

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.

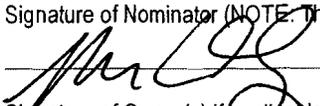
PART 1. NOMINATOR/AGENT INFORMATION

Name: Mark C. Looney Daytime Phone: 703-456-8652

Address: 11951 Freedom Drive, Suite 1500
Reston, VA 20190

Nominator E-mail Address: mlooney@cooley.com

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



Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) _____

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

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/27/08</u>
Date Accepted:	<u>7-28-08 cor</u>
Planning District:	<u>HH</u>
Special Area:	_____

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 8 (including one office condominium property with 22 units)

Total aggregate size of all nominated parcels (in acres and square feet): 28.5 acres 1,241,481 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes No

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

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

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

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

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Please see attached Comprehensive Plan text.

b. CURRENT PLAN MAP DESIGNATION: Mixed Use

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

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). Please 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?) Mixed-use office, residential, hotel and retail development up to 180 feet in height 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: $\frac{2.5 \text{ (G-5)}}{2.0 \text{ (G-6)}}$ TOTAL Gross Square Feet: $\frac{908,175 \text{ SF (G-5)}}{1,756,422 \text{ SF (G-6)}}$
 2,664,597 SF (Total)

Categories	Percent of Total FAR	Square feet
Office	20%	532,919 SF
Retail	5%	133,230 SF
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	75%	1,998,448 SF
TOTAL	100%	2,664,597 SF

*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 70 du/ac
 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)	1,998 du	1,000 SF	1,998,448 SF
TOTAL:	1,998 du	1,000 SF	1,998,448 SF

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). Please 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?) Mixed-use office, residential, hotel and retail development up to 180 feet in height with structured parking.

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space
 Mixed Use (specify uses in table) 908,175 SF (G-5)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.5 (G-5) TOTAL Gross Square Feet: 1,756,422 SF (G-5)
2.0 (G-6) 2,664,597 SF (Total)

Categories	Percent of Total FAR	Square feet
Office	55%	1,465,528 SF
Retail	5%	133,230 SF
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40%	1,065,839 SF
TOTAL	100%	2,664,597 SF

*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 checked="" type="checkbox"/> 20+ (specify 10 unit density range) |
| <input type="checkbox"/> 3 - 4 du/ac | <u>40 du/ac</u> |
| <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)	1,066 du	1,000 SF	1,065,839SF
TOTAL:	1,066 du	1,000 SF	1,065,839 SF

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). Please 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?) Mixed-use office, residential, hotel and retail development up to 180 feet in height with structured parking.

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space
 Mixed Use (specify uses in table) 726,540 SF (G-5)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.0 (G-5) TOTAL Gross Square Feet: 1,317,316 SF (G-6)
1.5 (G-6) 2,043,856 SF (Total)

Categories	Percent of Total FAR	Square feet
Office	20%	408,771 SF
Retail	5%	102,193 SF
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	75%	1,532,892 SF
TOTAL	100%	2,043,856 SF

*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 checked="" type="checkbox"/> 20+ (specify 10 unit density range) |
| <input type="checkbox"/> 3 - 4 du/ac | <u>60 du/ac</u> |
| <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)	1,533 du	1,000 SF	1,532,892 SF
TOTAL:	1,533 du	1,000 SF	1,532,892 SF

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). Please 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?) Mixed-use office, residential, hotel and retail development up to 180 feet in height with structured parking.

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space
 Mixed Use (specify uses in table)

726,540 SF (G-5)
 1,317,316 SF (G-6)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.0 (G-5) TOTAL Gross Square Feet: 1,317,316 SF (G-6)
1.5 (G-6) 2,043,856 SF (Total)

Categories	Percent of Total FAR	Square feet
Office	55%	1,124,121 SF
Retail	5%	102,193 SF
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40%	817,542 SF
TOTAL	100%	2,043,856 SF

*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)
30 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)	818 du	1,000 SF	817,542 SF
TOTAL:	818 du	1,000 SF	817,542 SF

