

NOMINATION FORM

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

PART 1. NOMINATOR/AGENT INFORMATION

Name: Heidi T. Merkel Daytime Phone: 703-324-1380
 Address: c/o Department of Planning and Zoning
12055 Government Ctr. Pkwy., Suite 730, Fairfax, VA 22035-5505
 Nominator E-mail Address: heidi.merkel@fairfaxcounty.gov

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/27/08</u>
Date Accepted:	<u>7-17-08 CBR</u>
Planning District:	<u>HM</u>
Special Area:	_____

Signature of Nominator (NOTE: There can be only one nominator per nomination):

Heidi T. Merkel

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) _____

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Senior Planner, Planning Division, Fairfax County Department of Planning and Zoning

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 4

Total aggregate size of all nominated parcels (in acres and square feet): 40.87 acres 1,779,896 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes No

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) Yes No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation.
 It is the most current version: Please see Attachment 1

b. CURRENT PLAN MAP DESIGNATION: Office

c. CURRENT ZONING DESIGNATION: I-4

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). This nomination does not propose changing the current plan designation. It proposes to correct an editorial error that occurred at the time of Plan Amendment 2000-01 in 2001 (see Attachment 2).

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) N/A

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space
 Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: N/A TOTAL Gross Square Feet: N/A

Categories	Percent of Total FAR	Square feet
Office		
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	

*If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.

h. RESIDENTIAL COMPONENT (Select the appropriate density range proposed and complete the table to the right):

- | | |
|---|--|
| <input type="checkbox"/> .1 - .2 du/ac (5-10 acre lots) | <input type="checkbox"/> 5 - 8 du/ac |
| <input type="checkbox"/> .2 - .5 du/ac (2-5 acre lots) | <input type="checkbox"/> 8 - 12 du/ac |
| <input type="checkbox"/> .5 - 1 du/ac (1 - 2 acre lots) | <input type="checkbox"/> 12 - 16 du/ac |
| <input type="checkbox"/> 1 - 2 du/ac | <input type="checkbox"/> 16 - 20 du/ac |
| <input type="checkbox"/> 2 - 3 du/ac | <input type="checkbox"/> 20+ (specify 10 unit density range) |
| <input type="checkbox"/> 3 - 4 du/ac | |
| <input type="checkbox"/> 4 - 5 du/ac | |

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			

PART 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8½ x 11 inches and clearly legible. Maps in color will not be accepted.

PART 6: JUSTIFICATION - See Attachment 2

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between May 1, 2008 and June 27, 2008 to:



Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

PART 4: CURRENT COMPREHENSIVE PLAN

a. Current Comprehensive Plan Text for nominated property.

From Area III, Upper Potomac Planning District, Reston-Herndon Suburban Center and Transit Station Areas, pages 46-48

“Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some

combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

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

PART 6: JUSTIFICATION

On November 16, 1998, Land Unit E of the Reston-Herndon Suburban Center was amended as a result of adoption of Plan Amendment 95-39 (resulting from 1997-1998 Area Plans Review nomination 98-III-8UP and Out-of-Turn Plan Amendment (OTPA) S98-III-UP2). The adopted plan text added an option for Office use up to .70 FAR for specific parcels that were identified by tax map identification numbers.

On May 21, 2001, Plan Amendment 2000-01 (resulting from OTPA S98-CW-4CP) was adopted and made changes to all land units in the Reston-Herndon Suburban Center, including Land Unit E. One of the changes adopted at that time was the creation of sub-units to facilitate the inclusion of more detailed plan recommendations for transit station areas within the Suburban Center. Land Unit E was divided into five sub-units. The option for Office use up to .70 FAR that added as a result of Plan Amendment 95-39 concerned three parcels, one of which is located in Sub-unit E-4 and two parcels in Sub-unit E-5. However, when Plan Amendment was adopted, the text regarding this option was only included in Sub-unit E-4 and was inadvertently left out of Sub-unit E-5. This nomination proposes to correct that editorial error by adding the text for this option to Sub-unit E-5.

The proposed addition to the Plan text is shown underlined in the text below.

MODIFY: Pages 47-48 of the Area III volume, Upper Potomac Planning District, as amended through 9-10-2007, Reston-Herndon Suburban Center and Transit Station Areas, Sub-Unit E-5:

“Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR. This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;
- The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

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

