APR Area Plans Review

2008-2009 NORTH COUNTY AREA PLANS REVIEW GUIDE

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: Mark C. Looney Daytime Phone: (703) 456-8652

Address: 11951 Freedom Drive
Reston, VA 20190-5656

Nominator E-mail Address: mlooney@cooley.com

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

THIS BOX FOR STAFF USE ONLY
Date Received: 6/27/08
Date Accepted: 7-21-08 CBR
Planning District: HM
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.)

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

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☐ Dranesville ☑ Hunter Mill ☐ Providence ☐ Sully

Total number of parcels nominated: 5

Total aggregate size of all nominated parcels (in acres and square feet): 46.29 acres 2,016,601 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 Comprehensive Plan text.

b. CURRENT PLAN MAP DESIGNATION: Planned Residential Community

c. CURRENT ZONING DESIGNATION: PRC (Planned Residential Community)

Continued

NOMINATION FORM

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 proposed Comprehensive 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?) Office, hotel, residential, and retail development up to 5.0 FAR for sub-unit D-4 and up to 3.5 FAR for sub-unit D-5 with a maximum building height of 275 feet and 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: 1.5 (D-4 and D-5) TOTAL Gross Square Feet: 3,024,901 (D-4 and D-5)

Baseline development recommendation.

Categories	Percent of Total FAR	Square feet
Office	90%	2,722,410
Retail	10%	302,490
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	**100%**	3,024,901

**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) _____

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:			

Continued

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 proposed Comprehensive 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?) Office, hotel, residential, and retail development up to 5.0 FAR for sub-unit D-4 and up to 3.5 FAR for sub-unit D-5 with a maximum building height of 275 feet and structured parking.

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☑ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.0 (D-4) and 1.5 (D-5) TOTAL Gross Square Feet: 3,048,902 (D-4) and 738,225 (D-5)

Non-residential BRT development option.

Categories	Percent of Total FAR	Square feet
Office	90%	2,744,012 (D-4) and 664,403 (D-5)
Retail	10%	304,890 (D-4) and 73,823 (D-5)
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	**100%**	3,048,902 (D-4) and 738,225 (D-5)

**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) _____

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:			

Continued

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 proposed Comprehensive 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?) Office, hotel, residential, and retail development up to 5.0 FAR for sub-unit D-4 and up to 3.5 FAR for sub-unit D-5 with a maximum building height of 275 feet and 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 (D-4) and 2.0 (D-5) TOTAL Gross Square Feet: 3,811,128 (D-4) and 984,300 (D-5)
Residential BRT development option.

Categories	Percent of Total FAR	Square feet
Office	55%	2,094,120 (D-4) and 541,365 (D-5)
Retail	5%	190,556 (D-4) and 49,215 (D-5)
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40%	1,524,451 (D-5) and 393,720 (D-5)
TOTAL	**100%**	3,811,128 (D-4) and 984,300 (D-5)

**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) 50 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)	1,918	1,000	1,918,171
TOTAL:	1,918	1,000	1,918,171

Continued

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 proposed Comprehensive 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?) Office, hotel, residential, and retail development up to 5.0 FAR for sub-unit D-4 and up to 3.5 FAR for sub-unit D-5 with a maximum building height of 275 feet and 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: 3.5 (D-4) and 3.0 (D-5) TOTAL Gross Square Feet: 5,335,579 (D-4) and 1,476,450 (D-5)

Rail-oriented residential mixed use development option 1.

Categories	Percent of Total FAR	Square feet
Office	55%	2,934,568 (D-4) and 812,048 (D-5)
Retail	5%	266,779 (D-4) and 73,822 (D-5)
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40%	2,134,232 (D-5) and 590,580 (D-5)
TOTAL	**100%**	5,335,579 (D-4) and 1,476,450 (D-5)

**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) 60 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)	2,725	1,000	2,724,812
TOTAL:	2,725	1,000	2,724,812

Continued

NOMINATION FORM

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 proposed Comprehensive 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?) Office, hotel, residential, and retail development up to 5.0 FAR for sub-unit D-4 and up to 3.5 FAR for sub-unit D-5 with a maximum building height of 275 feet and 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: 5.0 (D-4) and 3.5 (D-5) TOTAL Gross Square Feet: 7,622,255 (D-4) and 1,722,525 (D-5)

Rail-oriented residential mixed use development option 2.