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

**Wiehle Avenue Transit Station Area
Comprehensive Plan Amendment
Property Information Table**

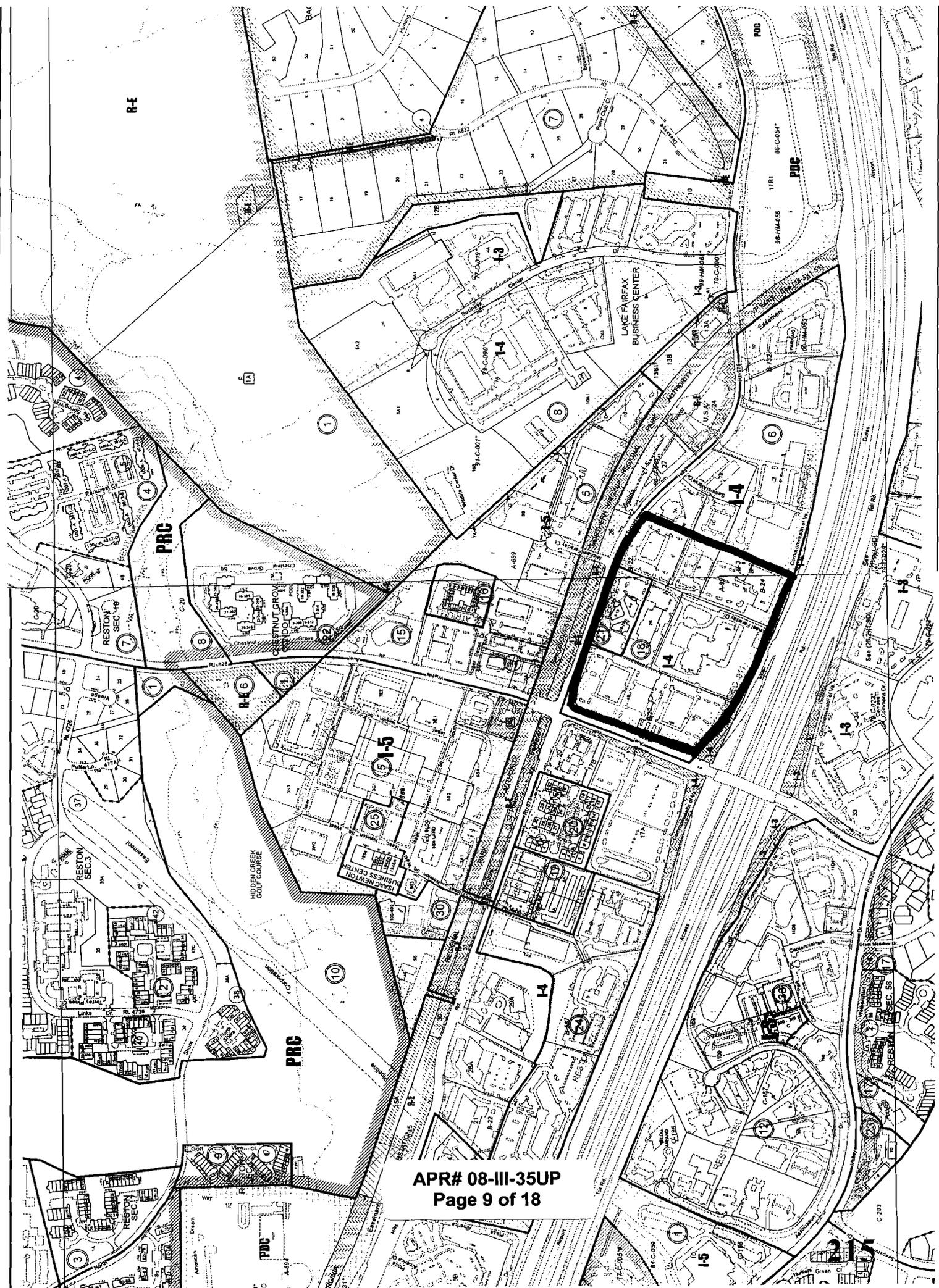
Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
17-4 ((18)) 1B	1831 Wiehle Avenue Reston, VA 20190	JBG 1831 Wiehle LLC	4445 Willard Avenue Suite 400 Chevy Chase, MD 20815	4.28	7007 0220 0001 5858 0045
17-4 ((18)) 1A	1861 Wiehle Avenue Reston, VA 20190	Royco Inc.	8121 Georgia Avenue Suite 500 Silver Spring, MD 20910	4.06	7007 0220 0001 5858 0052
17-4 ((18)) 2B	1840 Michael Faraday Dr. Reston, VA 20190	The Chevy Chase Land Company of Montgomery Co. MD	8401 Connecticut Ave. #PH Chevy Chase, MD 20815	2.35	7007 0220 0001 5858 0069
17-4 ((18)) 3	1860 Michael Faraday Dr. Reston, VA 20190	Trison LLC	c/o The Rockcrest Group 14800 Conference Center Drive, Suite 201 Chantilly, VA 20151	6.91	7007 0220 0001 5858 007 7005 1820 0003 8687 9167
18-3 ((6)) 6	1831 Michael Faraday Dr. Reston, VA 20190	Learning Tree International USA Inc.	1805 Library Street Reston, VA 20190	3.85	7007 0220 0001 5858 0083
18-3 ((6)) 5	1825 Michael Faraday Dr. Reston, VA 20190	Hardwood Plywood Manufacturers Assn.	1825 Michael Faraday Dr. Reston, VA 20190	1.58	7007 0220 0001 5858 0090
18-3 ((6)) 4	1821 Michael Faraday Dr. Reston, VA 20190	Faraday Drive Assoc LP	250 Gibraltar Rd. 3 rd Floor West Horsham, PA 19044	2.82	7007 0220 0001 5858 0106
17-4 ((21)) 8	1800 Michael Faraday Dr. Reston, VA 20190	Carlene D. Marcus Tr.	11625 Cedar Chase La. Herndon, VA 20170	2.65*	7007 0220 0001 5858 0113
17-4 ((21)) 5	1800 Michael Faraday Dr. Reston, VA 20190	Abolghasem Asadi Moghadam and Roohangiz A. Moghadam	11415 Purple Beech Dr., Unit 5 Reston, VA 20191	0*	7007 0220 0001 5858 0120
17-4 ((21)) 4	1800 Michael Faraday Dr. Reston, VA 20190	MPH LLC	124 Park St., Unit 201 Vienna, VA 22180	0*	7005 1820 0003 8687 9150 7007 0220 0001 5858 0137
17-4 ((21)) 6	1800 Michael Faraday Dr. Reston, VA 20190	Leslie A. Rye and John K. Coleman	1800 Michael Faraday Dr., Ste.6 Reston, VA 20190	0*	7007 0220 0001 5858 0144
17-4 ((21)) 13	1810 Michael Faraday Dr. Reston, VA 20190	David J. and Ellen L. Surprise, Trs	1410 Crowell Road Vienna, VA 22182	0*	7007 0220 0001 5858 0151
17-4 ((21)) 2	1800 Michael Faraday Dr. Reston, VA 20190	Victor T. Tsou	10706 Simpson Mews La. Fairfax, VA 22030	0*	7007 0220 0001 5858 0168
17-4 ((21)) 3	1800 Michael Faraday Dr. Reston, VA 20190	Victor T. Tsou	10706 Simpson Mews La. Fairfax, VA 22030	0*	7007 0220 0001 5858 0168
17-4 ((21)) 15	1810 Michael Faraday Dr. Reston, VA 20190	Richard G. and Susan K. Ammerman	2607 Mountain Laurel Ct. Reston, VA 20191	0*	7007 0220 0001 5858 0175

