

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: Jill Switkin as agent for Brookfield Properties Daytime Phone: (703) 456-8067

Address: Cooley Godward Kronish LLP

11951 Freedom Drive, Reston, VA 20190

Nominator E-mail Address: jswitkin@cooley.com

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

Jill Switkin

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/23/08</u>
Date Accepted:	<u>7-28-08 CAR</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.) See attached certified mail receipts

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: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 5

Total aggregate size of all nominated parcels (in acres and square feet): 62.91 acres 2,740,525 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 attached

b. CURRENT PLAN MAP DESIGNATION: Office

c. CURRENT ZONING DESIGNATION: I-4: Medium Intensity Industrial District

*Because the applicant is only proposing an option for Parcels 17-3 ((8)) 1B and 17-3 ((8)) 1A1, the following only includes the FAR and square footage breakdown of those two parcels
 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

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?) Mixed use, office, residential, hotel and retail development up to 180 feet with 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 FAR TOTAL Gross Square Feet: 3,148,202 SF

Categories	Percent of Total FAR	Square feet
Office	45 - 60%	1,416,691SF - 1,888,921SF
Retail	0 - 5%	OSF - 157,410SF
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40 - 50%	1,259,281SF - 1,574,101SF
TOTAL	100%	3,148,202SF

*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 (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)	5 - 8 du/ac
.2 - .5 du/ac (2-5 acre lots)	8 - 12 du/ac
.5 - 1 du/ac (1 - 2 acre lots)	12 - 16 du/ac
1 - 2 du/ac	16 - 20 du/ac
2 - 3 du/ac	20+ (specify 10 unit density range)
3 - 4 du/ac	<u>35 - 45</u>
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)	1,259- 1,574	1,000	1,259,281- 1,574,101
TOTAL:	1,259- 1,574	1,000	1,259,281- 1,574,101

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

**Reston Crescent
Comprehensive Plan Amendment
Property Information Table**

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
* 17-3 ((8)) 1B	12000 Sunrise Valley Drive Reston, VA 20191	One Reston Co. LLC, Brookfield Properties Corporation	200 Vesey Street, 11 th Floor 3 World Financial Center New York, NY 10281	15.87	7007 0220 0001 5858 8447
* 17-3 ((8)) 1A1	12010 Sunrise Valley Drive Reston, VA 20191	Two Reston Co. LLC	200 Vesey Street, 11 th Floor 3 World Financial Center New York, NY 10281	20.27	7007 0220 0001 5858 8454
17-3 ((8)) 2A	2001 Edmund Halley Drive Reston, VA 20191	Reston Crossing LP	45 Rockefeller Plaza c/o Tishman Speyer New York, NY 10111	16.22	7007 0220 0001 5858 8461
17-3 ((8))(3A) 2A	2000 Edmund Halley Drive Reston, VA 20191	James Campbell Company LLC	4100 N. Fairfax Drive, Ste. 720 Arlington, VA 22203	5.77	7007 2680 0000 8904 7466
17-3 ((8))(3A) 2B	2002 Edmund Halley Drive Reston, VA 20191	James Campbell Company LLC	4100 N. Fairfax Drive Ste. 720 Arlington, VA 22203	4.79	7007 2680 0000 8904 7466

*This is the correct mailing address - verified via email
7-28-03 cdk*

**FAIRFAX COUNTY, VIRGINIA
2008 NORTH COUNTY AREA PLANS REVIEW
NOMINATION TO AMEND THE COMPREHENSIVE PLAN**

Proposed Comprehensive Plan Text

Nomination Attachment

Sub-Unit E-5 of the Reston-Herndon Suburban Center and Transit Station areas
(Page 47 of the Area III Plan)

SUB-UNIT E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use 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)) 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

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Parkway.

Transit-oriented Non-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-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in the office or hotel 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.

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 1.25 FAR may be considered within Sub-unit E-4 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 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 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 or 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.

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.

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 its proximity to the Reston Town Center and the potential rail station, as an option Tax Map 17-3 ((8)) 1A-1 and 1B may be developed with office uses up to .70, 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.