Categories	Percent of Total FAR	Square feet
Office	55%	4,192,240 (D-4) and 947,389 (D-5)
Retail	5%	381,113 (D-4) and 86,126 (D-5)
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40%	3,048,902 (D-5) and 689,010 (D-5)
TOTAL	**100%**	7,622,255 (D-4) and 1,722,525 (D-5)

**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) 80 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)	3,738	1,000	3,737,912
TOTAL:	3,738	1,000	3,737,912

Continued

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:

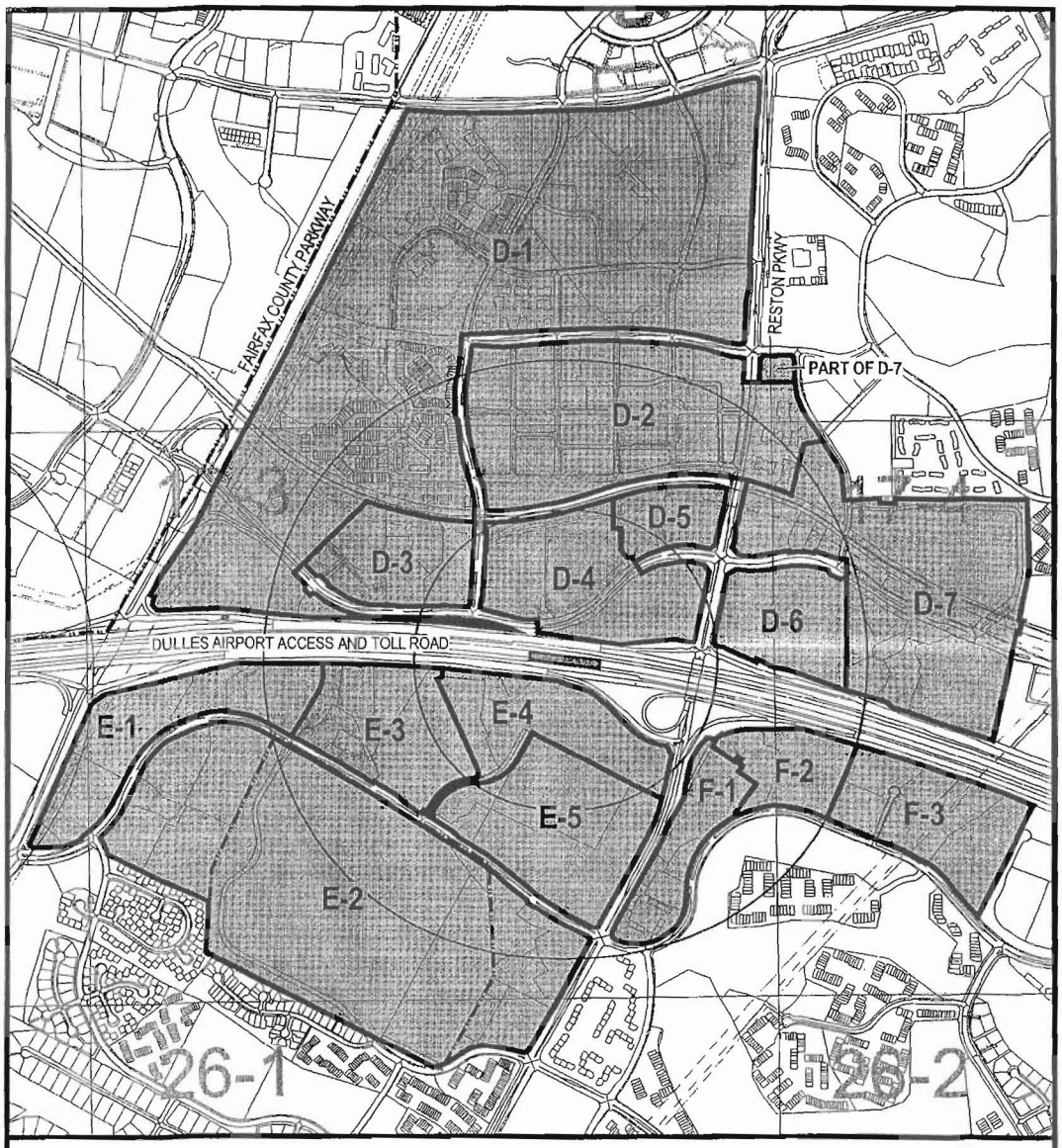
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

