

NOMINATION FORM

TYPE OR PRINT RESPONSES IN BLACK INK

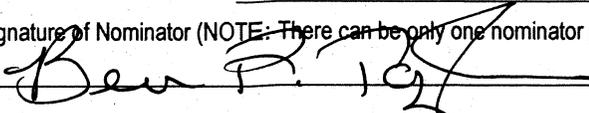
Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

PART 1. NOMINATOR/AGENT INFORMATION

Name: Benjamin F. Tompkins Daytime Phone: 703-641-4268
Address: 3110 Fairview Park Drive, Suite 1400, Falls Church, VA 22042

Nominator E-mail Address: btompkins@reedsmith.com

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



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.) Please see Attachment 1

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

Please see Attachment 1

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6-26-08</u>
Date Accepted:	<u>7-18-08 CBR</u>
Planning District:	<u>HM</u>
Special Area:	_____

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): 9.96 acres 434,001 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes No

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

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

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

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

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Please see attached copy of current Comprehensive Plan text for Land Unit F-1 found on pages 48 & 49 of the Reston Herndon Suburban Center and Transit Station Areas Plan (Attachment 2)

b. CURRENT PLAN MAP DESIGNATION: Residential Planned Community, includes a variety of housing types, employment opportunities & commercial services

c. CURRENT ZONING DESIGNATION: Planned Residential Community

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). Mixed Use at a maximum FAR of 2.88.

Attachment 3 is a blackline showing the proposed changes to the current 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?) Please see Attachment 4 comprising two illustratives of mixed use development w/ a max. building height of 250 feet; one consistent with the approved PRC Plan for the nomination parcels & one consistent with how the parcels might develop under the proposed plan language.

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: 2.88 TOTAL Gross Square Feet: 1,248,225

Categories	Percent of Total FAR	Square feet
Office	34% - 45%	428,225 - 555,725 (incl 337,500 hotel)
Retail	12% - 28%	145,000 - 355,000
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	27% - 54%	337,500 - 675,000
TOTAL	100%	1,248,225

*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) 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 45-55
 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)	248-498	1360	337,500 - 675,000
TOTAL:	248-498	1360	337,500 - 675,000

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.

Please see Attachment 5

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).

Please see Attachment 6

- 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
17-3-(9)-1C	11800 Sunrise Valley Drive Reston, VA 20191	JBG RIC, L.L.C.	4445 Willard Avenue, Ste 400 Chevy Chase, MD 20815	8.48	See Attached
17-3-(9)-1D	11842 Sunrise Valley Drive Reston, VA 20191	RIC Retail, L.L.C.	4445 Willard Avenue, Ste 400 Chevy Chase, MD 20815	1.49	See Attached

ATTACHMENT 1

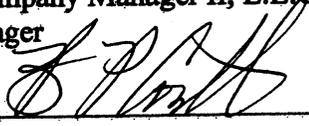
JBG/RIC, L.L.C.

**By: JBG/RIC Mezz, L.L.C.,
its Managing Member**

**By: RIC Investor, L.L.C.,
its Managing Member**

**By: JBG/RIC Manager, L.L.C.,
its Manager**

**By: JBG/Company Manager II, L.L.C.,
its Manager**

By: 
Name: Brian P. Coulter
Title: Managing Member

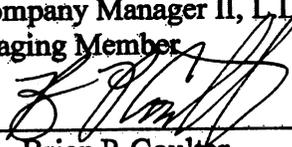
ATTACHMENT 1

RIC RETAIL, L.L.C., a Delaware limited liability company

**By: RIC Investor, L.L.C.,
its Managing Member**

**By: JBG/RIC Manager, L.L.C.,
its Manager**

**By: JBG/Company Manager II, L.L.C.,
its Managing Member**

By: 
Name: Brian P. Coulter
Title: Managing Member

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 11). 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.

The parcels zoned Planned Residential Community are planned for the uses and intensities (if applicable) approved for the individual parcels. The other parcels in the land unit are planned for office use at .35 FAR. All of the parcels in Sub-unit F-1 are also planned for 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.

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 1.0 FAR may be considered for Sub-unit F-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 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 have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Parcel consolidation should be substantial.
- 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.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- 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 F-2

Sub-unit F-2 is located in the southeast quadrant of Reston Parkway and the DAAR, along the DAAR. Development in the land unit consists of the Sheraton Reston hotel. The sub-unit is planned for Convention/Conference Center.

