

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: Inda E. Stagg, Agent Daytime Phone: (703) 528-4700

Address: c/o Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Boulevard, Suite 1300, Arlington, VA 22201

Nominator E-mail Address: Istagg@arl.thelandlawyers.com

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

Inda E. Stagg

THIS BOX FOR STAFF USE ONLY

Date Received: 6/27/08

Date Accepted: 7-15-08 CAR

Planning District: Hunter Mill

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.) N/A

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

N/A

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 26.78 acres 1,166,424 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 Attachment 1, Pages 1-3.

b. CURRENT PLAN MAP DESIGNATION: Office

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). See Attachment 1, Pages 3-5.

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?) See Attachment 1, Page 5.

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: 0.5 - 3.0 TOTAL Gross Square Feet: 583,212 - 3,499,272
chart-for rail oriented mixed use option at 3.0 FAR

Categories	Percent of Total FAR	Square feet
Office /Retail/Restaurant	40% - 50%	1,399,708.8 - 1,749,636.
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*/Hotel	60% - 50%	2,099,563.2 - 1,749,636
TOTAL	100%	3,499,272

*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 (Circle 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 _____
- 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)	2,100 to 1,749	1,000	2,099,563.2 1,749,636
TOTAL:	2,100 to 1,749	1,000	2,099,563.2 1,749,636

PART 5: MAP OF SUBJECT PROPERTY See Attachment 2

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 See Attachment 3

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

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

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Siz In Acres	Signature of Owner or Certified Receipt Number
17-3 ((8)) 2A	2001 Edmund Halley Drive	Reston Crossing LP	45 Rockefeller PZ c/o Tishman Speyer New York, NY 10111	16.22	7007 3020 0000 6581 0702
17-3 ((8)) (3A) 2A	2000 Edmund Halley Drive	James Campbell Company L.L.C.	4100 N. Fairfax Drive, Suite 720 Arlington, VA 22203	5.77	7007 3020 0000 6581 0696
17-3 ((8)) (3A) 2B	2002 Edmund Halley Drive	James Campbell Company L.L.C.	4100 N. Fairfax Drive, Suite 720 Arlington, VA 22203	4.77	7007 3020 0000 6581 0696

Part 4: Current and Proposed Comprehensive Plan and Zoning Designations

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property:

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

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use 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 their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3 ((8)) 1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three 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 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 E-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 condition should be met:

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

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-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.

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 8 acres within Sub-unit E-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 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.

b. CURRENT PLAN MAP DESIGNATION:

Office

c. CURRENT ZONING DESIGNATION:

I-4 (Medium Intensity Residential)

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION:

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, ~~including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.~~

This sub-unit is planned for office use at .50 FAR or residential use 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 their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3 ((8)) 1A₁; and 1B (which are in Sub Unit E-5) and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

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- To the extent possible, development plans for the three 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 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 E-4 provided that the mix of uses includes office, hotel, institutional and support retail/restaurant use. The office use may not exceed 70% of the total gross floor area and support retail/restaurant use, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential and/or hotel component and a non-residential component that includes office, ~~hotel~~, and support retail/restaurant use. The residential/hotel 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/restaurant use, 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.