Boston Properties - Reston Gateway
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((1)) 29A	12020 Sunset Hills Road Reston, VA 20190	Reston Corporate Center, LP	c/o Boston Properties 505 9th St. N.W., Suite 800 Washington, DC 20004*	11.89	7007 0710 0002 1605 9405
17-3((1)) 29B	12050 Sunset Hills Road Reston, VA 20190	Reston Town Center Office Park Phase One LP*	c/o Boston Properties 505 9th St. N.W., Suite 800 Washington, DC 20004	9.99	7007 0710 0002 1605 9405
17-3((1)) 5HI	12010 Sunset Hills Road Reston, VA 20190	Discovery Square LLC	c/o Boston Properties 505 9th St. N.W., Suite 800 Washington, DC 20004	4.88	7007 0710 0002 1605 9405
17-3((1)) 5	12012 Sunset Hills Road* Reston, VA 20190	Discovery Square LLC	c/o Boston Properties 505 9th St. N.W., Suite 800 Washington, DC 20004	6.42	7007 0710 0002 1605 9405
17-3((1)) 35B	12011 Sunset Hills Road Reston, VA 20190	Reston VA 939 LLC	c/o Boston Properties 505 9th St. N.W., Suite 800 Washington, DC 20004	13.11	7007 0710 0002 1605 9405

* Fairfax County's Real Estate Assessment records show incorrect information for several nominated parcels.
The County's records show the property owner's address for Parcel 17-3 ((1)) 29A as 505 19th Street N.W., Suite 800, Washington DC 20004. We have confirmed with Boston Properties that the correct address is 505 9th Street N.W., Suite 800, Washington, DC 20004.
The County's records show the property owner for Parcel 17-3 ((1)) 29B as Reston Town Center Office Park. We have confirmed with Boston Properties that the correct property owner is Reston Town Center Office Park Phase One LP.
The County's records show the property address for Parcel 17-3 ((1)) 5 as 1910 Oracle Way. We have confirmed with Boston Properties that the correct property address is 12012 Sunset Hills Road, Reston, VA 20190.
The nominator sent the notification to the correct property owners at the property owners' correct address.

367184 v2/RE



Reston-Herndon Suburban Center

Land Units D, E and F

0 600 1200 1800 2400 Feet

Prepared by the Department of Planning & Zoning, April 2001

Legend

Suburban Center Land Units / Sub-Units

Proposed Transit Station Platform

Circles denote 1/4 and 1/2 mile distances from proposed station platform.

g:\...\comp_plan_text_graphics\...

FIGURE 10

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

Sub-unit D-4 is part of the Reston Town Center and is located south of the Town Center Urban Core. It is planned and approved for a variety of uses including office, retail, residential, and community-serving uses at intensities between .70 and 1.0 FAR. Parcels within Sub-unit D-4 may be appropriate for development as residential uses 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 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

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 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

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 10 acres within Sub-unit D-4 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 50% but no more than 60% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 40-

50% 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.
- A public pedestrian link to Reston Town Center is provided.

Sub-unit D-5 (part of Reston Parkway Transit Station Area)

Sub-unit D-5 consists of Discovery Square, a two building office development in the northwest quadrant of Reston Parkway and Sunset Hills Road. A significant pedestrian link to the Reston Town Center Urban Core is planned from Sub-unit D-5 to Sub-unit D-2, connecting Sunset Hills Road to an overpass over the W&OD Trail and to the Town Center Core area.

