

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 D. Switkin 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>6-26-08 CLK</u>
Date Accepted:	<u>7-23-08 CLK</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: 9

Total aggregate size of all nominated parcels (in acres and square feet): 29.33 acres 1,277,615 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-3 (Industrial Light Intensity)

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: 2.25 TOTAL Gross Square Feet: 2,874,633

Categories	Percent of Total FAR	Square feet
Office	30 - 60%	862,390-1,724,780
Retail	0 - 5%	0 - 143,732
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40 - 65%	1,149,853 - 1,868,511
TOTAL	100%	2,874,633

*If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.

h. RESIDENTIAL COMPONENT (Select the appropriate density range proposed and complete the table to the right):

- .1 - .2 du/ac (5-10 acre lots)
- .2 - .5 du/ac (2-5 acre lots)
- .5 - 1 du/ac (1 - 2 acre lots)
- 1 - 2 du/ac
- 2 - 3 du/ac
- 3 - 4 du/ac
- 4 - 5 du/ac
- 5 - 8 du/ac
- 8 - 12 du/ac
- 12 - 16 du/ac
- 16 - 20 du/ac
- 20+ (specify 10 unit density range)
35 - 45

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)	1,150-1,869	1,000	1,149,854-1,868,512
TOTAL:	1,150-1,869	1,000	1,149,854-1,868,854

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 210 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: 2.5 TOTAL Gross Square Feet: 3,194,037

Categories	Percent of Total FAR	Square feet
Office	30 - 60%	958,211 - 1,916,422
Retail	0 - 5%	0 - 159,702
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40 - 65%	1,277,615 - 2,076,124
TOTAL	100%	3,194,037

*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 35 - 45
 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)	1,278-2,076	1,000	1,277,615-2,076,124
TOTAL:	1,278-2,076	1,000	1,277,615-2,076,124

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

**Centennial Executive Park
Comprehensive Plan Amendment
Property Information Table**

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
17-4((12))11A	11495 Commerce Park Dr.	IGS Limited Liability Co.	11495 Commerce Park Dr. Reston, VA 20191	4.17	7007 2680 0000 8904 7473
17-4((12))11B	11490 Commerce Park Dr.	Centennial One Limited Partnership	11490 Commerce Park Dr. Suite 320 Reston, VA 20191	1.54	7007 2680 0000 8904 7480
17-4((12))11D3	1900 Centennial Park Dr.	United Facilities LLC	8399 Leesburg Pike Vienna, VA 22182	.63	7007 2680 0000 8904 7497
17-4((12))11D4	1850 Centennial Park Dr.	CESC Commerce Executive Park LLC	c/o Vornado Realty Trust 210 Route 4 East Paramus, NJ 07652	5.22	7007 2680 0000 8904 7503
17-4((12))11D5	11400 Commerce Park Dr.	CESC Commerce Executive Park LLC	c/o Vornado Realty Trust 210 Route 4 East Paramus, NJ 07652	3.37	7007 2680 0000 8904 7503
17-4((12))11D7	11440 Commerce Park Dr.	CESC Commerce Executive Park LLC	c/o Vornado Realty Trust 210 Route 4 East Paramus, NJ 07652	3.10	7007 2680 0000 8904 7503
17-4((12))11D8	11480 Commerce Park Dr.	Riggs Bank NA Tr.	Property Tax Advisors LLC P.O. Box 19156 Alexandria, VA 22320	3.74	7007 2680 0000 8904 9767
17-4((12))11D9	1913 Association Dr.	Executive Two Limited Partnership	c/o Centennial 11490 Commerce Park Dr. Suite 320 Reston, VA 20191	3.01	7007 2680 0000 8904 9774
17-4((12))12	A Portion of Association Dr.	Center for Educational Associations	c/o Marilyn J. Likens 1806 Robert Fulton Dr. Reston, VA 20191	4.55	7007 2680 0000 8904 9781

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- Demonstration that any impacts to the road network can be appropriately mitigated.

The northern portion of Michael Faraday Court (Tax Map 18-3((5))6, 7, 8 and 9) has older, low-rise buildings that are prime redevelopment sites that can promote mixed-use, transit-oriented development in the Wiehle Transit Station Area. In particular, an important private community recreational facility - the Reston Ice Arena - should be preserved in any such redevelopment.

In order to provide an incentive for this facility to continue operation after redevelopment of this area, a 1.0 FAR option is recommended provided these parcels are consolidated, pedestrian access to the W&OD trail and to a pedestrian network in the Transit Station Area are provided, and the ice rink, or a similar private recreation use, is a component of the redevelopment.

Land Unit H

This land unit is located south of the Dulles Airport Access Road between Association Drive and Wiehle Avenue, as shown in Figure 11. Sunrise Valley Road is the southern boundary 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.

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

Sub-unit H-1 comprises the buildings along Association Drive and is located between the Sunrise Valley Drive and the DAAR. Development in the sub-unit consists primarily of one to three story office buildings.

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 H-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 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 H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

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 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 .70 FAR may be considered within Sub-unit H-2 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 .75 FAR may be considered within Sub-unit H-2 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.

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 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 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 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and 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 100 feet along the DAAR and 35 feet along 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 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 I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 11). Sunrise Valley Road is the southern boundary of this land unit. Land Unit I is almost fully developed in office use. It is planned for office use up to .35 FAR.

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 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 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.