Option for Focal Area Within Land Unit F (15 acres): Tax Map 17-3((3))1

Within the area planned for Convention/Conference Center uses, it may be appropriate to create a focal area of 15 acres by enhancing the existing hotel/conference center use on Tax Map 17-3((3))1 with hotel, office, residential and support retail uses. The focal area should develop under a single unified development plan that addresses the specific conditions outlined below.

The focal area should be urban in character with a high-quality design that is pedestrian- and transit-oriented to complement the existing office use on parcel 1C (Reston International Center) and other developments in the vicinity. Intensities up to 1.07 FAR may be appropriate provided that between 300,000 and 360,000 square feet are developed as hotel use, between 100,000 and 140,000 square feet are developed as office use, and between 10,000 and 25,000 square feet are developed as support retail use, which should be developed as an integral part of principal buildings on the site. Residential uses provided should be between 200,000 and 240,000 square feet of the total development. Total non-residential development should not exceed a .76 FAR. While the ranges given above allow flexibility in determining the mix of uses, the total amount of development within the 15 acre focal area should not exceed 697,000 square feet.

Residential use in this focal area is an essential component and should be provided in mid-rise to high-rise buildings, up to a maximum of 240 dwelling units. A quality living environment should be created which provides recreational facilities and other amenities for residents.

In the development proposal for the focal area, granting of the maximum FAR shall be conditioned on achievement of the following objectives, provided:

Land Use and Design Elements

1. That support commercial and retail uses that serve the Convention/Conference Center are developed as an integral part of principal buildings on the site; freestanding retail uses are not appropriate.
2. That small scale gathering places such as an auditorium, pavilion, amphitheater, or multipurpose meeting rooms be provided, together with unique open spaces with traditional gardens, sculptures, and monument space to be used by the public and the residents and employees in this area to hold concerts, art shows, welcoming ceremonies presentations and oratorical presentations.
3. That architectural style, scale, and building materials, as well as extensive landscaping and coordinated signage be used to create an integrated design that complements the existing hotel development. The buildings are encouraged to be designed with pitched roofs to provide a more friendly residential character. Omnidirectional and directional antennas should be of a material or color which matches the exterior of the building on which they are mounted and satellite and microwave dish antennas should be screened so as not to be visible from the adjacent residential neighborhood.
4. That pedestrian linkages and urban design amenities such as plazas, seating areas, and open-space be provided throughout the focal area with pedestrian connections coordinated with other parcels in the area.
5. That activities, retail, entertainment, amenities, and services in an urban space on the site be arranged in such a manner that people will be attracted to the focal point.
6. That efforts be made to facilitate retention of some of the mature trees along the south side of the Sheraton property. The ingress/egress and right turn lane on Sunrise Valley Drive should be located so as to minimize the removal of trees. In the event that retention is not practical, a landscape plan incorporating a substantial number of trees of a minimum caliper of 2.5 inches should be used to create an attractive view into the

site from Sunrise Valley Drive. The Sheraton guest loading/unloading area should be appropriately landscaped to maintain an attractive appearance along Sunrise Valley Drive.

7. That building heights in the focal area not exceed 140 feet; that the tallest buildings be situated on the North boundary of the site at the maximum distance from Sunrise Valley Drive, stepping up, with the lowest buildings situated along Sunrise Valley Drive; that the structures on the East side of the site terrace up from South to North in a similar manner; and that the buildings on the South have a maximum height of no greater than 70 feet above Sunrise Valley Drive as measured from the finished grade at the existing entrance to the Sheraton Reston Hotel.
8. That the majority of the parking at full development be provided in parking structures below grade, be screened from Sunrise Valley Drive and at no time during the development process will large areas of structured parking or at-grade parking be visible from Sunrise Valley Drive.
9. That exterior parks/plazas on the property be public spaces, accessible to and usable by the community, with the same access rights as the tenants.
10. That all loading docks and utility elements be effectively screened so they are not visible from Sunrise Valley Drive or the Dulles Airport Access and Toll Road.
11. That noise attenuation measures, setbacks and vegetative buffers, adjacent to the Dulles Airport Access and Toll Road, be provided as part of the development.
12. That the project lighting be designed to minimize its impact on the neighboring residential communities.