*2.65 acres (including site area for all 22 office condominium units within Faraday Professional Center per approved site plan).
Ownership information for the common land area is not available in Fairfax County's Real Estate Assessment records.

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
17-4 ((21)) 14	1810 Michael Faraday Dr. Reston, VA 20190	Michael J. Arons Tr.	1810 Michael Faraday Dr. Suite 14 Reston, VA 20190	0*	7007 0220 0001 5858 0182
17-4 ((21)) 12	1810 Michael Faraday Dr. Reston, VA 20190	Paul Bruce	1810 Michael Faraday Dr. Suite 12 Reston, VA 20190	0*	7007 0220 0001 5858 0199
17-4 ((21)) 7	1800 Michael Faraday Dr. Reston, VA 20190	Charles E. Burt	22563 Forest Manor Dr. Ashburn, VA 20148	0*	7007 0220 0001 5858 0205
17-4 ((21)) 1	1800 Michael Faraday Dr. Reston, VA 20190	CDA Group LLC	1800 Michael Faraday Dr. Unit 100 Reston, VA 20190	0*	7007 0220 0001 5858 0212
17-4 ((21)) 16	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 20	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 22	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 21	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 19	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 17	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 18	1820 Michael Faraday Dr. Reston, VA 20190	Vera and Inder Chawla	10317 Holly Hill Place Potomac, MD 20854	0*	7007 0220 0001 5858 0229
17-4 ((21)) 9	1810 Michael Faraday Dr. Reston, VA 20190	Robert D. Dain and Robert A. Nicoli	1810 Michael Faraday Dr. Suite 9 Reston, VA 20190	0*	7007 0220 0001 5858 0236
17-4 ((21)) 10	1810 Michael Faraday Dr. Reston, VA 20190	Robert D. Dain	1810 Michael Faraday Dr. Suite 10 Reston, VA 20190	0*	7007 0220 0001 5858 0243
17-4 ((21)) 11	1810 Michael Faraday Dr. Reston, VA 20190	Abdul Q. Khair et al	c/o Peppers Texas Bar-B-Q 706 Tonquin Place Leesburg, VA 20176	0*	7007 0220 0001 5858 0250