Sub-unit H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The Sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

This Sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwellings 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 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 .70 FAR may be considered within Sub-unit H-2 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 .75 FAR may be considered within Sub-unit H-2 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.

Rail-oriented Residential Mixed-Use Option 1 – 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 2.25 FAR may be considered for Sub-unit H-2 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 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Sub-unit H-2 should be achieved.
- 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 application that provides direct pedestrian access to the station.
- The mix of uses recommended for the Sub-unit may be established within the total area for the Sub-unit rather than on a parcel-by-parcel basis.
- Grade-separated pedestrian links to the rail station are encouraged.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Building heights should range from 150-180 feet along the DAAR and should taper down to a maximum of 75 feet along Sunrise Valley Drive, provided that a gateway building may be appropriate at the northeast intersection of Association Drive and Sunrise Valley Drive at up to 150 feet in height and should incorporate architectural features to minimize its mass and bulk.
- A quality site layout should be provided with consolidated vehicular access to the site.
- 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.
- Residential uses may be located within 200 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.
- Office uses may be located within 75 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Rail-oriented Residential Mixed-Use Option 2 - 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 H-2 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 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial, logical parcel consolidation within Sub-unit H-2 should be achieved.
- The site should provide direct pedestrian access to the rail station or be a part of a larger project, approved under a coordinated plan of development, consolidated site plan or as a concurrent application that provides direct pedestrian access to the station.
- The mix of uses recommended for the Sub-unit may be established within the total area for the Sub-unit rather than on a parcel-by-parcel basis.

- A Park & Ride facility or comparable parking arrangement within Sub-unit H-2 with a minimum of 500 parking spaces should be provided to serve the rail station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Building heights should be limited to 210 feet along the DAAR and should taper down to a maximum of 75 feet along Sunrise Valley Drive, provided that a gateway building may be appropriate at the northeast intersection of Association Drive and Sunrise Valley Drive at up to 150 feet in height and should incorporate architectural features to minimize its mass and bulk.
- A quality site layout should be provided with a public plaza or green as a focal point for a more urban, pedestrian-oriented place with street-level retail to encourage pedestrian movement between the rail station, the sub-units, and adjacent land areas. The public plaza or green may be located anywhere within Sub-unit H-2 under a coordinated plan of development for the sub-unit.
- Consolidated vehicular access to the site and shared parking should be provided 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.
- Residential uses may be located within 200 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.
- Office uses may be located within 75 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Sub-unit H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The Sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

This Sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwellings 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 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 .70 FAR may be considered within Sub-unit H-2 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 .75 FAR may be considered within Sub-unit H-2 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.

Rail-oriented Residential Mixed-Use Option 1 – 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 ~~1.25~~2.25 FAR may be considered for ~~the 10 acres~~ within Sub-unit H-2 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 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within ~~Land~~ Sub-unit H-2 should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent application, that provides direct pedestrian access to the station.
- The mix of uses recommended for the Sub-unit may be established within the total area for the Sub-unit rather than on a parcel-by-parcel basis.
- Grade-separated pedestrian links to the rail station are encouraged.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Building heights should range from 150-180 feet along the DAAR and should taper down to a maximum of 75 feet along Sunrise Valley Drive, provided that a gateway building may be appropriate at the northeast intersection of Association Drive and Sunrise Valley Drive at up to 150 feet in height and should incorporate architectural features to minimize its mass and bulk.
- 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 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilizes 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.
- Residential uses may be located within 200 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.
- Office uses may be located within 75 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Rail-oriented Residential Mixed-Use Option 2 - 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 H-2 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 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial, logical parcel consolidation within Sub-unit H-2 should be achieved.
- The site should provide direct pedestrian access to the rail station or be a part of a larger project, approved under a coordinated plan of development, consolidated site plan or as a concurrent application that provides direct pedestrian access to the station.
- The mix of uses recommended for the Sub-unit may be established within the total area for the Sub-unit rather than on a parcel-by-parcel basis.
- A Park & Ride facility or comparable parking arrangement within Sub-unit H-2 with a minimum of 500 parking spaces should be provided to serve the rail station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Building heights should be limited to 210 feet along the DAAR and should taper down to a maximum of 75 feet along Sunrise Valley Drive, provided that a gateway building may be appropriate at the northeast intersection of Association Drive and Sunrise Valley Drive at up to 150 feet in height and should incorporate architectural features to minimize its mass and bulk.
- A quality site layout should be provided with a public plaza or green as a focal point for a more urban, pedestrian-oriented place with street-level retail to encourage pedestrian movement between the rail station, the sub-units, and adjacent land areas. The public plaza or green may be located anywhere within Sub-unit H-2 under a coordinated plan of development for the sub-unit.
- Consolidated vehicular access to the site and shared parking should be provided 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.
- Residential uses may be located within 200 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.
- Office uses may be located within 75 feet of the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Document comparison done by Workshare DeltaView on Tuesday, June 24, 2008
3:08:22 PM

Input:	
Document 1	PowerDocs://RE/366429/1
Document 2	PowerDocs://RE/366429/3
Rendering set	Cooley

Legend:	
<u>Insertion</u>	
Deletion	
Moved from	
<u>Moved to</u>	
Style change	
Format change	
Moved deletion	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	42
Deletions	14
Moved from	4
Moved to	4
Style change	0
Format changed	0
Total changes	64