



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: Brian J. Winterhalter Daytime Phone: (703) 456-8168
Address: One Freedom Square, Reston Town Center
11951 Freedom Drive, Reston, VA 20190-5656
Nominator E-mail Address: bwinterhalter@cooley.com
Signature of Nominator (NOTE: There can be only one nominator per nomination):

THIS BOX FOR STAFF USE ONLY
Date Received: 6/27/08
Date Accepted: 7-16-08 CBR
Planning District: UPPER POTOMAC
Special Area:

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.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: [x] Dranesville [] Hunter Mill [] Providence [] Sully

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 4.16 acres 181,174 square feet

Is the nomination a Neighborhood Consolidation Proposal? [] Yes [x] 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.) [x] Yes [] No

PART 3: PROPERTY INFORMATION - Attach either the Property Information Table found at the end of this application form or a separate 8 1/2 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: See attached Comprehensive Plan text.

b. CURRENT PLAN MAP DESIGNATION: Mixed Use

c. CURRENT ZONING DESIGNATION: C-3 (Office District)

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). See attached proposed Comprehensive Plan text.

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?) Office and retail development up to 2.0 FAR with a maximum building height of 135 to 175 feet and structured parking.

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: 2.0 TOTAL Gross Square Feet: 362,348

Categories	Percent of Total FAR	Square feet
Office	90%	326,113
Retail	10%	36,235
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	362,348

*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):

- .1 - .2 du/ac (5-10 acre lots)
- .2 - .5 du/ac (2-5 acre lots)
- .5 - 1 du/ac (1 - 2 acre lots)
- 1 - 2 du/ac
- 2 - 3 du/ac
- 3 - 4 du/ac
- 4 - 5 du/ac
- 5 - 8 du/ac
- 8 - 12 du/ac
- 12 - 16 du/ac
- 16 - 20 du/ac
- 20+ (specify 10 unit density range) _____

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)			
TOTAL			

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

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

**DULLES WORLD GREEN – RT. 28/CIT TRANSIT STATION AREA
 COMPREHENSIVE PLAN AMENDMENT
 PROPERTY INFORMATION TABLE**

Tax Map Number	Property Address	Property Owner	Property Owner Address	Acreage	Signature of Owner or Certified Receipt Number
15-2 ((1)) 16	2210 Rock Hill Road	Dulles World Center, LLC	50 N. Water St. C/O Greenfield Partners South Norwalk, CT 06854	4.16	7007 0710 0002 1605 9412

**DULLES WORLD GREEN – RT. 28/CIT TRANSIT STATION AREA A
COMPREHENSIVE PLAN AMENDMENT
UP4 – GREATER HERNDON COMMUNITY PLANNING SECTOR
LAND UNITS A AND B**

PROPOSED COMPREHENSIVE PLAN

Area West of Rock Hill Road (Land Units A and B)

The portion of the Dulles Transition Area located west of Rock Hill Road, Land Units A and B, is planned for office and research and development use. Land Unit A (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR to create a transition from higher intensities in Loudoun County. A hotel or conference center use up to .50 FAR which would complement the CIT is also appropriate in Land Unit A. In any development, community-serving retail use incorporated on the ground level of buildings is desirable and appropriate. Land Unit B (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR to create a transition to the planned residential areas east of Rock Hill Road and Loudoun County. Community-serving retail use on the ground level of office structures is desirable and appropriate. Development of these land units should address the following conditions:

- Only a portion of the parcels that make up Land Units A and B are located in Fairfax County. Consolidation of land or parcels should occur such that development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan;
- Development of these land units should result in uses that are functionally and visually integrated into the residentially planned areas of Land Units C and D. Such integration would enhance the mixed-use character and the land use transition that is the Plan objective for this area;
- A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system;
- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area; and
- Provision of active recreation areas for employees is desirable.

As an option, mixed-use development at a higher intensity may be appropriate for Land Units A and B, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- The proposed development is part of a project that incorporates a substantial and contiguous area in Loudoun County and is consistent with the uses and intensities planned by Loudoun County.
- The proposed development should be oriented toward the transit station area with additional vehicular access provided through Loudoun County.
- Appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and berming and other techniques as necessary.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area.