367197 v3/RE

*2.65 acres (including site area for all 22 office condominium units within Faraday Professional Center per approved site plan).
Ownership information for the common land area is not available in Fairfax County's Real Estate Assessment records.



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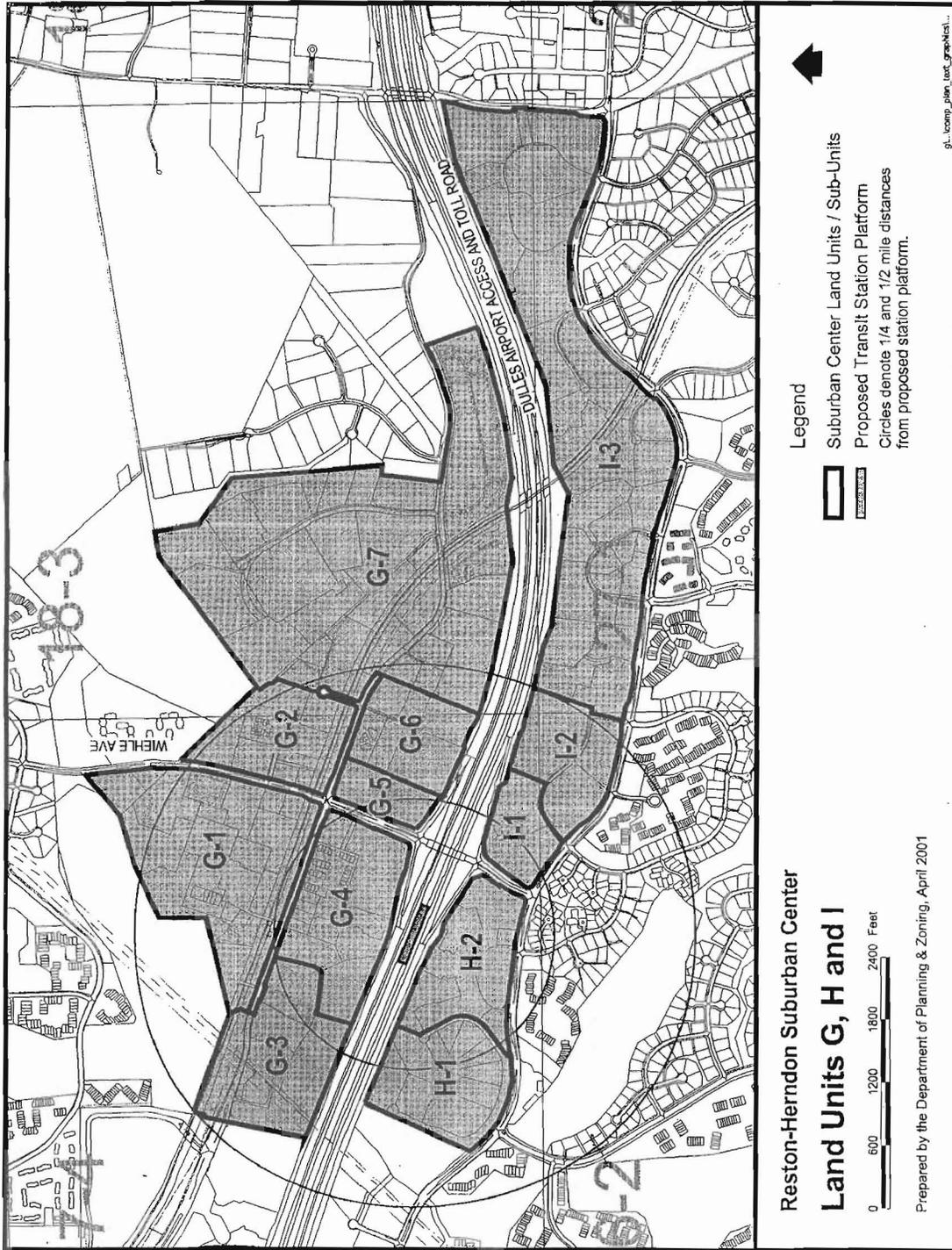