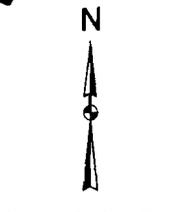
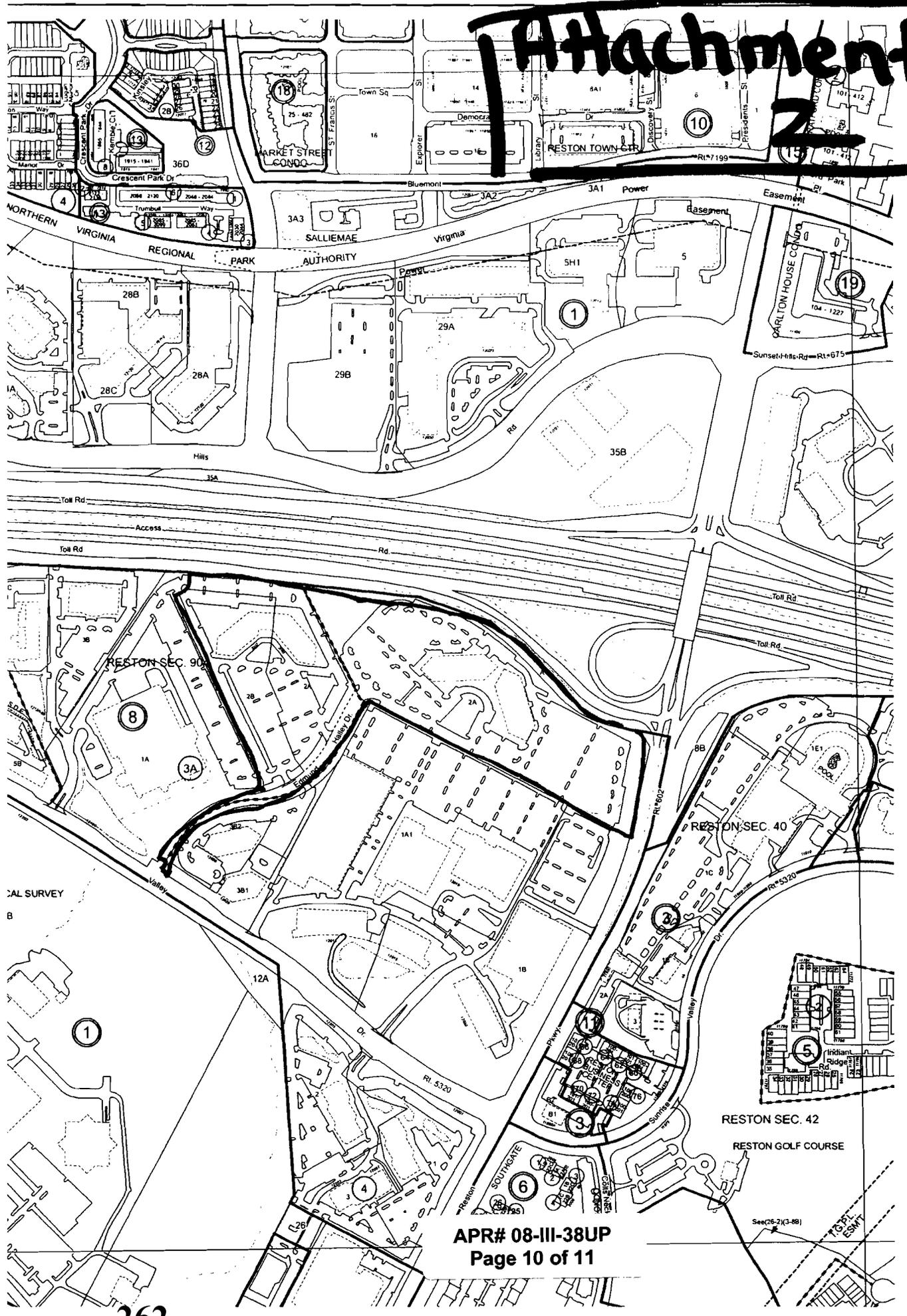
Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a ~~2.0~~ 3.0 FAR may be considered ~~for the 8 acres within Sub-unit E 4 located closest to the rail station,~~ provided that the mix of uses includes a residential/hotel component and a non-residential component that includes office, ~~hotel,~~ and support retail/restaurant use. The residential/hotel 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/restaurant 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.
- Dedication of an approximately 95 foot wide strip along the western portion of TM 17-3 ((8)) 2A to accommodate a turn-around for the planned, adjacent Kiss-and-Ride facility.
- Dedication for public use of the strip of land known as “Edmund Halley Drive” that links this sub-unit to Sunrise Valley Drive.
- 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 ~~440~~ 200 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.

e. DESCRIBE WHAT DEVELOPMENT UNDER THE NEW PLAN WOULD LOOK LIKE. (What uses? Types of buildings? Building heights? Surface or structured parking? Typical unit size?)

It is assumed that all options under this plan, with the exception of the “Rail Oriented Residential Mixed Use Option”, will result in the retention of existing buildings and the construction of new development within areas currently used as surface parking lots. In order to meet parking requirements, structured parking would most likely be required. Additional development intensity/density, will result in a greater mix of uses that is more transit oriented than the current office development.

Attachment 2

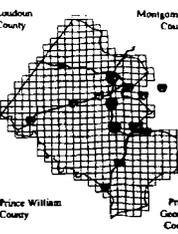


Map Scale: 1" = 110' (1:13200)
 1:13200
 Vertical Datum: NAVD 83
 Horizontal Datum: NAD 83
 Projection: UTM
 Zone: 18N
 Spheroid: GRS 1980
 Datum: North American Datum 1983

GENERAL NOTES

MARINE CLAY DEPOSITS
 The location of Marine Clay Deposits shown on this map was prepared in a survey and is not to be relied upon.

The information contained on this map is NOT to be construed as a warranty of accuracy. It is not a survey and is not to be used for the design, construction or maintenance of any structure or facility. The user of this map is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of this map is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of this map is responsible for obtaining all necessary permits and approvals from the appropriate authorities.



ADMINISTRATIVE INDEX

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SHEET INDEX

CADASTRAL MAP

17-3

Revised to: 01 - 01 - 2000

Prepared by:
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 Geographic Information Services
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**ATTACHMENT 3
JUSTIFICATION
(Part 6 of the North County APR Nomination Form)**

Part 6: JUSTIFICATION

This APR Nomination is prompted by a change in circumstance brought about by the proposed location of the Reston Parkway rail station immediately adjacent to this sub-unit.

The current comprehensive plan language does not reflect significant development intensity to make redevelopment of the Sub-Unit financially feasible. If the sub-unit is to be developed as a true "transit oriented development" as defined in the Fairfax County Policy Plan, then a greater density/intensity must be permitted near planned rail stations and a more comprehensive mix of uses must be permitted.

The Current Plan language does not recommend restaurant uses; however, restaurant uses, including fast food uses, such as coffee houses, deli's and the like, help to activate the streetscape and make the walk to the rail station a pleasant experience.

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