

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: Martin D. Walsh Daytime Phone: (703) 528-4700

Address: Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Blvd., 13th Flr., Arlington, VA 22201

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

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

Martin D. Walsh

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/27/08</u>
Date Accepted:	<u>7-22-08 CAR</u>
Planning District:	<u>HM</u>
Special Area:	_____

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

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: 9

Total aggregate size of all nominated parcels (in acres and square feet) 29.33 acres¹, 277,789 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: Sub-unit H-2 office at .50 FAR or residential up to 30 du/ac.

option for transit-oriented mixed use up to a 1.25. Please see attached.

b. CURRENT PLAN MAP DESIGNATION: office

c. CURRENT ZONING DESIGNATION: 1-3

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). Retain base Plan language, add rail-oriented mixed-use options 1 and 2 with potential for up to a 2.0 and 2.5 FAR, respectively. Please see attached.

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Mixed-use with structured parking, pedestrian-oriented, building heights up to 225 feet for signature buildings closest to Metro station.

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: up to 2.5 TOTAL Gross Square Feet: up to approximately 3,194,472.5

Categories	Percent of Total FAR	Square feet
Office, Hotel	40% - 75%	Up to approximately 1,276,308 - 2,393,078
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	25% - 60%	Up to approximately 797,693 - 1,914,462
TOTAL	100%	

*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. To be determined upon final percentage.

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)			
TOTAL			

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

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

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

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



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

Part 4(a.): Current Comprehensive Plan Text

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

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

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel, or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Part 4(d.): Proposed Comprehensive Plan Text

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

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

This sub-unit is planned for office use at .50 FAR or residential uses 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 (Bus)-oriented Mixed-Use Option – A mixed-use development up to a 1.25 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% 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 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 Sub-unit H-2, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% 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%-75% of the total gross floor area of the development. Educational uses up to 10% of the gross floor area may be substituted for residential uses. In addition, the following conditions should be met:

- Logical parcel consolidation within Land Unit H-2 should be achieved especially in proximity to the rail platform.

- The recommended mix of uses and parking for the sub-unit may be established within the total area for sub-unit H-2, rather than on a parcel-by-parcel basis.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Pedestrian links, minimizing the interface between pedestrians and vehicular traffic to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site and shared parking to the maximum extent possible.
- Building heights should be limited to 180 feet along the DAAR and 50 feet along Sunrise Valley Drive, provided that a gateway building may be appropriate at the northeast intersection of Association Drive and Sunrise Valley Drive at up to 150 feet in height and should incorporate architectural features to minimize its mass and bulk. Two (2) Gateway or Signature buildings located immediately adjacent to the Metro station platform entrance may be up to 225 feet in height.
- 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.
- Office buildings should be set back at least 50 feet from the DARR right-of-way; however, parking structures supporting all uses shall be permitted within the setback

Rail-oriented Mixed-Use Option 2 – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel and support retail as specified in Option 1. In addition, the following conditions should be met:

- Logical parcel consolidation within sub-unit H-2 should be achieved especially in proximity to the rail platform.
- The site should provide direct pedestrian access to the rail station or be a part of a larger project, approved under a coordinated plan of development, consolidated site plan or as a concurrent application that provides direct pedestrian access to the station.
- The recommended mix of uses and parking for the Sub-unit may be established within the total area for the sub-unit or a given site plan, rather than on a parcel-by-parcel basis.
- A Park & Ride facility or comparable parking arrangement within Sub-unit H-2 with a minimum of 500 parking spaces should be provided to serve the rail station.
- Pedestrian links, minimizing the interface between pedestrians and vehicular traffic to the rail station are encouraged.

- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Building heights should be limited to 225 feet along the DAAR and should taper down to a maximum of 50 feet along Sunrise Valley Drive, provided that a gateway building may be up to 180 feet in height.
- A quality site layout should be provided with a plaza or green as a focal point for an urban, pedestrian-oriented place with street-level retail to encourage pedestrian movement between the rail station and adjacent land areas. The plaza or green may be located anywhere within Sub-unit H-2 under a coordinated plan of development for the sub-unit.
- Consolidated vehicular access to the site and shared parking should be provided to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access.
- Office buildings should be set back at least 50 feet from the DARR right-of-way; however, parking structures supporting all uses shall be permitted within the setback.

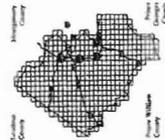


Scale: 1" = 100'

Map of Reston, Virginia, showing the location of the subject property. The map is a detailed site plan showing building footprints, parking lots, roads, and landscaping. The subject property is highlighted with a thick black outline. The map includes various zoning districts such as PRC, PDC, I-4, and I-5. The Reston Industrial Group Facility is a prominent feature in the center of the map. The map also shows the location of the Reston Creek Golf Course and the Reston Business Center. The map is divided into sections, with the subject property located in Section 15. The map is titled 'PROPERTY MAP ZONING 17-4' and is dated 'Revised to .01 . 2007'.