Transportation Elements

1. That the peak hour operating conditions at critical intersections in the vicinity of the site are at acceptable levels of service or no worse after the project is developed than they were prior to development. If any adverse impact attributable to the development is identified, provide improvements which may include but are not limited to:
 - an additional westbound lane on Sunrise Valley Drive between Colts Neck Drive and Reston Parkway, through the provision of a new dedicated right turn lane and the conversion of the existing right turn lane to a through lane, with construction of the new right turn lane to commence upon issuance of a building permit for any development other than renovation of or an expansion of up to 25,000 square feet to the existing hotel;
 - a separate left turn lane at the main site entrance;
 - separate right turn lanes at both site entrances;
 - a traffic signal at the main site entrance; and
 - implementing improvements to reduce delays for turning movements from access points to properties between Reston Parkway and Wiehle Avenue.
2. That convenient crossing of Sunrise Valley Drive by pedestrians to and from the site be provided.

3. That site design accommodates future pedestrian connection to transit facilities in the immediate vicinity of the site.
4. That the pathway system should be designed to link with existing neighborhoods.
5. That 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.
6. That facilities (i.e., bus stops, shelters, and convenient access) for bus services (commuter, local circulation, and airport access) in the near term, before rail transit is built, be provided.
7. That pedestrian connections to a rail transit station pathway system be provided when it is built.

Sub-unit F-3 (Remainder of the Land Unit)

The portion of the land unit that is not within the Reston Planned Community, generally located east of Roland Clarke Place, is planned for and developed with office uses up to .35 FAR.

Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure 12 shows the boundaries of Land Unit G.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity. 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 portion of the land unit that is adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

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

Sub-unit G-1 includes Isaac Newton Square and is located in the northwest quadrant of Wiehle Avenue and Sunset Hills Road. Development in the sub-unit includes office, retail, and community-serving uses, including several day care facilities.

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.

ATTACHMENT 3

Sub-unit F-1 [NO DENSITY INCREASE IS PROPOSED FOR THIS SUB-UNIT.]

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.

The parcels zoned Planned Residential Community are planned for the uses and intensities reflected on the Reston Master Plan as incorporated into the Comprehensive Plan, i.e., Convention/Conference Center uses including mixed use development including office, hotel, retail and multi-family residential and for the overall FAR, heights and massing (if applicable) approved for the individual parcels as reflected on the Development Plan and, at the baseline, on any approved PRC Plan for the parcels. [This language is expanded to make it clear what is meant by "planned for the uses and intensities approved for the individual parcels". It is presumed that "approved for individual parcels" refers to approvals by the Board of Supervisors of Development Plans and PRC Plans.] ~~The other parcels in the land unit are planned for office use at .35 FAR. [This sentence is deleted because it is not clear what parcels this refers to since it appears the entire land unit is zoned PRC].~~ All of the parcels in Sub-unit F-1 are also planned for residential use at up to ~~35~~ 50 dwelling units per acre [This sentence is modified because the residential intensity already approved for this Sub-unit per the Development Plan is high density residential which is 50 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~~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.

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 1.0 FAR (or that permitted on any approved PRC Plan, whichever is greater) may be considered for Sub-unit F-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~~25% but no more than ~~50~~55% of the total gross floor area of the development. Some combination of office, hotel and ~~support~~ retail uses may comprise ~~50~~45%-~~60~~75% of the total gross floor area of the development. In addition, the following conditions should be met:

