

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>6/27/08</u>
Date Accepted:	<u>7-21-08 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: 2

Total aggregate size of all nominated parcels (in acres and square feet): 4.72 acres 205,795 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 (Industrial Medium 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?) Office with structured and/or surface 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: 1.5 TOTAL Gross Square Feet: 308,693

Categories	Percent of Total FAR	Square feet
Office	100%	308,693
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	308,693

*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):

- | | |
|---|--|
| <input type="checkbox"/> .1 - .2 du/ac (5-10 acre lots) | <input type="checkbox"/> 5 - 8 du/ac |
| <input type="checkbox"/> .2 - .5 du/ac (2-5 acre lots) | <input type="checkbox"/> 8 - 12 du/ac |
| <input type="checkbox"/> .5 - 1 du/ac (1 - 2 acre lots) | <input type="checkbox"/> 12 - 16 du/ac |
| <input type="checkbox"/> 1 - 2 du/ac | <input type="checkbox"/> 16 - 20 du/ac |
| <input type="checkbox"/> 2 - 3 du/ac | <input type="checkbox"/> 20+ (specify 10 unit density range) |
| <input type="checkbox"/> 3 - 4 du/ac | |
| <input type="checkbox"/> 4 - 5 du/ac | |

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

PART 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8½ x 11 inches and clearly legible. Maps in color will not be accepted.

PART 6: JUSTIFICATION

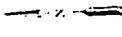
Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between May 1, 2008 and June 27, 2008 to:



Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505



FEET

Scale bar showing 0, 50, and 100 feet.

GENERAL NOTES

1. This map is a preliminary map and is not intended to be used for any purpose other than to show the general location of the property and the zoning classification.

2. The zoning classification is based on the zoning map of the City of Reston, Virginia, as of the date of this map.

3. The zoning classification is subject to change without notice.

4. The zoning classification is not intended to be used as a basis for any other action.

5. The zoning classification is not intended to be used as a basis for any other action.



ADMINISTRATIVE INDEX

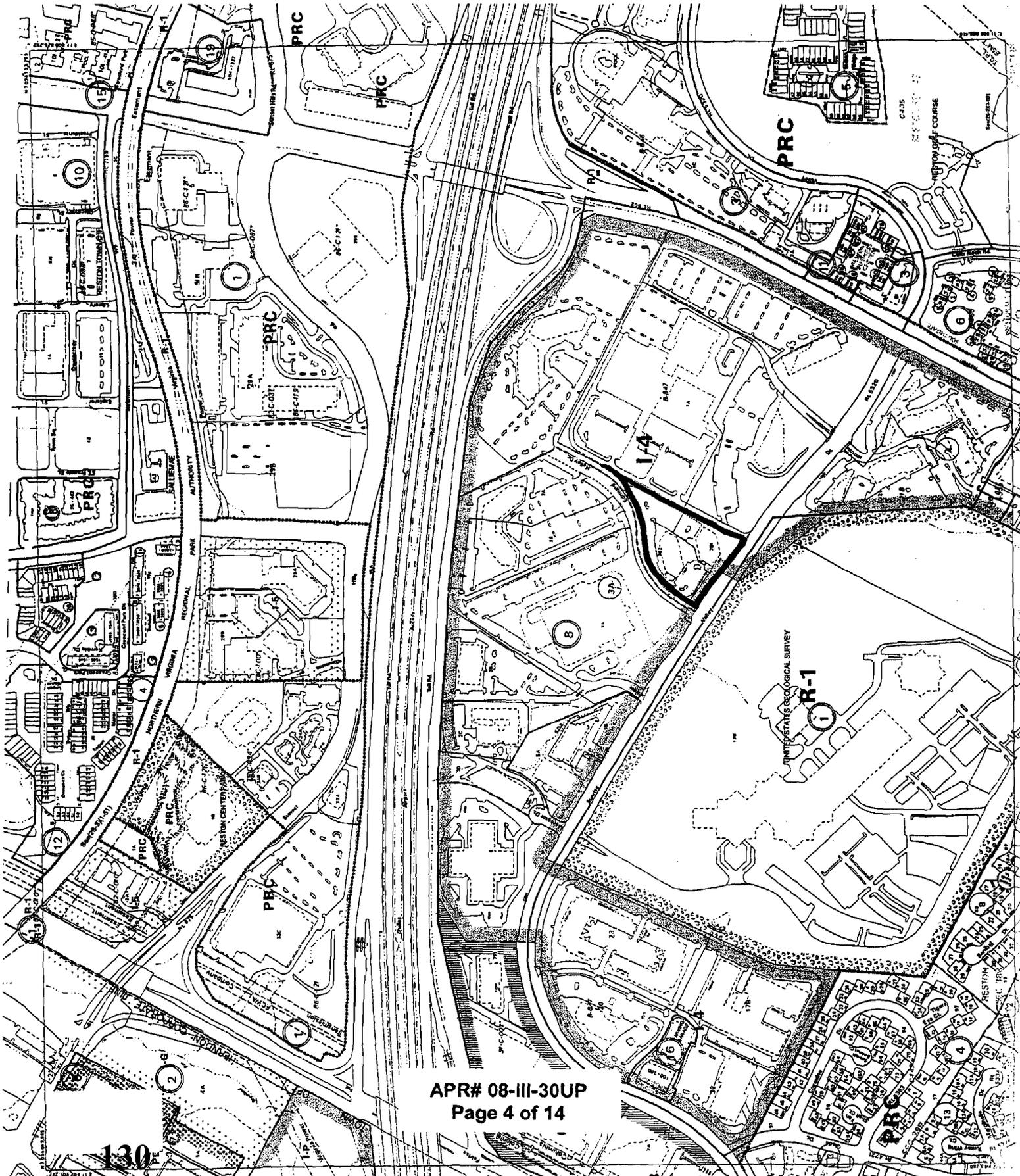
16-2	17-1	17-2
16-4	17-4	17-4
15-2	16-1	16-2

