

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: John J. Bellaschi, Esquire Daytime Phone: 571-232-9907
 Address: 7013 Elizabeth Drive, McLean, VA 22101
Agent For Owner (Consortium Three-Campus Commons LLC)
 Nominator E-mail Address: johnbellaschi@aol.com
 Signature of Nominator (NOTE: There can be only one nominator per nomination):
John J. Bellaschi

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/23/08</u>
Date Accepted:	<u>7-17-08 CBR</u>
Planning District:	<u>HM</u>
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.) [Signature]

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
President

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 2

Total aggregate size of all nominated parcels (in acres and square feet): 11.63⁺ acres 506,611 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: See Attachment 1

b. CURRENT PLAN MAP DESIGNATION: Commercial : Office

c. CURRENT ZONING DESIGNATION: I-3 Light Intensity Industrial 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 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?) See Attachment 2

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
See Attachment 2 Industrial Open Space
 Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: _____ TOTAL Gross Square Feet: _____
See Attachment 2

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):
See Attachment 2

- | | |
|---|--|
| <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)			
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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

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.

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
0174 01 0033	1907 Campus Commons Drive	Consortium Three - Campus Commons LLC	C/O The Bernstein Companies, Ste 207 3399 K Street (NW) Washington, DC 20007	6.15 Acres	
0174 01 0034	1900 Campus Commons Drive	Consortium Three - Campus Commons LLC	C/O The Bernstein Companies, Ste 207 3399 K Street (NW) Washington, DC 20007	5.48 Acres	

Current Comprehensive Plan Text

Sub-unit I-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-1 is located in the southeast quadrant of Wiehle Avenue and the DAAR. The sub-unit consists of two parcels, which are currently developed with office uses.

This sub-unit is planned for office use at .35 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 .75 FAR may be considered within Sub-unit I-1 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 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 conditions 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.

Proposed Comprehensive Plan Text
(proposed additional language is underlined)

Sub-unit I-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-1 is located in the southeast quadrant of Wiehle Avenue and the DAAR. The sub-unit consists of two parcels, which are currently developed with office uses.

This sub-unit is planned for office use at .35 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 .75 FAR may be considered within Sub-unit I-1 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 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 conditions 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 2.5 FAR may be considered for Sub-unit I-1 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 75% of the total gross floor area of development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Both parcels in the sub-unit should be consolidated.
- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- 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.

**Statement of Justification For
Proposed Comprehensive Plan Text**

There is an apparent oversight and a clear land use related inequity in the current Comprehensive Plan text affecting Sub-unit I-1. Specifically, Sub-unit I-1 is the only quadrant of the Dulles Airport Access And Toll Road ("DAAR")/Wiehle Avenue intersection for which the Comprehensive Plan text does not provide a land use recommendation for when rail reaches the planned Wiehle Avenue Metro Station. All three of the other quadrants have a specific provision in the Comprehensive Plan text preparing for the quickly approaching arrival of Phase I of the Metrorail extension to the DAAR/Wiehle Avenue intersection. However, the Sub-unit I-1 quadrant has no provision at all for rail despite the fact that the Plan includes it as part of the Wiehle Avenue Station Area. This has led to unnecessary confusion and an inequity. The Comprehensive Plan should indeed be comprehensive and plan this entire quadrant in a coordinated, clear, and fair fashion. The Sub-unit I-1 quadrant is similarly situated to the other quadrants; therefore, it should receive a similar provision. This is accomplished with the Proposed Comprehensive Plan Text in Attachment 2 (the "Proposal"). Time is particularly of the essence given the fact that a high-profile minor league baseball stadium is now proposed in the northwest quadrant across from the Sub-unit I-1 quadrant.

In addition, the Proposal would better achieve the Plan's Land Use objectives than what is in the current Plan. In particular, the Proposal:

- provides "a clear future vision of an attractive, prosperous, harmonious and efficient community" (Objective 1) by encouraging "growth and development to occur in locations and in a manner which...can be supported by the availability of transportation and public facilities" (Policy b);
- "increases transportation efficiency, encourages transit use and decreases automobile dependency" (Objective 6) because it would "[c]oncentrate most future development in mixed-use Centers and Transit Station Areas to a degree which enhances opportunities for employees to live close to their workplace" (Policy b);
- ensures "[t]he location and level of development intensity[is] utilized as a means of achieving a broad range of County goals" (Objective 12) because it "[c]oncentrate[s] the highest level of development intensity in areas of transportation advantage, i.e.,...Transit Station Areas" (Policy a);
- provides that the "pace of development in the County [is] ...sustainable by the provision of transportation and public facilities (Objective 13) by "influenc[ing] the timing of development to coincide with the provision of transportation and other necessary public improvements" (Policy a); and
- encourages "Transit-Oriented Development (TOD) with focused growth near certain planned and existing rail transit stations as a way to create opportunities for compact pedestrian-and bicycle-friendly, neighborhood centers accessible to transit" (Objective 16).