

**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

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: N/A

Total aggregate size of all nominated parcels (in acres and square feet): N/A acres N/A 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/](http://www.fairfaxcounty.gov/dpz/)) for your citation. It is the most current version: Please see Attachment 1

b. CURRENT PLAN MAP DESIGNATION: Residential Planned Community, Office, Mixed Use, Public Facilities

c. CURRENT ZONING DESIGNATION: Multiple zoning designations including PRC, PDC, PDH, R-E, R-1, C-3, C-8, I-3, I-4, I-5

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/27/08</u>
Date Accepted:	<u>7-24-08 CBR</u>
Planning District:	<u>HM</u>
Special Area:	_____

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 an editorial clarification re: Plan options for a Bus Rapid Transit phase in the Dulles Corridor (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*		
<b>TOTAL</b>	<b>100%</b>	

\*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)			

**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, page 24

“DEVELOPMENT REVIEW GUIDELINES

Land Use

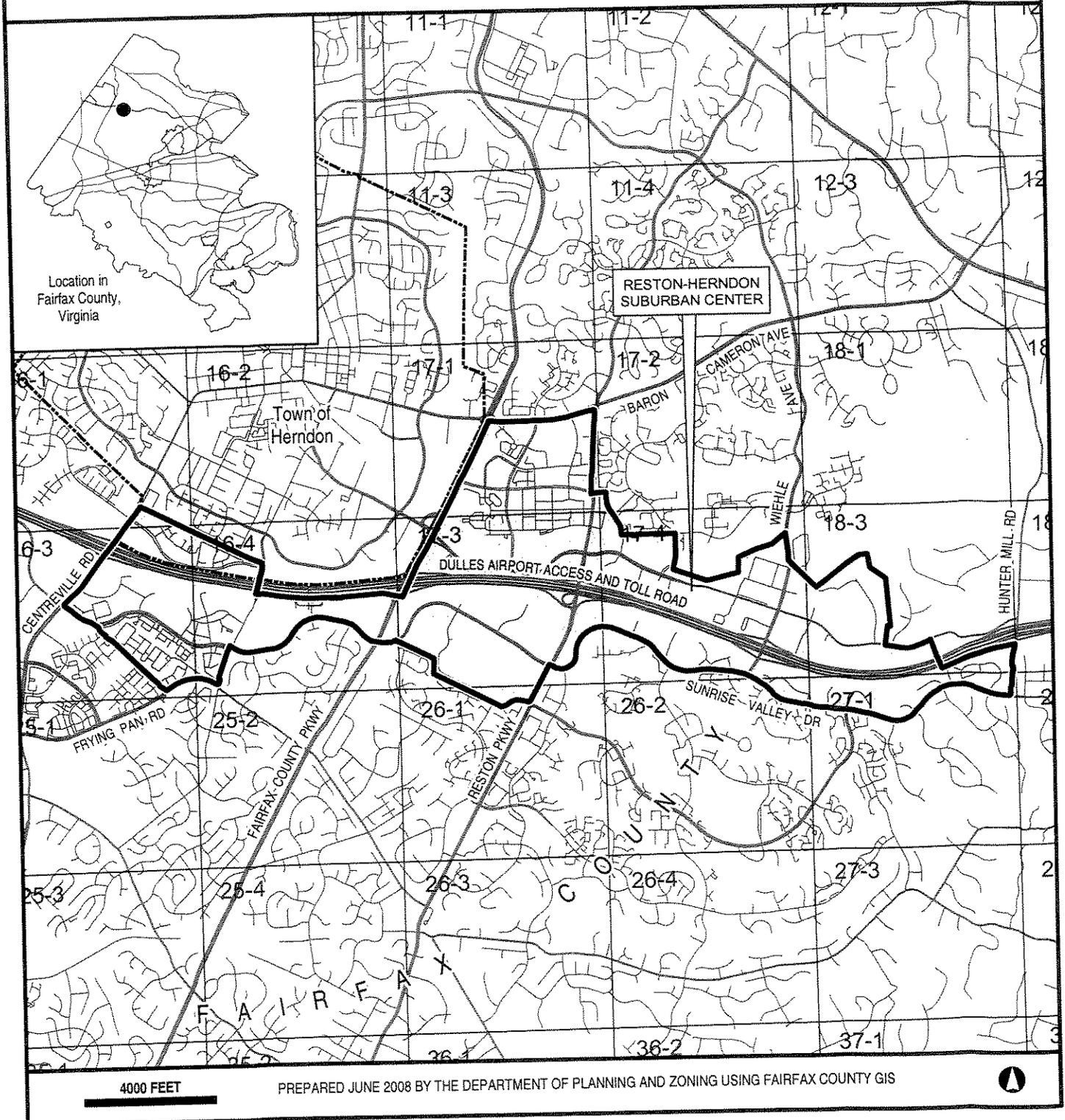
The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and non-residential components. This requires that the residential and non-residential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.”

# Location of Reston-Herndon Suburban Center

2008-2009 NORTH COUNTY AREA PLANS REVIEW



## PART 6: JUSTIFICATION

On May 21, 2001, Plan Amendment 2000-01 (resulting from Out-of-Turn Plan Amendment S98-CW-4CP) was adopted for the entire Reston-Herndon Suburban Center. The Plan Amendment was the result of a special study of the Reston-Herndon Suburban Center and that portion of the Dulles Corridor to the west, extending to the Fairfax County boundary with Loudoun County. The purpose of the study and the Plan Amendment was to add recommendations to the Comprehensive Plan that would encourage transit-oriented development in four station areas identified in this part of the Dulles Corridor.

In 2001, the Dulles Corridor Rapid Transit Project planned that transit would be provided to the Dulles Corridor in phases and that the first phase would be a Bus Rapid Transit (BRT) phase which would be replaced in the future with a rail phase. As a result of this phased approach, recommendations were included in the Comprehensive Plan for interim levels of development that could be achieved when funding was in place for the BRT phase.

Subsequent to 2001, the Dulles Corridor Rapid Transit Project was modified, eliminating the BRT phase and proceeding directly to the provision of rail in the Dulles Corridor. However, the Comprehensive Plan continues to have recommendations for options that are associated with the BRT phase. This nomination proposes an editorial change to add text that will clarify that any options that reference the BRT phase can be exercised at such time as there is a funding agreement to build the rail phase.

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

MODIFY: Page 24 of the Area III volume, Upper Potomac Planning District, as amended through 9-10-2007, Reston-Herndon Suburban Center and Transit Station Areas, Development Review Guidelines, Land Use:

### “DEVELOPMENT REVIEW GUIDELINES

#### Land Use

The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase or the rail phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of

objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and non-residential components. This requires that the residential and non-residential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.”