PROPERTY MAP

ZONING

17-3

Revised for 01/01/06



**Realty Associates Fund
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))3B1	12020 Sunrise Valley Dr.	The Realty Associates Fund VIII LP	c/o TA Associates Realty 28 State Street Boston, MA 02109	1.76	7007 2680 0000 8904 9835
17-3((8))3B2	12030 Sunrise Valley Dr.	The Realty Associates Fund VIII LP	c/o TA Associates Realty 28 State Street Boston, MA 02109	2.96	7007 2680 0000 8904 9835

369136 v1/RE

**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-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.

Due to its proximity to the potential rail station, as an option Tax Map 17-3 ((8)) 3B1 and 3B2 may be developed with office uses up to 1.5 FAR, subject to the following conditions:

- To the extent possible, development plans for the two 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 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.

Document comparison done by Workshare DeltaView on Thursday, June 26, 2008
4:03:26 PM

Input:	
Document 1	PowerDocs://RE/369183/1
Document 2	PowerDocs://RE/369183/2
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	12
Deletions	4
Moved from	1
Moved to	1
Style change	0
Format changed	0
Total changes	18

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.

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

Proposed Comprehensive Plan Text

Nomination Attachment

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

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 potential rail station, as an option Tax Map 17-3 ((8)) 3B1 and 3B2 may be developed with office uses up to 1.5 FAR, subject to the following conditions:

- To the extent possible, development plans for the two 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.

**APR# 08-III-30UP
Page 11 of 14**

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.

**Fairfax County Tax Maps 17-3 ((8) 3B1 and 3B2 of Sub-Unit E-5
Reston Parkway Transit Station Area
Comprehensive Plan Amendment**

Statement of Justification

I. INTRODUCTION AND OVERVIEW

Realty Associates Fund VII LP (the "Owner"), is the owner of approximately 4.72 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) 3B1 and 3B2 (the "Property"). The Owner requests approval of a Comprehensive Plan Amendment that better achieves the Plan's objectives for less sprawling, more urban development.

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 uses 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 two mixed-use options which permit an increase in FAR up to 1.0 for the entire Sub-unit E-5 and 2.0 for the 5 acres of the Sub-unit located closest to the proposed Reston Parkway Metrorail Station, based on the mode of transit available and provided that a certain mix of uses is included.

III. THE COMPREHENSIVE PLAN AMENDMENT

First, the Applicant proposes to retain the current base Comprehensive Plan language, which, as noted, permits office uses up to .50 FAR or residential uses up to 30 dwelling units per acre. Second, in view of the Property's convenient access to the future rail station, the Applicant proposes a rail-related option for intensified office uses up to a 1.5 FAR. Last, the Applicant proposes to retain both mixed-use alternatives for development up to a 1.0 across the Sub-unit and a 2.0 for the 5 acres of the Sub-unit located closest to the future rail station, as currently optioned in the Plan.

The Applicant's proposed Comprehensive Plan recommendations better achieve the Plan's objectives for the Dulles Corridor by offering the Property a needed option to transition from low-rise office campus to more efficient, high-rise office development. While the current Comprehensive Plan seeks to change the County's historic pattern of sprawling development, the current density levels offered by the Plan do not create sufficient incentives to modify the historic development patterns of this area. For example, removing revenue-producing assets in favor of slightly higher density development that requires structured parking and similar infrastructure at substantial cost is economically infeasible for the foreseeable future. This is especially true for smaller parcels which, from a planning, design and/or economic perspective, may not be appropriate for redevelopment on a large scale and with the full mix of uses envisioned by the Plan. In order to improve and modify the pattern of suburban development near new transit stations, the Plan should provide the option for infill or phased redevelopment of smaller, but strategically-located properties in a manner not requiring wholesale abandonment of existing assets. High-quality office uses up to a 1.5 FAR recognize that the continuous development and intensification of properties alongside the future Reston Parkway Metro Station is important to the creation of a successful, urban environment throughout the Dulles Corridor.

**APR# 08-III-30UP
Page 13 of 14**

I. CONCLUSION

The Owner's recommendations for a rail-related option for intensified office uses up to a 1.5 FAR respects smaller scale redevelopment while simultaneously achieving the Plan's objectives for more urban development. Accordingly, the Owner respectfully requests the support of the Comprehensive Plan Amendment by County Staff, the Planning Commission, and approval by the Board of Supervisors.