SOUTHWEST ELEVATION



NORTHEAST ELEVATION



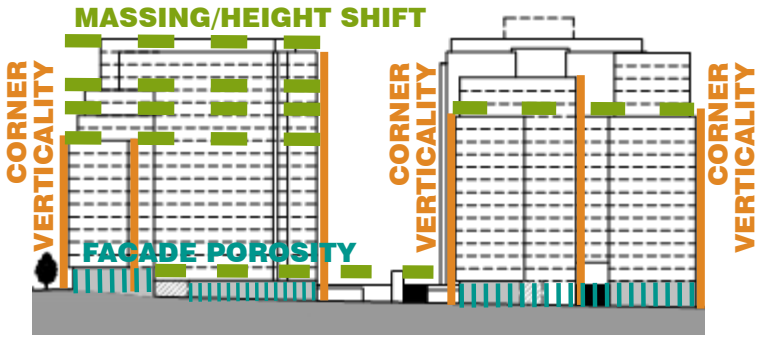
SOUTHEAST ELEVATION

Preliminary concept renderings and sketches of block B buildings illustrating architectural articulation concepts (clockwise from top left): massing/height shift; corner verticality; parking screen; unified facade.

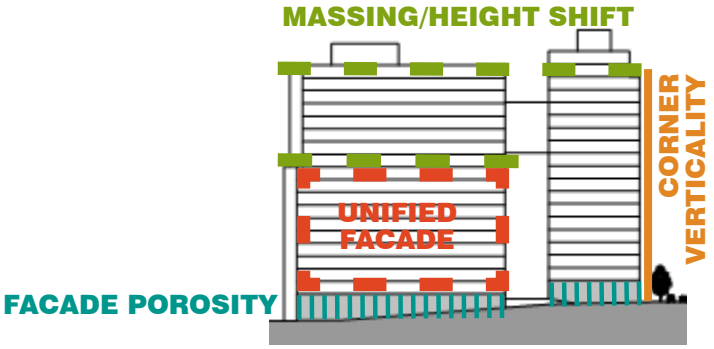
NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design.

Architectural Articulation - Block C

Three Block C residential buildings are arranged around the perimeter of a large elevated courtyard - a common green and recreational area - atop the roof of a base containing street-level retail and above-grade parking. The previous plan diagrams show the location of retail and various facade conditions facing surrounding streets as well as the common green. They also locate three minor, vertically expressive Block C focal points: two at the Block C corners where Capital One Tower Road intersects Capital One Drive, the latter across from Block A, D and E vertical focal points; and at the Block C corner where the northern segment of Capital One Drive intersects Scotts Crossing Road. Accordingly, the Block C massing and facade design guideline diagrams on this page illustrate conceptually how Block C facade conditions and articulation requirements should be approached.

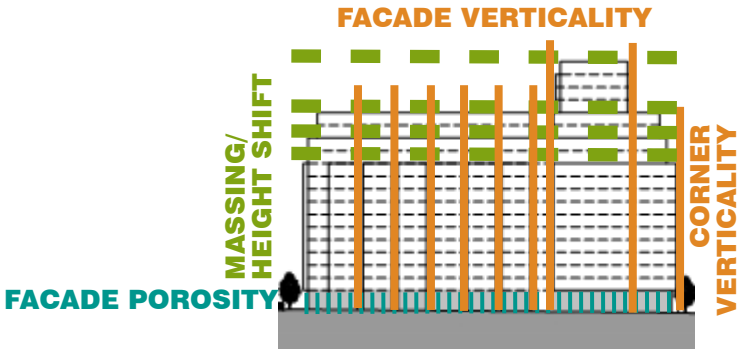


SOUTHEAST ELEVATION



NORTHEAST ELEVATION

NORTHWEST ELEVATION



SOUTHWEST ELEVATION

Examples of architectural articulation concepts (clockwise from top left): facade porosity; massing/height shift; corner verticality; unified facade.

NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design.