As an additional option, office and retail development up to 2.0 FAR may be appropriate for Parcel 15-2 ((1)) 16, subject to the following conditions:

- This option may be considered at such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- The office and retail development should be part of a coordinated plan of development that incorporates a substantial and contiguous area in Loudoun County and is consistent with the uses and intensities planned by Loudoun County. The office and retail development may be a non-residential component of a mixed-use development in Loudoun County that could include office, hotel, residential, and retail uses.
- The mix of uses planned for the contiguous area in Loudoun County may be established within the total area of the coordinated plan of development rather than on a parcel-by-parcel basis. In any event, retail uses shall not exceed 15 percent of the total gross floor area of the development on Parcel 16.
- The proposed development should be oriented toward the transit station area with additional vehicular access provided through Loudoun County. A vehicular connection from Parcel 16 to the eastbound lanes of the Dulles Airport Access and Toll Road is encouraged to improve vehicular circulation in the vicinity of Parcel 16 and the CIT.
- A quality site layout should be provided with a more urban, people-oriented place with street-level retail to encourage pedestrian movement between the transit station and adjacent land areas.
- Pedestrian walkways should be provided to facilitate circulation throughout the parcel and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. Such walkways should encourage pedestrian movement between the parcel and those parcels to the west in Loudoun County and to the south towards the planned Rt. 28/CIT transit station.

- Retail uses on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.
- Building heights should be consistent with development on the contiguous area in Loudoun County, and should be limited to 135 to 175 feet.
- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area.

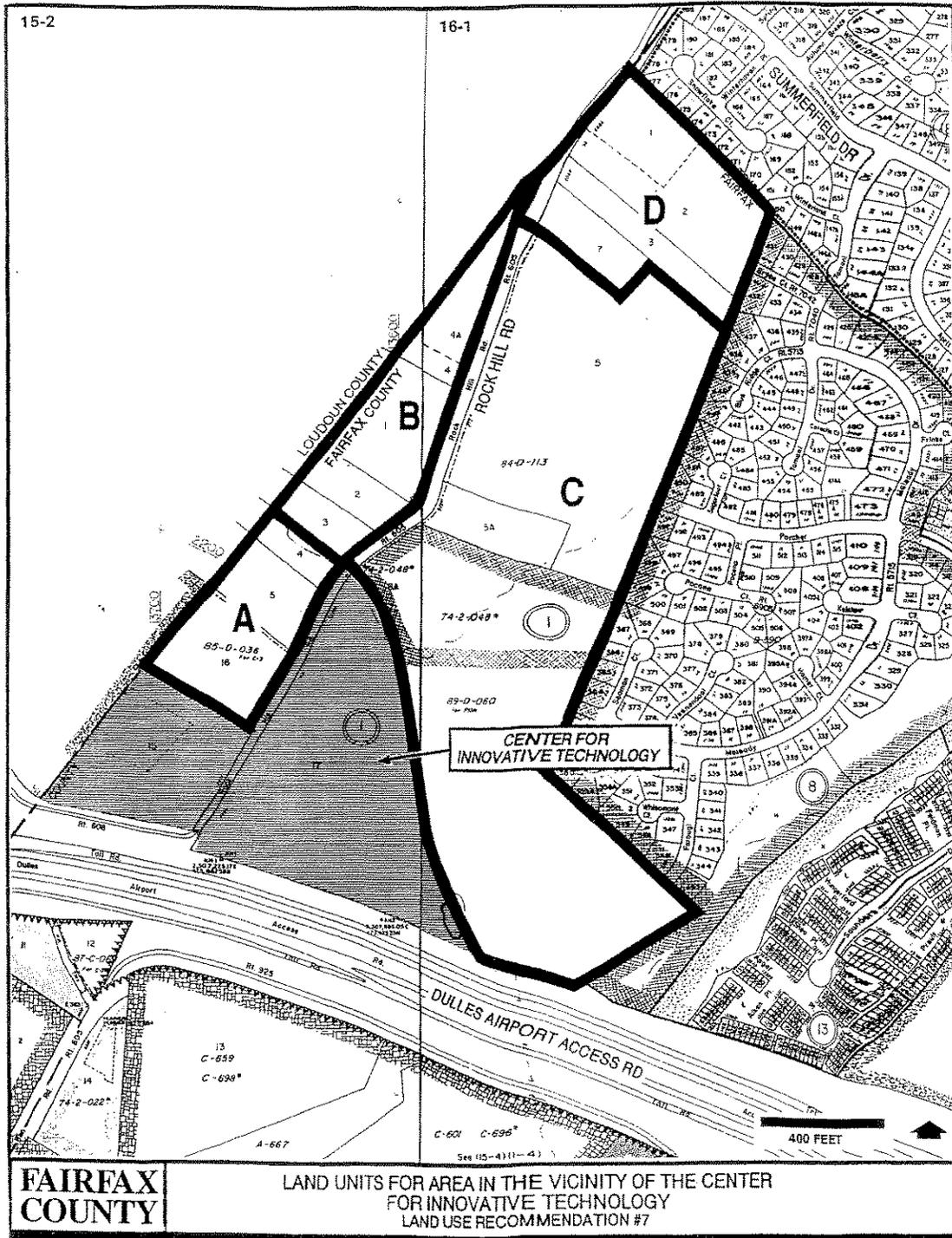
- The development should be in conformance with the Urban Design Guidelines located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Although the entire area is planned to create an integrated development, the area has been divided into separate land units for the purpose of organizing Plan recommendations. These land units are shown on Figure 29. Land Units A, B and C constitute the northern portion of the Route 28/CIT Transit Station Area (as shown in Figure 27). Areawide Recommendations for the four Transit Station Areas in Fairfax County located in the Dulles Corridor are shown in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan and apply to this Transit Station Area. In addition, the Urban Design guidelines in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan apply to Land Units A, B and C.