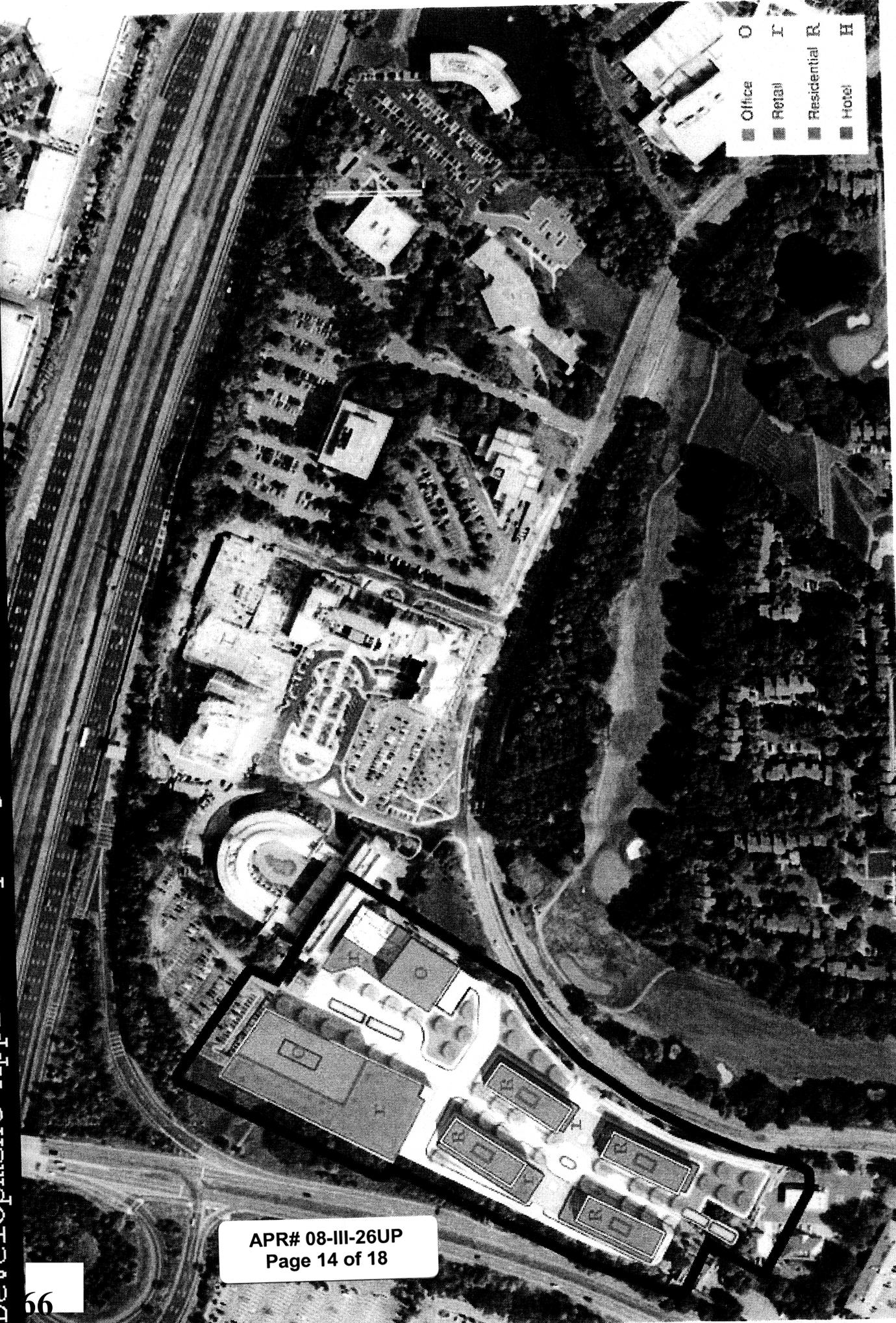
- The site should have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.

- Parcel consolidation should be substantial.
- 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 (or that permitted on an approved PRC Plan, whichever is greater).
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, 2 direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- 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.