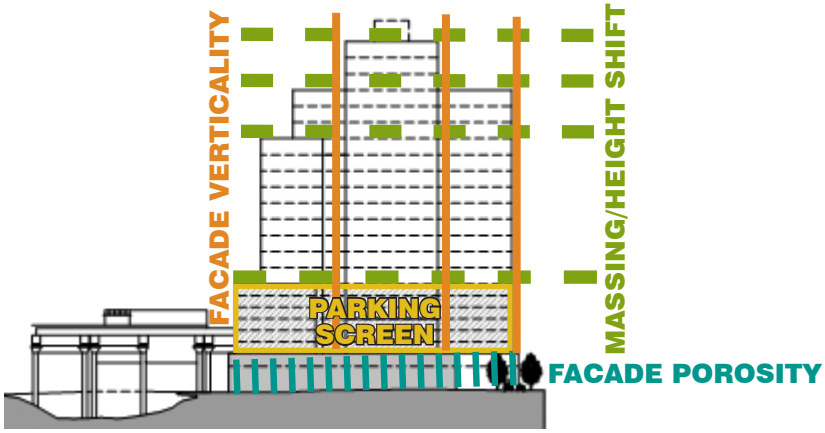
Architectural Articulation - Block D

Block D contains two buildings, a potentially iconic, free-standing residential tower overlooking the Metro Park and two local streets; and an office tower atop a multi-story base directly adjacent to and overlooking the new Metro station along Route 123. The office tower base contains retail at park and street levels and includes several levels of above-grade parking and a rooftop terrace next to the Metro station. The previous plan diagrams showing the location of retail and various facade conditions locate a minor, vertically expressive focal point at the Block D corner where Capital One Tower Road intersects the southern segment of Capital One Drive, across from Block A, C and E vertical focal points. Facing Route 123 and the park, both buildings have prominent, highly visible facades that need to be artfully designed. Accordingly, Block D massing and facade design guideline diagrams illustrate conceptually how Block D facade conditions and articulation requirements should be approached.

SOUTHEAST ELEVATION

SOUTHWEST ELEVATION

NORTHWEST ELEVATION



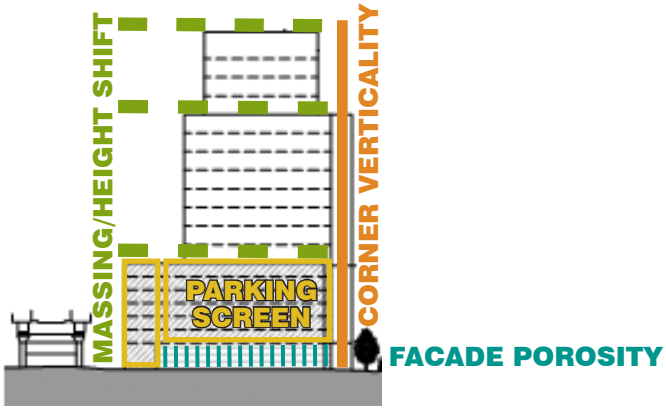
NORTHEAST ELEVATION

Examples of architectural articulation concepts (clockwise from top left): parking screen; facade verticality; massing/height shift; unified facade..