GENERAL NOTES

1. The map is a preliminary map and is not intended to be used for legal purposes.
2. The map is based on the latest available aerial photography and other data.
3. The map is subject to change without notice.
4. The map is not a warranty of any kind.
5. The map is not a representation of any kind.
6. The map is not a guarantee of any kind.
7. The map is not a contract of any kind.
8. The map is not a license of any kind.
9. The map is not a right of any kind.
10. The map is not a title of any kind.
11. The map is not a deed of any kind.
12. The map is not a mortgage of any kind.
13. The map is not a lease of any kind.
14. The map is not a sale of any kind.
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32. The map is not a sale of any kind.
33. The map is not a gift of any kind.
34. The map is not a loan of any kind.
35. The map is not a donation of any kind.
36. The map is not a contribution of any kind.
37. The map is not a payment of any kind.
38. The map is not a discharge of any kind.
39. The map is not a release of any kind.
40. The map is not a settlement of any kind.
41. The map is not a compromise of any kind.
42. The map is not an agreement of any kind.



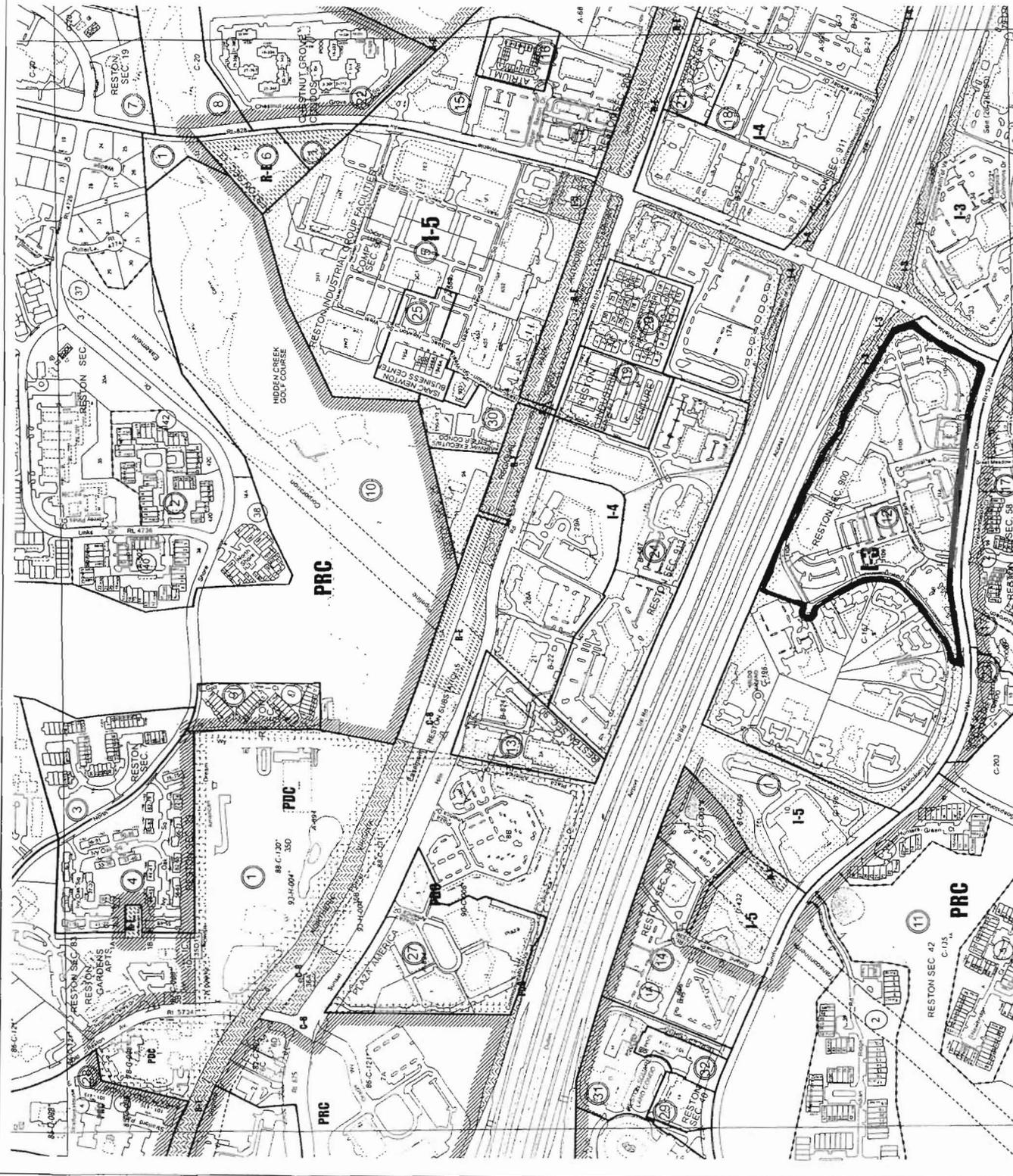
ADMINISTRATIVE INDEX

17-1	17-2	18-1
17-3	18-3	
20-1	20-2	27-1

PROPERTY MAP ZONING
17-4

Revised to .01 . 2007

City of Reston, Virginia
Planning Department



Part 6: Justification

The nomination property is located on the south side of the DAAR and immediately adjacent to (fully within the ¼ mile radius) the future Wiehle Avenue Metrorail station. This nomination proposes to retain the current base Comprehensive Plan language and proposes an increased intensity under the existing rail-oriented mixed-use option from a 1.25 FAR to a 2.0 FAR. Further, the nomination proposes a new, second rail-oriented mixed-use option suggesting development intensity up to a 2.5 FAR with the provision to relocate approximately 1,000 Metro parking spaces from the proposed Station parking garage on the north side of the DAAR to this nomination property.

In accordance with the County's adopted transit-oriented development guidance in the Policy Plan, this nomination proposes a transit oriented mixed-use development and increased density to be located immediately adjacent to the southern entrance to the Wiehle Avenue Metrorail Station. The nomination envisions coordinated, pedestrian/bicycle oriented development with public open space and signature buildings up to 225 feet in height to be located closest to the Metro platform. The proposed second mixed-use option, builds upon the first option but allows the Station park and ride spaces to be allocated on both sides of the DAAR better facilitating traffic movements within the Wiehle Metro Station area. Both options encourage pedestrian movement between the rail station and land areas both north and south of the DAAR. In addition, it seems inconsistent that the existing Comprehensive Plan for adjacent sub-unit G-4, located immediately north of the nomination property, is currently planned for up to a 2.5 FAR under the rail-oriented option, while the nomination property which is equally proximate to the future rail system only has current Plan guidance up to only a 1.25 FAR for the rail-oriented option.