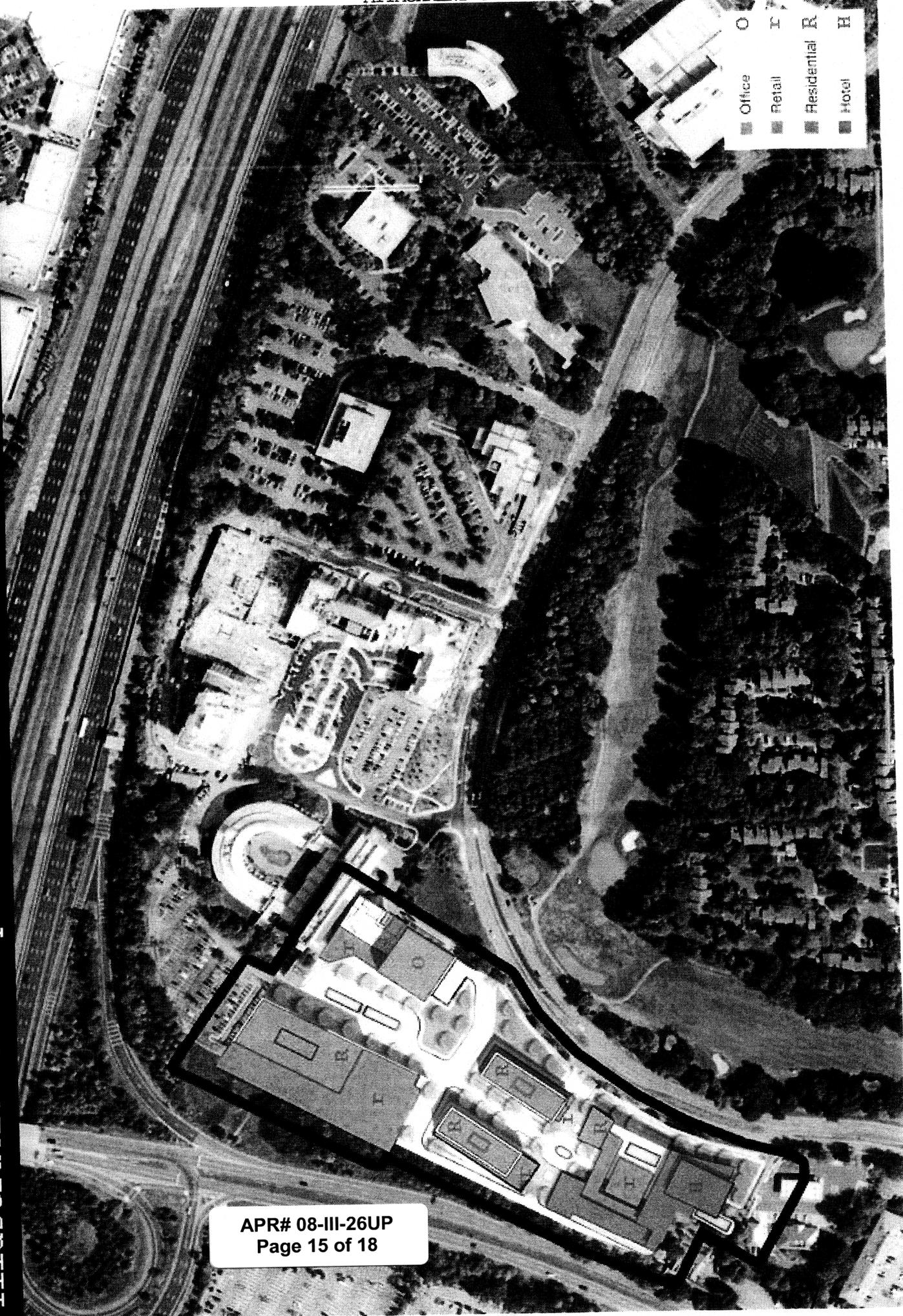
[This language is expanded because the Rail Oriented Residential Mixed Use Option should be consistent with the intensities on the Development Plan and PRC Plans already approved for this Sub-unit.]

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Office	O
Retail	R
Residential	R
Hotel	H

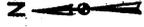


Illustrative Development Proposed per Plan Nomination - 2.88 FAR



- Office O
- Retail R
- Residential R
- Hotel H

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GENERAL NOTES

1. This map is a technical drawing and is not to be used for any other purpose.
2. The City of Chicago is not responsible for any errors or omissions on this map.
3. The City of Chicago is not responsible for any damages or injuries resulting from the use of this map.
4. The City of Chicago is not responsible for any changes or updates to this map.
5. The City of Chicago is not responsible for any legal actions or claims resulting from the use of this map.