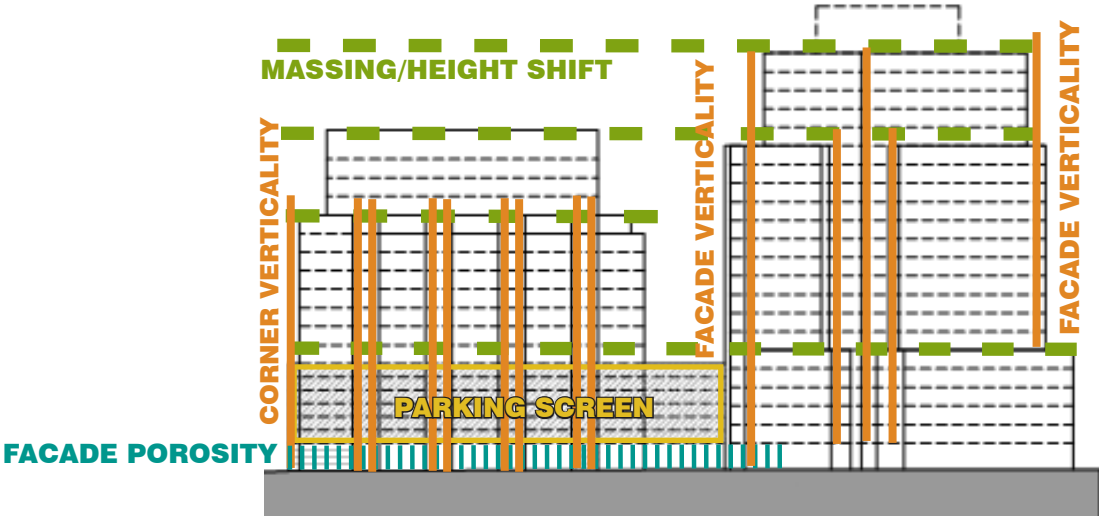
NOTE: The above images are intended for illustrative purposes only and do not represent any finalized design.

Architectural Articulation - Block E

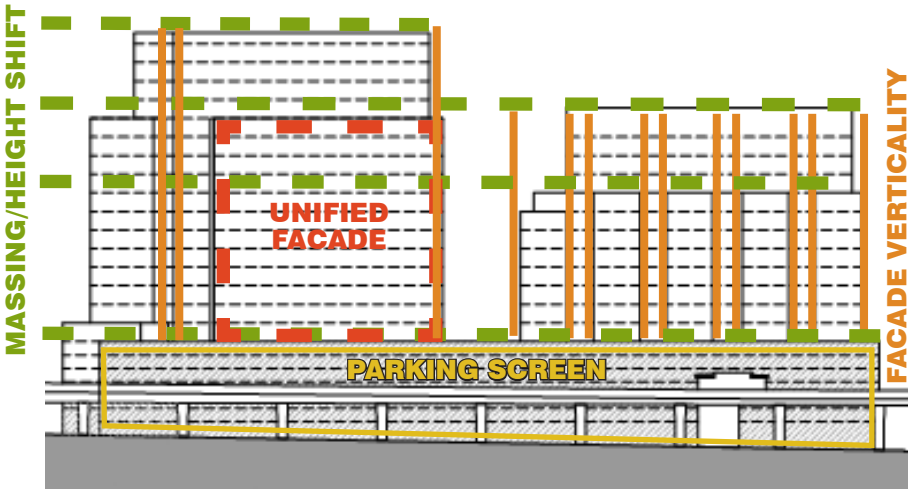
Block E contains two office towers atop a multi-story base adjacent to and overlooking the new elevated Metro line along Route 123. The base has a bit of street-level retail but mostly houses several levels of above-grade parking and a terrace on the base rooftop between the two office towers. Plan diagrams showing the location of retail and various facade conditions locates a minor, vertically expressive focal point at the Block E corner where Capital One Tower Road intersects the southern segment of Capital One Drive, across from Block A, C and D vertical focal points. Facing Route 123 and the park, both office towers have prominent, highly visible facades necessitating artful design. Accordingly, the Block E massing and facade design guideline diagrams below illustrate conceptually how Block E facade conditions and articulation requirements should be approached.



NORTHEAST ELEVATION



NORTHWEST ELEVATION



SOUTHEAST ELEVATION

In addition to sustainable site and open space design strategies outlined elsewhere in the Design Guildelines, the architectural design of each building, project and phase shall endeavor to meet a high level of sustainable design excellence. All non-residential buildings shall be designed to achieve LEED-Silver certification, at the LEED Rating System version current at the time. All residential buildings will be designed to achieve LEED Certification or other comparable sustainable design certification for multi-family residential projects that may be sanctioned by Fairfax County current at the time.