FIGURE 11

- 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 second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Sub-unit G-5 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-5 consists of a two-building office park and is bounded on the north by Sunset Hills Road, on the west by Wiehle Avenue and on the south by 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 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 G-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 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 1.5 FAR may be considered for Sub-unit G-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 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Both parcels in the sub-unit should be consolidated.
- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- 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 G-6 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-6 is located along the south side of Sunset Hills Road, east of the Wiehle Avenue intersection. It is currently developed with office and limited support retail uses.

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 G-6 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 G-7

Sub-unit G-7 is located along Sunset Hills Road, east of the Wiehle Avenue TSA. Development in the sub-unit includes office uses and a US Post Office facility. This sub-unit is planned for a mix of office, R&D, and industrial “flex space” uses up to .50 FAR.

The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

- a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;

**WIEHLE AVENUE TRANSIT STATION AREA
COMPREHENSIVE PLAN AMENDMENT
SUB-UNITS G-5 AND G-6**

PROPOSED COMPREHENSIVE PLAN

Sub-unit G-5 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-5 consists of a two-building office park and is bounded on the north by Sunset Hills Road, on the west by Wiehle Avenue and on the south by 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 the 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 G-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 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 pathways, 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 2.0 FAR may be considered for Sub-unit G-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 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Both parcels in the sub-unit should be consolidated
- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- 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 vehicular drives and/or streets.

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 G-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 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- At a minimum, both parcels in the sub-unit should be consolidated. In addition, substantial, logical parcel consolidation with parcels in Sub-unit G-6 is encouraged to provide a coordinated plan of development for Sub-units G-5 and G-6.
- 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 street-level retail to encourage pedestrian movement between the Metro station, the sub-units, and adjacent land areas. The public plaza or green may be located within Sub-unit G-6 under a coordinated plan of development for Sub-units G-5 and G-6.
- The floor area recommended for Sub-unit G-5 may be combined with the floor area available in Sub-unit G-5 and/or Sub-unit G-6 under a coordinated plan of development for Sub-units G-5 and G-6.
- The mix of uses recommended for Sub-unit G-5 may be established within the total area of the coordinated plan of development for Sub-units G-5 and/or G-6 rather than on a parcel-by-parcel basis, and may be phased over time.
- A vehicular connection between Wiehle Avenue and Michael Faraday Drive is encouraged to provide consolidated vehicular access to Sub-units G-5 and G-6. Parking structures that do not front principally on pedestrian areas and shared parking should be provided to the maximum extent possible.
- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- Building heights should be limited to 180 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 vehicular drives and/or streets.

- Residential uses may be located less than 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 less than 75 feet from the Dulles Airport Access and Toll Road right-of-way, provided such uses include appropriate noise mitigation measures.

Sub-unit G-6 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-6 is located along the south side of Sunset Hills Road, east of the Wiehle Avenue intersection. It is currently developed with office and limited support retail uses.

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 the 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 G-6 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 1.5 FAR may be considered for Sub-unit G-6 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 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development, with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- The parcels within the sub-unit should be consolidated to the maximum extent possible.
- 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 vehicular drives and/or streets.

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 2.0 FAR may be considered for Sub-unit G-6 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 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- The parcels within the sub-unit should be consolidated to the maximum extent possible. In addition, substantial, logical parcel consolidation with parcels in Sub-unit G-5 is encouraged to provide a coordinated plan of development for Sub-units G-5 and G-6.
- 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 street-level retail to encourage pedestrian movement between the Metro station, the sub-unit, and adjacent land areas. The public plaza or green may be located within Sub-unit G-5 under a coordinated plan of development for Sub-units G-5 and G-6.
- The floor area recommended for Sub-unit G-6 may be combined with the floor area available in Sub-unit G-5 under a coordinated plan of development for Sub-units G-5 and/or G-6.
- The mix of uses recommended for Sub-unit G-6 may be established within the total area of the coordinated plan of development for Sub-units G-5 and/or G-6 rather than on a parcel-by-parcel basis, and may be phased over time.
- A vehicular connection between Wiehle Avenue and Michael Faraday Drive is encouraged to provide consolidated vehicular access to Sub-units G-5 and G-6. Parking structures that do not front principally on pedestrian areas and shared parking should be provided to the maximum extent possible.
- Building heights should be limited to 180 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 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.