The two parcels in this land unit are planned and approved for office use at .70 and 1.0 FAR. Residential use at up to 30 dwelling units per acre is also appropriate for this land unit. 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 for Sub-unit D-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 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- The two parcels should be consolidated to achieve the option level of development.
- 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.

BOSTON PROPERTIES – RESTON GATEWAY
COMPREHENSIVE PLAN AMENDMENT
SUB-UNITS D-4 AND D-5

PROPOSED COMPREHENSIVE PLAN

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

Sub-unit D-4 is part of the Reston Town Center and is located south of the Town Center Urban Core. It is planned and approved for a variety of uses including office, retail, residential, and community-serving uses at intensities 1.5 FAR. Parcels within Sub-unit D-4 may be appropriate for development as residential uses up to 50 dwelling units per acre. Building heights within Sub-unit D-4 should be limited to 180 feet unless otherwise noted. 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 2.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

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 2.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

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 3.5 FAR may be considered within Sub-unit D-4, provided that the mix of uses includes a residential component and a non-residential component that includes office, possibly hotel, and support retail. The residential component should be at least 40% of the total gross floor area of the development. Some combination of office, hotel, and support retail uses should comprise no more than 60% of the total gross floor area of the development. Support and lifestyle retail uses, to be located in office or residential buildings, may not exceed 15% of the total gross floor area of the development. In addition, the following conditions should be met:

- Retail uses located within vertical mixed-use development should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- An at-grade public pedestrian link to Reston Town Center Urban Core is provided, if approved by the Northern Virginia Regional Park Authority.
- Building heights should be limited to 200 feet.

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 5.0 FAR may be considered within Sub-unit D-4, provided that the mix of uses includes a residential component and a non-residential component that includes office, possibly hotel, and support retail. The residential component should be at least 40% of the total gross floor area of the development. Some combination of office, hotel, and support retail uses should comprise no more than 60% of the total gross floor area of the development. Support retail uses, to be located in office or residential buildings, may not exceed 15% of the total gross floor area of the development. In addition, the following conditions should be met:

- At a minimum, the parcels within sub-unit D-4 should be consolidated for planning purposes. In addition, to the extent possible, substantial, logical parcel consolidation with parcels in Sub-unit D-5 is encouraged to provide a coordinated plan of development for Sub-units D-4 and D-5. Such a coordinated plan of development should provide consolidated vehicular access, parking structures that do not front principally on pedestrian areas, and shared parking to the maximum extent possible.
- Grade-separated pedestrian links to the rail station are encouraged.
- A public pedestrian link to the Reston Town Center Bus Transit Center should be provided, if approved by the Northern Virginia Regional Park Authority.
- A quality site layout should be provided with a public plaza or green as a focal point for a more urban, people-oriented place with retail store frontage to encourage pedestrian movement between the transit station, adjacent sub-units, and the Reston Town Center

Urban Core. The public plaza or green may be located within Sub-unit D-4 or D-5 under a coordinated plan of development for Sub-units D-4 and D-5, however, the site layout should provide a direct pedestrian connection between the public plaza or green and the Reston Town Center.

- The floor area recommended for Sub-unit D-4 may be combined with the floor area available in Sub-unit D-4 and/or Sub-unit D-5 under a coordinated plan of development for Sub-units D-4 and D-5, and may be phased over time.
- The mix of uses recommended for Sub-unit D-4 may be established within the total area of the coordinated plan of development for Sub-units D-4 and/or D-5 rather than on a parcel-by-parcel basis, and may be phased over time.
- Building heights should be limited to 275 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.
- Residential uses may be located within 200 feet from 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 from the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Sub-unit D-5 (part of Reston Parkway Transit Station Area)

Sub-unit D-5 consists of Discovery Square, a two building office development in the northwest quadrant of Reston Parkway and Sunset Hills Road. A significant pedestrian link to the Reston Town Center Urban Core is planned from Sub-unit D-5 to Sub-unit D-2, connecting Sunset Hills Road to an overpass over the W&OD Trail and to the Town Center Core area.