Area West of Rock Hill Road (Land Units A and B)

The portion of the Dulles Transition Area located west of Rock Hill Road, Land Units A and B, is planned for office and research and development use. Land Unit A (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR to create a transition from higher intensities in Loudoun County. A hotel or conference center use up to .50 FAR which would complement the CIT is also appropriate in Land Unit A. In any development, community-serving retail use incorporated on the ground level of buildings is desirable and appropriate. Land Unit B (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR to create a transition to the planned residential areas east of Rock Hill Road and Loudoun County. Community-serving retail use on the ground level of office structures is desirable and appropriate. Development of these land units should address the following conditions:

- Only a portion of the parcels that make up Land Units A and B are located in Fairfax County. Consolidation of land or parcels should occur such that development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan;
- Development of these land units should result in uses that are functionally and visually integrated into the residentially planned areas of Land Units C and D. Such integration would enhance the mixed-use character and the land use transition that is the Plan objective for this area;
- A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system;
- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area; and



**FAIRFAX
 COUNTY**

LAND UNITS FOR AREA IN THE VICINITY OF THE CENTER
 FOR INNOVATIVE TECHNOLOGY
 LAND USE RECOMMENDATION #7

FIGURE 29

- Provision of active recreation areas for employees is desirable.

As an option, mixed-use development at a higher intensity may be appropriate for Land Units A and B, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- The proposed development is part of a project that incorporates a substantial and contiguous area in Loudoun County and is consistent with the uses and intensities planned by Loudoun County.
- The proposed development should be oriented toward the transit station area with additional vehicular access provided through Loudoun County.
- Appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and berming and other techniques as necessary.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area.

Area East of Rock Hill Road (Land Units C and D)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Units C and D, is planned for multi-family residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for each land unit.

Land Unit C

Land Unit C is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These non-residential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system.

**DULLES WORLD GREEN – RT. 28/CIT TRANSIT STATION AREA
COMPREHENSIVE PLAN AMENDMENT
UP4 – GREATER HERNDON COMMUNITY PLANNING SECTOR
LAND UNITS A AND B**

STATEMENT OF JUSTIFICATION

I. Introduction

Dulles World Center, LLC (the “Owner”) is the owner of property located on the western border of Fairfax County, north of the Dulles Toll Road and south of the Town of Herndon. The property is identified on the Fairfax County Tax Map as 15-2 ((1)) Parcel 16 (the “Property”). On behalf of the Owner, Cooley Godward Kronish LLP (the “Nominator”) requests approval of a Comprehensive Plan Amendment to provide additional opportunities for office and retail development that is functionally and visually integrated into a larger mixed use area planned in Loudoun County and consistent with intensities appropriate for the Rt. 28/CIT transit station.