ADMINISTRATIVE INDEX

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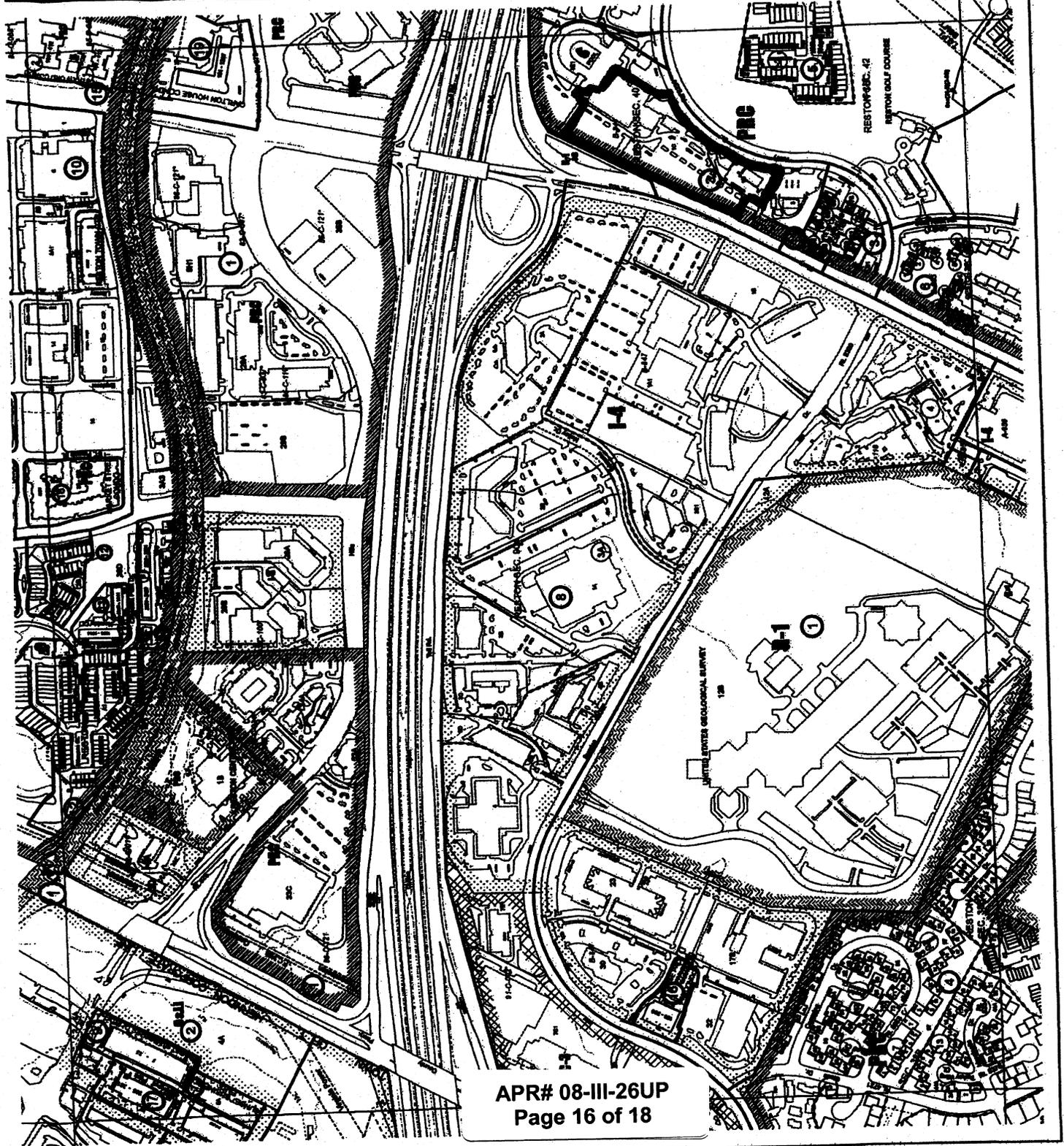
PROPERTY MAP ZONING

17-3

Revised to: 01 - 2008

RESTORERS - R2

RESTON GOLF COURSE



APR# 08-III-26UP
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ATTACHMENT 6

North County APR Nomination: Reston Heights West Nominator: Benjamin F. Tompkins Plan Amendment Nomination Justification Statement

This nomination is filed on an approximately 9.96 acre parcel located in the southeast quadrant of the Reston Parkway and Dulles Airport Access/Toll Road being developed as part of a 35 acre tract by affiliates of the JBG Companies (the "Master Developer"). Specifically, the nominated property consists of Fairfax County tax map 17-3-((3)) parcels 1C and 1D (the "Property") located in the Reston-Herndon Suburban Center and Transit Station Areas of the Upper Potomac Planning District in Area III of the Fairfax County Comprehensive Plan (the "Plan"). The Property is a consolidation that comprises a substantial portion of sub-unit F-1 of the Reston-Herndon Suburban Center and Transit Area Plan.