The two parcels in this land unit are planned and approved for office use at 1.5 FAR. Residential use at up to 50 dwelling units per acre is also appropriate for this land unit. Building heights within Sub-unit D-5 should be limited to 180 feet unless otherwise noted. 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 1.5 FAR may be considered within Sub-unit D-5 provided that the mix of uses includes office, hotel, institutional and support retail. The office use mav 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 conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

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 2.0 FAR may be considered within Sub-unit D-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 may not exceed 60% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

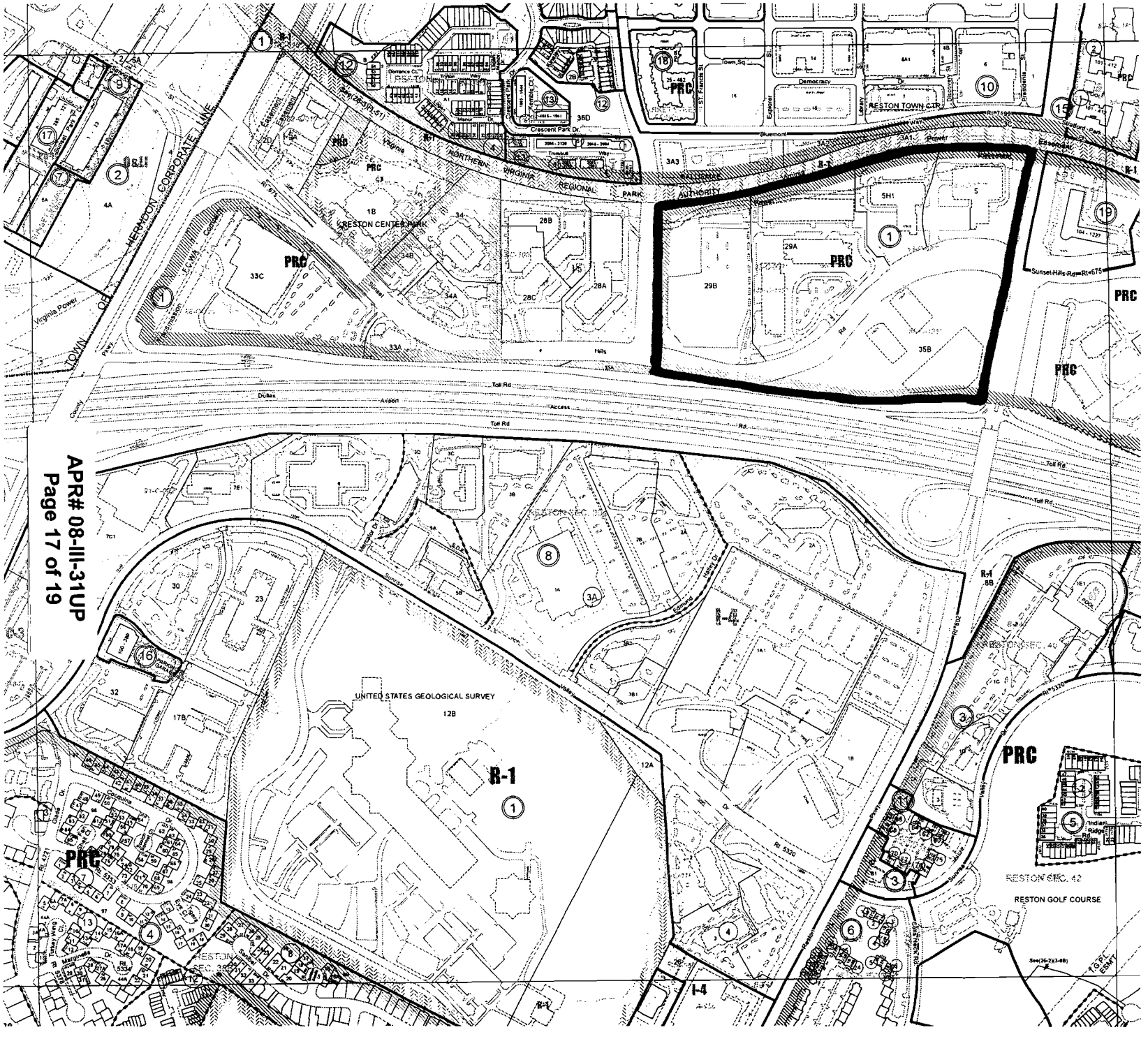
Rail-oriented Residential Mixed-Use Option 1 – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 3.0 FAR may be considered within Sub-unit D-5, provided that the mix of uses includes a residential component and a non-residential component that includes office, possibly hotel, and support retail. The residential component should be at least 40% of the total gross floor area of the development. Some combination of office, hotel, and support retail uses should comprise no more than 60% of the total gross floor area of the development. Support and lifestyle retail uses, to be located in office or residential buildings, may not exceed 15% of the total gross floor area of the development. In addition, the following conditions should be met:

- Retail uses located within vertical mixed-use development should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- An at-grade public pedestrian link to Reston Town Center Urban Core is provided, if approved by the Northern Virginia Regional Park Authority.
- Building heights should be limited to 200 feet.

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 3.5 FAR may be considered within Sub-unit D-5, provided that the mix of uses includes a residential component and a non-residential component that includes office, possibly hotel, and support retail. The residential component should be at

least 40% of the total gross floor area of the development. Some combination of office, hotel, and support retail uses should comprise no more than 60% of the total gross floor area of the development. Support retail uses, to be located in office or residential buildings, may not exceed 15% of the total gross floor area of the development. In addition, the following conditions should be met:

- At a minimum, the parcels within sub-unit D-5 should be consolidated for planning purposes. In addition, to the extent possible, substantial, logical parcel consolidation with parcels in Sub-unit D-4 is encouraged to provide a coordinated plan of development for Sub-units D-4 and D-5. Such a coordinated plan of development should provide consolidated vehicular access, parking structures that do not front principally on pedestrian areas, and shared parking to the maximum extent possible.
- Grade-separated pedestrian links to the rail station are encouraged.
- A public pedestrian link to the Reston Town Center Bus Transit Center should be provided, if approved by the Northern Virginia Regional Park Authority.
- A quality site layout should be provided with a public plaza or green as a focal point for a more urban, people-oriented place with retail store frontage to encourage pedestrian movement between the transit station, adjacent sub-units, and the Reston Town Center Urban Core. The public plaza or green may be located within Sub-unit D-4 or D-5 under a coordinated plan of development for Sub-units D-4 and D-5, however, the site layout should provide a direct pedestrian connection between the public plaza or green and the Reston Town Center.
- The floor area recommended for Sub-unit D-5 may be combined with the floor area available in Sub-unit D-4 and/or Sub-unit D-5 under a coordinated plan of development for Sub-units D-4 and D-5, and may be phased over time.
- The mix of uses recommended for Sub-unit D-5 may be established within the total area of the coordinated plan of development for Sub-units D-4 and/or D-5 rather than on a parcel-by-parcel basis, and may be phased over time.
- Building heights should be limited to 275 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.



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BOSTON PROPERTIES – RESTON GATEWAY
COMPREHENSIVE PLAN AMENDMENT
SUB-UNITS D-4 AND D-5

STATEMENT OF JUSTIFICATION

I. Introduction

Reston Corporate Center LP, Reston Town Center Office Park Phase One LP, Discovery Square, L.L.C., and Reston VA 939 L.L.C. (collectively, the "Owners") are the owners of property located north of the Dulles Toll Road, south of the W & OD Trail, east of Town Center Parkway, and west of Reston Parkway. The properties are identified on the Fairfax County Tax Map as 17-3 ((1)) Parcels 5, 5H1, 29A, 29B, and 35 (the "Property"). On behalf of the Owners, Cooley Godward Kronish LLP (the "Nominator") requests approval of a Comprehensive Plan Amendment to provide additional opportunities for transit-oriented mixed-use development at densities appropriate for properties located in close proximity to a transit station.