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 across sub-unit E-5. To

ensure a balanced, transit-oriented environment, the mix of uses should include a residential component and a non-residential component that includes office, hotel, support retail and/or service uses. To create counter-flow peak hour trips and increase rail usage, 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, support retail and/or service 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 facilitate pedestrian access to the station, either with a direct connection or in accordance with development in sub-unit E-4. In deference to the Reston Metrorail Station Access Management Plan and to improve circulation and safety throughout the sub-unit, priorities for improvements in access should be given first to pedestrians, then bicyclists, transit users (buses) and finally, to private vehicles (drivers and carpools).
- Grade-separated pedestrian links to the planned Reston Parkway Metrorail Station are encouraged.
- A quality site layout should be provided with consideration given for consolidated vehicular access to the site. To implement this concept, a direct connection from Reston Parkway to Edmund Halley Drive should be encouraged.
- Parking structures that do not front on pedestrian areas and shared parking should be encouraged to the maximum extent possible.
- Sub-unit E-5 should be developed with a public plaza or green as a focal point for a more urban, people-oriented place with street-level retail to encourage pedestrian movement between the rail station, the sub-units, and adjacent land areas.
- Building heights should be limited to 180 feet with the tallest buildings located closest to the planned Reston Parkway Metrorail Station and transitioning down towards Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- If feasible, buildings should be lined with ground-floor uses that have direct public access and display windows oriented to pedestrian walkways, and where appropriate, to vehicular drives and/or streets.

**FAIRFAX COUNTY, VIRGINIA
2008 NORTH COUNTY AREA PLANS REVIEW
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Sub-Unit E-5 of the Reston-Herndon Suburban Center and Transit Station areas
(Page 47 of the Area III Plan)

SUB-UNIT E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use 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

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Parkway.

Transit-oriented Non-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-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in the office or hotel 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.

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 1.25 FAR may be considered within Sub-unit E-4 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 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 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 or 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.

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.~~

Due to its proximity to the Reston Town Center and the potential rail station, as an option Tax Map 17-3 ((8)) 1A-1 and 1B may be developed with office uses up to .70, 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.

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 across sub-unit E-5.~~ To ensure a balanced, transit-oriented environment, the mix of uses includes should include a residential component and a non-residential component that includes office, hotel, and support retail, and/or service uses. To create counter-flow peak hour trips and increase rail usage, 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 and/or service 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 facilitate 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, either with a direct connection or in accordance with development in sub-unit E-4. In deference to the Reston Metrorail Station Access Management Plan and to improve circulation and safety throughout the sub-unit, priorities for improvements in access should be given first to pedestrians, then bicyclists, transit users (buses) and finally, to private vehicles (drivers and carpools).
- • Grade-separated pedestrian links to the rail planned Reston Parkway Metrorail Station are encouraged.
- A quality site layout should be provided with consideration given for consolidated vehicular access to the site. To implement this concept, a direct connection from Reston Parkway to Edmund Halley Drive should be 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 should be encouraged to the maximum extent possible.

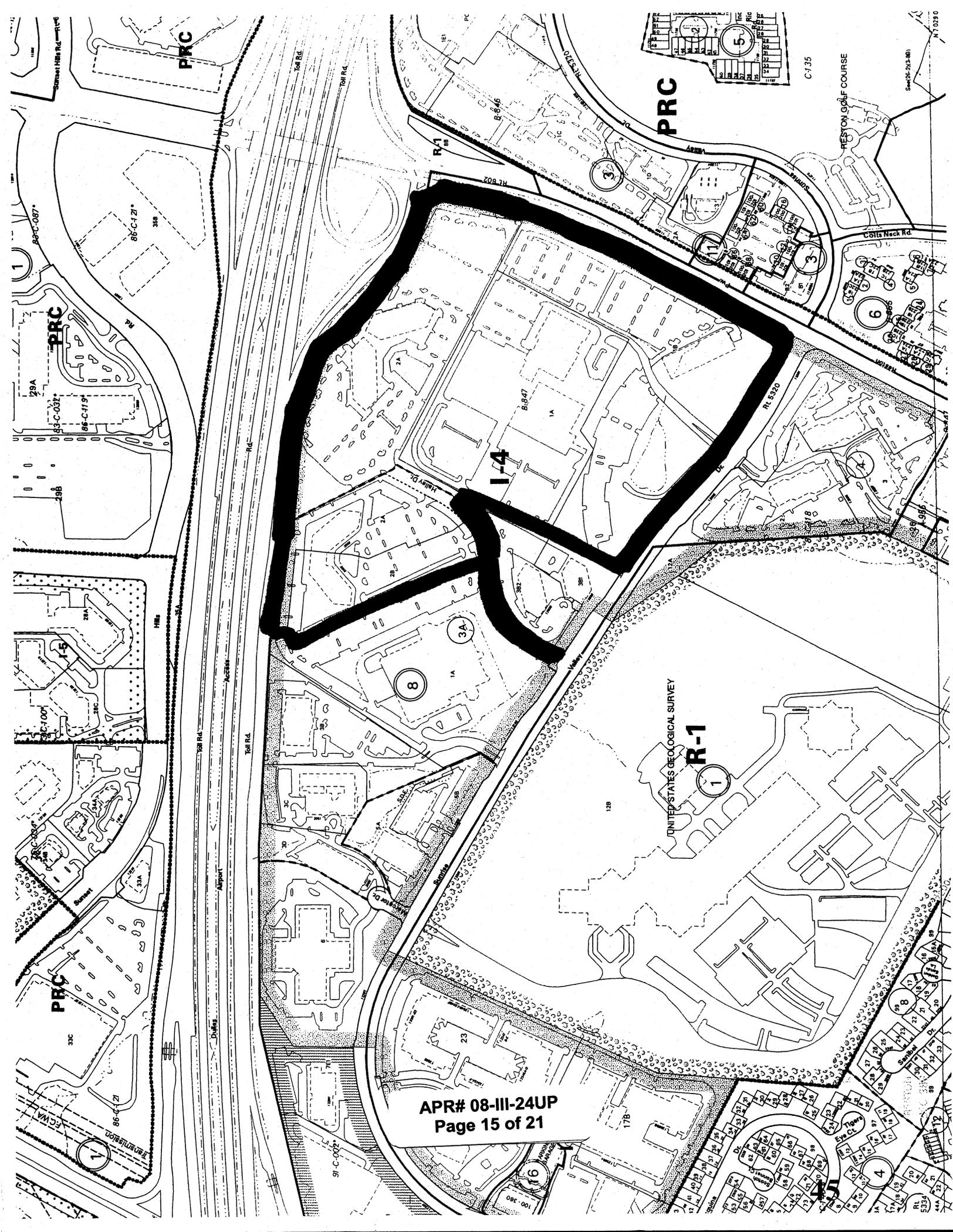
- Sub-unit E-5 should be developed with a public plaza or green as a focal point for a more urban, people-oriented place with street-level retail to encourage pedestrian movement between the rail station, the sub-units, and adjacent land areas.
- ▪ Building heights should be limited to 140 feet 180 feet with the tallest buildings located closest to the planned Reston Parkway Metrorail Station and transitioning down towards Sunrise Valley Drive.
- ▪ Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- ▪ ~~Retail uses located on the~~ If feasible, buildings should be lined with ground -floor ~~should~~ uses that have direct public access and display windows oriented to pedestrian walkways, and where appropriate, to vehicular drives and/or streets.