II. Comprehensive Plan Amendment

A. Current Plan Language

The Property is within the Upper Potomac Planning District of the Fairfax County Comprehensive Plan. The Property is also within the Greater Herndon Community Planning Sector and the Rt. 28/CIT Transit Station Area. The Comprehensive Plan currently recommends baseline development of office and research and development uses at 0.50 FAR.

Additionally, the Plan contains a transit-related development option at a higher intensity, recommending transit-oriented, mixed-use development in the vicinity of the planned Rt. 28/CIT transit station, provided the development incorporates a substantial and contiguous area in Loudoun County. However, the Plan does not provide a specific FAR recommendation for this development option. Therefore, the current Plan language does not provide sufficient incentives to coordinate with adjacent property owners in Loudoun County because the recommended FAR may not be substantially greater than the by-right development potential of the Property.

Without a specific FAR recommendation, the current Comprehensive Plan language does not facilitate the cross-border collaboration that both Fairfax and Loudoun Counties desire for redevelopment in close proximity to the Rt. 28/CIT transit station. Further, the Plan’s density recommendations do not provide for the critical mass of development necessary to achieve an active, people-oriented place with street-level retail, pedestrian-friendly streetscapes, and public gathering areas in a more urban-style of development.

B. Proposed Plan Language

The proposed Comprehensive Plan language provides an office and retail option, as part of a coordinated plan of development with adjacent Loudoun County parcels, that clarifies the FAR appropriate for the Property and better supports the goal of establishing transit-oriented

development proximate to the Rt. 28/CIT transit station. The proposed Plan language recommending increased intensity for transit-oriented development with substantial parcel consolidation encourages collaboration with neighboring property owners in Loudoun County. Such collaboration will allow well-designed, high quality uses that are functionally and visually integrated into a larger mixed-use development planned in Loudoun County.

The development of a mix of uses, including office and retail up to 2.0 FAR, provides the incentives needed to ensure coordinated development across the Fairfax County border with Loudoun County. These incentives for coordination create greater opportunities for larger centralized open spaces, a critical mass of street-level retail, more extensive pedestrian connections, and coordinated vehicular circulation. Establishing a coordinated vehicular connection to the adjacent properties in Loudoun County is particularly important given the transportation challenges in the area. The proposed mix of office and retail uses is appropriate in such close proximity to the CIT, and the coordinated development will provide pedestrian connections that facilitate access to the Rt. 28/CIT transit station.

Redevelopment of a substantial consolidation area, including the Property and the parcels to the west in Loudoun County, under a coordinated plan of development enhances the potential to achieve an integrated pedestrian network that encourages use of the Rt. 28/CIT transition station. The proposed Comprehensive Plan language creates an incentive to provide coordinated pedestrian connections between the Property and the adjacent properties in Loudoun County and the CIT property in order to achieve higher intensity development for the Property. By encouraging coordinated pedestrian access and movement through the Property to adjacent properties, development in accordance with the proposed Comprehensive Plan language will facilitate access to, and use of, the planned Rt. 28/CIT transit station.

The proposed densities make redevelopment of the Property feasible for the type of pedestrian-oriented, urban-style of development the County envisions for its transit station areas. The proposal clarifies the density and uses appropriate for the Property, but does not preclude residential mixed-use projects in the future. Linking higher densities across the counties' border provides an incentive to better coordinate the much desired transit-oriented development efforts and will provide for the public infrastructure improvements and community amenities that both Fairfax and Loudoun Counties anticipate for transit station areas.

III. Conclusion

The proposed Comprehensive Plan Amendment improves upon the existing recommendations regarding transit-oriented, mixed-use development within the Rt. 28/CIT Transit Station Area by improving the development options for the Property with additional incentives to coordinate development with adjacent Loudoun County parcels and to take full advantage of the Property's proximity to the transit station. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.