II. Comprehensive Plan Amendment

The Property is within Sub-Units D-4 and D-5 of the Reston-Herndon Suburban Center portion of the Fairfax County Comprehensive Plan. The Property also is within the Reston Parkway Transit Station Area and is served by an existing bus transfer station previously proffered by the Owners. The Comprehensive Plan currently recommends baseline development of office, retail, residential, and community-serving uses at intensities between .70 and 1.0 FAR (reflective of the Property's current non-residential zoning) or residential use up to 30 dwelling units per acre. The Plan also contains transit-related development options recommending mixed-use development up to 1.0 FAR for the Property with the establishment of bus rapid transit and up to 1.5 FAR for Sub-Unit D-4 with the funding of rail transit. The Comprehensive Plan does not provide a rail-oriented development option for Sub-Unit D-5.

A. Rail-Oriented Residential Mixed-Use Development

The current Comprehensive Plan recommendations for the Property provide guidance regarding transit-oriented, mixed-use development in the vicinity of the planned Reston Parkway transit station. However, the Plan's current recommendations do not properly reflect the station's status as the only rail station along the Dulles Corridor for which there are no park-and-ride facilities planned. Nor do the current Plan's recommendations provide for the critical mass of development necessary to functionally and visually link the Reston Town Center with the Reston Parkway Transit Station Area in a manner that creates a sense of place and connection through retail areas, pedestrian-friendly streetscapes, and public gathering areas.

As noted, the Reston Parkway transit station is the only rail station along the entire Dulles Corridor that will not have park-and-ride facilities principally dedicated to serving commuters leaving the transit station area for other destinations. Instead, the Reston Parkway station is intended and programmed to be both a destination station and an origination station. The destinations served by the Reston Parkway transit station include the existing Reston Town

Center and its environs, as well as new employment and retail opportunities that can and should be created in the vicinity of the station platform. Transit trips originating at this station similarly will come from residents of the existing Town Center and from new residences that can and should be established in proximity to the Reston Parkway station. In this respect, the function of the Reston Parkway transit station will mirror that of several Tysons Corner transit stations, for which Fairfax County is considering awarding densities of 5.0 FAR and above.

The Plan's current transit-oriented recommendations for Land Units D-4 and D-5 are not significantly greater than the existing level of development and, therefore, are not sufficient to encourage the development or redevelopment of the Reston Parkway transit station area as Fairfax County envisions. Specifically, the current Comprehensive Plan does not allow a sufficient amount of development or building height to support many of the public infrastructure improvements and residential amenities the County anticipates for development in the transit station area. Further, the existing Plan recommendations speak to the need to link the Reston Town Center Urban Core with the rail station, but do not provide sufficient incentives to do so in a comprehensive, pedestrian-oriented manner that is economically viable, despite the fact that a portion of the Property is presently vacant or underdeveloped.

The proposed Comprehensive Plan language provides rail-oriented residential mixed-use options that better support the goal of establishing transit-oriented development adjacent to the Reston Parkway transit station and connecting the station to the existing Reston Town Center Urban Core. The development of a mix of uses including office, hotel, residential, and retail up to 5.0 FAR for Sub-Unit D-4 and up to 3.5 FAR for Sub-Unit D-5 with substantial parcel consolidation provides the incentives needed to ensure coordinated development across land bays. Such incentives create greater opportunities for larger centralized open spaces, a critical mass of residential buildings with street-level retail, more extensive pedestrian connections, and coordinated vehicular circulation.

B. Sustainability Opportunities

The proposed language also will help the County better achieve its sustainability goals by providing incentives to avoid sprawling development that is inconsistent with the type of urban-style mixed-use development the County envisions for the area. By creating higher density nodes of mixed-use development near transit stations, which has become an even more important objective for the County since the adoption of the current Plan guidance, the County can discourage more sprawling developments elsewhere in the County where transit service is less readily available. This planning theme is evident throughout the County's draft recommendations for the Tysons Corner transit stations and can and should be replicated here.

III. Conclusion

The proposed Comprehensive Plan Amendment improves upon the existing recommendations regarding transit-oriented, mixed-use development within the Reston Parkway Transit Station Area and eliminates land use inequities by providing a rail-oriented development option for Sub-Unit D-5. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.

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