Sustainable design charrettes at the outset of design for all projects will establish detailed and integrated sustainable strategies suited to the particular program and site conditions of each project. A checklist for LEED certification or comparable standard outlining strategies to be pursued will be produced as a primary result of this charrette.

Sustainable design strategies should not be focused solely on achieving a grocery list of LEED credits, but rather on an integrated performance-based design that will also achieve the desired level of LEED certification. Accordingly, specific sustainable design items cannot be predetermined prior to a comprehensive evaluation of the individual building program and conditions. However, specific items that should be considered in putting together the overall package of sustainable strategies include (but are not limited to):

- Incorporation of existing technologies for alternative and on-site energy systems, and/or accommodation for future implementation of new technologies in alternative energy generation
- High-performance building envelope design, including passive design techniques where applicable
- High-efficiency HVAC system selection and design
- Smart lighting and HVAC controls, including daylight harvesting, state-of-the-art high-efficiency lamping, occupancy sensors and programmed lighting/HVAC sweeps and a high level of lighting/HVAC controls and monitoring
- Basic and enhanced building commissioning
- Specification of Energy Star appliances and equipment wherever applicable
- Energy performance optimization, utilizing the ASHRAE Advanced Energy Design Guides. The specific benchmark for energy performance optimization will depend primarily on the combination of other energy-related strategies pursued, including (but not limited to) on-site energy generation, building envelope performance, mechanical system selection, lighting design/specifications, building design orientation and ongoing building operations.
- Water use efficiency, including high-efficiency low-flow fixtures and potential harvesting/reuse of stormwater and gray water
- Vegetated and/or high-albedo roofing, benefitting stormwater management quality/quantity, urban heat-island effect mediation, potable water use, habitat restoration and thermal envelope insulation
- Utilization of Low Impact Development (LID) techniques in site and streetscape design to enhance stormwater management and heat-island effect mediation
- Water- and energy-efficient site design, taking into consideration pervious paving in pedestrian hardscape, site lighting, deciduous tree canopy and native/adapted vegetation in landscape design
- Encouragement of alternative transportation, including bike facilities, provision for charging electric vehicles and/or accommodation for other new alternative vehicle technologies that may be developed
- Adherence to transit-oriented development principles in site and building design, emphasizing the energy and environmental benefits of high-density development encouraging a pedestrian-friendly neighborhood, multiple connections to public transit opportunities and a diverse mix of uses (residential, commercial, retail and civic)
- Provision for collection and removal of a broad array of recyclable materials, including applicable items that may be beyond county requirements
- Comprehensive construction waste management plans and specification of recycled, regionally-produced and rapidly renewable materials in building design
- Optimization of indoor air quality through specification of low-VOC, low-emitting materials and construction indoor air quality management protocols
- Development and implementation of sustainable building operation, maintenance and education plans for both commercial and residential occupants to facilitate an ongoing sustainable community

Appendix - GLOSSARY

ADA - Americans with Disabilities Act

ALBEDO - the proportion of the incident light or radiation that is reflected by a surface.

ARCADE - a covered passageway with arches along one or both sides; a covered walk with stores along one or both sides; a series of arches supporting a wall, or set along it.

BIO-SWALE - an urban landform used to convey surface water in order to enhance infiltration and reduce surface runoff.

FLYOVER - overpass: bridge formed by the upper level of a crossing of two highways at different levels.

GLAZING - the glass in a window.

GREEN ROOF - roof of a building which is partially or completely covered with plants. It may be a tended roof garden or a more self-maintaining ecology.

HARDSCAPE - elements added to a natural landscape, such as paving stones, gravel, walkways, irrigation systems, roads, retaining walls, sculpture, street amenities, fountains, and other mechanical features.

HEAT ISLAND EFFECT - a “dome” of elevated temperatures over an urban area caused by structural and pavement heat fluxes, and pollutant emissions.

LOW IMPACT DEVELOPMENT (LID) - an innovative stormwater management approach with a basic principle that is modeled after nature: manage rainfall at the source using uniformly distributed decentralized micro-scale controls.