Document comparison done by Workshare DeltaView on Monday, June 16, 2008
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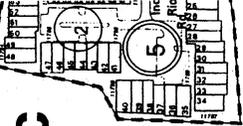
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Document 2	PowerDocs://RE/361974/7
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Legend:	
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Style change	
Format change	
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Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	30
Deletions	24
Moved from	2
Moved to	2
Style change	0
Format changed	0
Total changes	58



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RESTON GOLF COURSE

PRC

I-4

R-1

UNITED STATES GEOLOGICAL SURVEY

PRC

PRC

PRC

86-C-121

86-C-119

86-C-100

86-C-087

86-C-071

86-C-002

RL 502

B-9-47

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100-380

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**Sub-Units E-4 and E-5: Reston Parkway Transit Station Area
Comprehensive Plan Amendment**

Statement of Justification

I. INTRODUCTION AND OVERVIEW

One Reston Co. LLC and Two Reston Co. LLC (collectively, the "Applicant"), are the owners of approximately 36.1 acres of land in the Hunter Mill District of Fairfax County. The land is located in the Reston Parkway Station Area, south of the Dulles Toll Road and west of Reston Parkway and is identified as Fairfax County Tax Maps 17-3 ((8))IB and 1A-1 (the "Property" or "Reston Crescent"). The Applicant requests approval of a Comprehensive Plan Amendment to remedy oversights related to the mixed-use recommendation for the Property in the currently adopted Plan.

II. THE COMPREHENSIVE PLAN

The Property is located within Sub-Unit E-5 of the Reston Parkway Station Area and is planned at the baseline for office use with support retail and service uses up to .50 FAR or residential uses up to 30 dwelling units per acre. In addition, the Plan offers an option to increase the FAR up to .70 if certain transportation conditions are met. Finally, the Plan includes an option for transit-oriented, mixed-use development up to 2.0 FAR, but the mixed-use option only clearly applies to the 5 acres of the Property located closest to the proposed Reston Parkway Metrorail Station. The Plan does not, however, identify to which 5 acres of the Property to which its mixed-use option applies. Furthermore, the Plan is missing a mixed-use recommendation for the remainder of the Sub-Unit.

Specifically, the "Rail-oriented, Residential Mixed-Use Option" for the 5 acres of the Property located closest to the Reston Parkway Metrorail Station provides:

At such time as a funding agreement for rail is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres in Subunit E-5 located closest to the rail station provided that the mix of uses includes a residential component and a non-residential component that include 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 may comprise 50-60% of the total gross floor area of the development (the "Option").