The purpose of this nomination is to clarify and eliminate any ambiguity with respect to the existing Plan text for this sub-unit and to accurately reflect the existing recent development approvals applicable to the Property. Clarifying the Plan text and acknowledging the existing development approvals with respect to the Property will provide the opportunity to better achieve current objectives of both the adopted Countywide Policy Plan as well as the Reston-Herndon Suburban Center and Transit Station Area Plans. Indeed, the existing development approvals are consistent with the objectives of the Countywide Policy Plan and of the Reston-Herndon Suburban Center and Transit Station Area Plans, and consist of a vertically integrated mix of office, retail and residential uses in a plan that features parcel consolidation, interparcel access and housing diversity all in a coordinated development plan that includes pedestrian linkages, open space and other urban design amenities (the "Existing Development Approvals"). Under the Existing Development Approvals, the Property is permitted to develop up to a maximum FAR of 2.88.

Development of the Property is guided by the Reston Master Plan, which Reston Master Plan is expressly incorporated into the Comprehensive Plan. The Reston Master Plan depicts Land Unit F (including sub-unit F-1) as the only Convention/Conference Center area within the Reston Planned Community. The Convention/Conference Center designation, although dated, contemplates mixed use communities comprised of office, retail, hotel, multi-family residential and a large variety of community serving uses such as theatres, commercial recreation uses, restaurants, etc. As noted above, pursuant to the Property's existing plan designation, as well as the Existing Development Approvals, i.e., the Development Plan and PRC Plans associated therewith, the Property is already planned and permitted to develop up to an FAR of 2.88 with a mix of uses consistent with this Convention Conference Center designation, including both residential and non-residential uses.

In addition to the Reston Master Plan, development of the Property is guided by the Plan text. Presently, the Plan text in sub-unit F-1 states that "the parcels zoned Planning Residential Community are planned for the uses and intensities (if applicable) approved for the individual parcels". Although this would seem to, at a minimum, permit the 2.88 FAR mixed use development reflected on the Existing Development Approvals, such Plan language is rather circular and provides limited guidance in evaluating proposed amendments to existing development plans.

The Property has been slated for high intensity, mixed use development for more than forty (40) years; however, during such time the character of Reston has changed dramatically, largely due

to the success of the visionary and flexible Reston Master Plan. During this time period, Reston has evolved into a major mixed use activity community, with the Reston Parkway/Dulles Airport Access/Toll Road quadrants being major focal points for the Reston area. Further, since the designation of Land Unit F as a major activity center consistent with its long-standing Convention/Conference Center designation, the importance of this activity center as a focal point for development has been enhanced by the identification of a future transit stop in close proximity (i.e., less than 1/4 mile) to the Property as part of the extension of Metro Rail from West Falls Church to Dulles Airport and beyond into Loudoun County. As such, the Property is a logical place for the County to accommodate a small portion of the enormous employment, retail and household demand projected to occur in Fairfax County and the surrounding environs that has been identified by the Washington Counsel of Governments as coming in the next twenty (20) years.

Since the Property has always been planned for high intensity mixed use development, it is important to note that the proposed Plan nomination and associated plan text amendments do not increase the permitted non residential or residential density on the Property, but would provide greater flexibility in the allocation of such density between the uses already contemplated by Convention/Conference Center designation.

Clarifying that the existing Plan language permits development at densities reflected on Existing Development Approvals and uses consistent with the existing Convention/Conference Center designation included in the Reston Master Plan, will facilitate the already planned redevelopment of the Property with a wider variety of uses then are reflected on existing Development Plans and PRC Plans, including additional community serving retail and hotel opportunities.

This type of development would accomplish the goal of the Reston Herndon Suburban Center and Transit Station Areas of concentrating development in a limited area. This type of development would also accomplish the planning objectives of the Transit Station Areas in the Dulles Corridor by (i) encouraging integrated mixed use development with such uses designed and developed in a manner that individuals are encouraged (a) to remain on site with the development providing a full range of services (including retail) to both residential occupants and office tenants and (b) to use mass transit when travelling off site is thereby reducing the number of vehicle trips generated and obtaining the inherent environmental and community benefits that come with such trip reductions and compact urban development, and (ii) encouraging hotel uses in the transit station areas as part of mixed use options because such uses have less of an impact on the road network, generate potential pedestrian traffic and provide a source of transit system riders, (See p. 22 of the Reston-Herndon Suburban Center and Transit Areas).

The Property (as well as the adjacent 25 acres under control of the Master Developer) is uniquely positioned to accomplish these goals because of its geographic location and consolidated ownership and to do so with minimal impact to the environment and surrounding community given the already large amount of impervious development on the Property, the high density Existing Development Approvals and the Property's proximity to Reston Parkway, the Dulles Airport Access/Toll Road and future transit.