**WIEHLE AVENUE TRANSIT STATION AREA
COMPREHENSIVE PLAN AMENDMENT
SUB-UNITS G-5 AND G-6**

STATEMENT OF JUSTIFICATION

I. Introduction

The JBG Companies, Royco, Inc., The Chevy Chase Land Company, Trison LLC, Faraday Drive Associates, LP, Toll Brothers, the Hardwood Plywood and Veneer Association, and Learning Tree International (collectively, the “Owners”) are the owners of property located within the northeastern quadrant of the intersection of the Dulles Toll Road and Wiehle Avenue. The properties, including an additionally nominated condominium property not owned by the Owners, are identified on the Fairfax County Tax Map as 17-4 ((18)) Parcels 1A, 1B, 2B, and 3, 17-4 ((21)) Parcels 1-22, and 18-3 ((6)) Parcels 4-6 (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 G-5 and G-6 of the Reston-Herndon Suburban Center portion of the Fairfax County Comprehensive Plan. The Property also is within the Wiehle Avenue Transit Station Area. The Comprehensive Plan currently recommends baseline development of office use at 0.50 FAR 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 G-5 with the funding of rail transit. The Comprehensive Plan does not provide a rail-oriented development option for Sub-Unit G-6.

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 Wiehle Avenue transit station. However, the Plan’s current density recommendations do not provide for the critical mass of development necessary to achieve an active, people-oriented place with street-level retail, pedestrian-friendly streetscapes, and public gathering areas in a more urban-style of development.

Further, the Plan’s current density recommendations are not significantly greater than the existing level of development, and therefore, are not sufficient to encourage the redevelopment of the transit station area as Fairfax County envisions. Specifically, the density limitations in the current Comprehensive Plan do not allow a sufficient amount of development to support many of the public infrastructure improvements and residential amenities the County anticipates for development in the transit station area. The costs of removing all or most of the existing, revenue-producing, low-rise structures, combined with the extensive improvements anticipated

by the County, including substantial structured parking, make use of the Property infeasible under the current Comprehensive Plan recommendations for transit-oriented development.

The proposed Comprehensive Plan language provides a rail-oriented residential mixed-use option that better supports the goal of establishing transit-oriented development proximate to the nearly-funded Wiehle Avenue transit station. The development of a mix of uses including office, hotel, residential, and retail up to 2.5 FAR for Sub-Unit G-5 and up to 2.0 FAR for Sub-Unit G-6 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 street-level retail, more extensive pedestrian connections, and coordinated vehicular circulation.

The proposed densities make redevelopment of the Property feasible for the type of pedestrian-oriented, urban-style of development the County envisions for its transit station areas. Linking higher densities to substantial parcel consolidation and coordinated development efforts will encourage the significant investment in public infrastructure and amenities necessary for successful transit-oriented development, such as the construction of a grade-separated pedestrian connection across Wiehle Avenue, a vehicular connection between Wiehle Avenue and Michael Faraday Drive, and an extensive pedestrian network with substantial streetscape improvements.

B. Pedestrian Network Improvements

The proposed Comprehensive Plan Amendment supports the establishment of a well-designed pedestrian network that is critical to achieving successful transit-oriented, mixed-use development. By encouraging a coordinated plan of development for the parcels within Sub-Units G-5 and G-6, the proposed Plan language provides an opportunity to establish a coordinated system of pedestrian connections to facilitate access to the planned transit station. Such a pedestrian network would be enhanced by street-level retail space, substantially improved streetscaping, and public gathering areas to encourage greater pedestrian movement through and within the Property.

C. Transportation Network Improvements

The proposed Comprehensive Plan language includes a recommendation for a vehicular connection between Wiehle Avenue and Michael Faraday Drive. Such a connection would relieve pressure on the Wiehle Avenue/Sunset Hills Road intersection and would provide a coordinated vehicular site access and circulation pattern for Sub-Units G-5 and G-6, as recommended by the Reston Metrorail Access Group.

III. Conclusion

The Nominator's proposed Comprehensive Plan Amendment improves upon the existing recommendations regarding transit-oriented, mixed-use development within the Wiehle Avenue Transit Station Area and remedies the omission of a rail-oriented development option for Sub-Unit G-6. The Nominator, therefore, respectfully request the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.