MASSING - the expression of exterior or interior volume as form.

MICROCLIMATE - Localized climate conditions within an urban area or neighborhood.

NODE - a point at which lines or pathways intersect or branch; a central or connecting point.

OPEN SPACE - a relatively clear or forested area left untouched in or near a city. It may be active open space, such as a baseball field, or passive open space, such as an area of natural woodland.

PERVIOUS - (of a substance) allowing water to pass through; permeable.

POROSITY - a measure of the void spaces in a material, and is a fraction of the volume of voids over the total volume, between 0–1, or as a percentage between 0–100%.

SIGN - any writing work or numerical, pictorial presentation, illustration or decoration, emblem, device, symbol or trademark, flag, banner or pennant, or any other device, figure, or similar character which:

1. is used to announce, direct attention to, identify, advertise, or otherwise make anything known; and
2. is visible from the public right-of-way or from adjoining property.

SIGN AREA - the entire face of a sign including any non-structural embellishments but not including the supporting structure. In the case of a double-faced sign where the interior angle formed by the faces is 45 degrees or less or where the sign faces are parallel, only one sign face shall be used in calculating the area.

SIGN, BUILDING MOUNTED - a sign attached to and deriving its support from a building.

SIGN, CANOPY (AWNING) - a sign painted or printed on or attached flat against a canopy or awning.

SIGN FACE - the area of a sign used for visual communication.

SIGN, FREESTANDING - a nonmovable sign supported by a fence, retainingwall, or by upright structural members or braces on or in the ground and not attached to a building.

SIGN, HANGING - a sign suspended from braces, beams, or other supports, which may be either freestanding or building mounted.

SIGN, PORTABLE - any sign not permanently affixed to the ground nor to a building, including, but not limited to, a sign that is movable, such as a sandwich board sign, A-frame sign, gas or hot air-filled displays, balloons or banners.

SIGN, PROJECTING (BLADE) - a sign attached, generally perpendicular, to the wall of a building, or other structure not specifically designed to support the sign, including building mounted hanging signs.

SIGN, WINDOW - a sign attached to or applied upon the inside or outside surface of a window or transparent dor or immediately adjacent, not to include window merchandise displays, and intended to be viewed from the outside.

STREETSCAPE - City passageways: streets, boulevards and alleyways; encompasses public spaces such as roadways and sidewalks, semi-private spaces such as residential front yards and commercial terraces, and include the street trees, flower-boxes and planters that enhance these spaces.

STORMWATER - any water that results from a storm —generally rainfall. Stormwater either enters the ground (absorption) and recharges groundwater, evaporates into the atmosphere, or flows over land to streams, lakes, rivers, and other water features.

TRANSIT ORIENTED DEVELOPMENT - A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It includes housing, along with complementary public uses (jobs, retail and services), located at a strategic point along a regional transit system, such as a rail hub.

WAYFINDING - how people orient themselves and navigate in a built environment.

VIADUCT - a long bridgelike structure, typically a series of arches, carrying a road or railroad across a valley or other low ground.

WMATA - Washington Metro Area Transportation Authority

Appendix - BIBLIOGRAPHY

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IMAGE SOURCES

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-- PAGE A-2: Cartoon by Roger K. Lewis
-- PAGE A-3: Cartoon by Roger K. Lewis
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-- PAGE C-5: Image by Jeff McSwain
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-- PAGE E-14:
-- PAGE E-16: Photo by Google Street View
-- PAGE E-18: Photo of Chicago El Overpass by Getty Images, Vienna METRO Station photo by Google Street View, Ravenna Underpass photo by Build, LLC
-- PAGE E-19:
-- PAGE E-21: Photo by Google Street View, San Diego park photo by Kathryn Becher
-- PAGE E-22: Photo by Google Street View
-- PAGE E-24: Photo by Google Street View
-- PAGE E-25: aerial photo by Bing Maps, photo by Google Street View
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