While the Fairfax County Policy Plan specifically calls out areas up to ½ mile from Metrorail Station platforms as "transit-oriented development areas," and the Property is, in fact, located partially within ¼ mile and completely within ½ mile of the planned Reston Parkway Metrorail Station, the Land Unit Recommendations neglect to provide a mixed-use, transit-oriented option for the majority of Sub-Unit E-5. Therefore, the Comprehensive Plan provision needs further clarification

III. THE COMPREHENSIVE PLAN AMENDMENT

As noted, the current Comprehensive Plan recommendations for Sub-unit E-5 of the Reston Parkway Transit Station Area do not discuss rail-related densities for the majority of the Sub-Unit, of which the Property is only part. To address this omission, the Applicant's proposed Comprehensive Plan language provides a comprehensive recommendation for the entire

Property in relation to its convenient access to the future transit station. The development of a mixed-use community including office, retail, restaurant, service, and/or residential uses up to an intensity of 2.0 FAR on the entire Property complements the existing Plan recommendations for transit station areas and continues the theme established on the 5 acres located closest to the future Reston Parkway Metrorail Station.

In addition, the option to increase the FAR up to .70 was approved by the Board of Supervisors during the 1997/1998 North County Area Plans Review pursuant to APR Item #98-III-8UP but the language was mistakenly omitted from the Plan for Sub-Unit E-5; it was instead included in the Plan for the adjacent Sub-Unit E-4. Therefore, the Comprehensive Plan needs to be amended to add back this option for Sub-Unit E-5 and to delete it from Sub-Unit E-4.

A. RESIDENTIAL COMPONENT IN MIXED-USE DEVELOPMENT

The Applicant's proposed Comprehensive Plan recommendations are consistent with the Development Review Guidelines in the Suburban Center Area-Wide Recommendations as well as the specific Land Unit Recommendations for Land Unit E. Both sources encourage a high-quality living environment through the provision of well-designed residential and mixed-use projects, recognizing that the continuous development of residential dwelling units in Reston is an integral element of a balanced, transit-oriented environment. The Applicant's proposed Comprehensive Plan Amendment improves upon existing Plan recommendations by providing transit-oriented options on the full Sub-Unit closest to the Station, thereby achieving the maximum development opportunity for the whole Property.

B. PEDESTRIAN NETWORK IMPROVEMENTS

The County strongly encourages non-vehicular circulation in, through and around the transit station area; to that end, the Applicant's proposed Comprehensive Plan recommendations provide for mixed-use residential development on the full Property only if safe, efficient pedestrian and bicycle connections are made. Furthermore, the Applicant is coordinating with the Dulles Corridor Metrorail Project to ensure that appropriate connections are made. Without including all of the Sub-Unit in the Comprehensive Plan's options for higher density, mixed-use development, such connections might not occur as important properties are left out of development proposals.

C. TRANSPORTATION NETWORK IMPROVEMENTS

A mixed-use development on the entire 36-acre Property will provide significant benefits to the County's transportation network by encouraging growth that disperses peak hour vehicle trips along the Reston Parkway/Sunrise Valley Drive corridor. Rather than predominately inbound trips during the AM peak hours and outbound trips in the PM peak hours, traffic in a mixed-environment moves in different directions at different times, effectively reducing the peak hour congestion in the immediate area. In addition, the Applicant is investigating a direct connection from Reston Parkway to Edmund Halley Drive through the Property. The combination of these two improvements over current conditions will help mitigate congestion in the corridor.

I. CONCLUSION

The Applicant respectfully requests the support of the Comprehensive Plan Amendment by County Staff, the Planning Commission, and approval by the Board of Supervisors.

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Sub-unit E-2

This sub-unit is located south of Sunrise Valley Drive and contains office and industrial uses, as well as the offices of the U.S. Geological Survey (USGS). The area west of USGS is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the area east of USGS.

Sub-unit E-3 (part of Reston Parkway Transit Station Area)

Sub-unit E-3 is located on the south side of the DAAR, along Sunrise Valley Drive. The sub-unit is currently developed with office uses.

This sub-unit is planned for office use at .50 FAR or residential use 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-3 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 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.

Sub-unit E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use 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 Non-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-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel 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.

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 1.25 FAR may be considered within Sub-unit E-4 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 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 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 or 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.

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.

Land Unit F

This land unit is located south of the Dulles Airport Access/Toll Road between Reston Parkway on the west and Association Drive on the east (see Figure 10). Sunrise Valley forms the southern boundary of Land Unit F. The Reston International Center is a major visual feature of this land unit.

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 portions of the land unit that are adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

For all recommendations in this Transit Station Area, 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 Transit Station Area Urban Design Guidelines, located at the end of this section of the Plan.

Sub-unit F-1

Sub-unit F-1 is located in the southeast quadrant of Reston Parkway and the DAAR. Development in the land unit includes the landmark International Center office building, several retail uses including restaurants and a gas station, and an office condominium.

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