The proposed additional density provides an opportunity for development consistent with the widely recognized principles of "smart-growth" in a location where direct pedestrian and bicycle access to mass transit can be achieved. Additionally, the inclusion of approximately 29.33 acres, all of Sub-unit H-2, in this planning effort will provide for flexibility and creativity in site layout and urban design.

We look forward to working with Staff on this APR nomination and hope that the attached proposed Comprehensive Plan language will be helpful in the review of this nomination. Please do not hesitate to call me if you have any questions or require additional information concerning this nomination.

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 Size In Acres	Signature of Owner or Certified Receipt Number
0174-12-0011A	11495 Commerce Park Drive	IGS Limited Liability Co.	11495 Commerce Park Drive Reston, VA 20191	4.174	7004-2510-0006-9901-4297
0174-12-0011B	No address listed	Centennial One Limited Partnership	11490 Commerce Park Drive Suite 320, Reston, VA 20191	1.536	7004-2510-0006-9901-4280
0174-12-0011D3	1900 Centennial Park Drive	United Facilities LLC	8399 Leesburg Pike Vienna, VA 22182	0.627	7004-2510-0006-9901-4266
0174-12-0011D4	1850 Centennial Park Drive	CESC Commerce Executive Park LLC	210 Rt. 4 East c/o Vornado Realty Trust Paramus, New Jersey 07652	5.216	7004-2510-0006-9901-4259
0174-12-0011D5	11400 Commerce Park Drive	CESC Commerce Executive Park LLC	210 Rt. 4 East c/o Vornado Realty Trust Paramus, New Jersey 07652	3.368	
0174-12-0011D7	11440 Commerce Park Drive	CESC Commerce Executive Park LLC	210 Rt. 4 East c/o Vornado Realty Trust Paramus, New Jersey 07652	3.098	
0174-12-0011D8	11480 Commerce Park Drive	Riggs Bank, NA TR	P.O. Box 19156 Alexandria, VA 22320	3.740	7004-2510-0006-9901-4242
0174-12-0011D9	1913 Association Drive	Executive Two Limited Partnership	11490 Commerce Park Drive Suite 320, Reston, VA 20191	3.020	7004-2510-0006-9901-4235
0174-12-0012	No address listed (portion of Association Drive adjacent to Nomination Property)	Center for Educational Associations	c/o Maryn J. Likens 1806 Robert Fulton Drive Reston, VA 20191	4.555	7004-2510-0006-9901-4273

Current Comprehensive Plan Text

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

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

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel, or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

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

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Lambert, Richard

From: Stagg, Inda E. [istagg@arl.thelandlawyers.com]
Sent: Friday, November 13, 2009 10:29 AM
To: Lambert, Richard
Subject: RE: Follow up: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

Richard,

I have heard back from my client. They have authorized me to allow you to analyze 50% residential and 50% office. Does this notice suffice? Or do I need to break that down into GFA for you? Please let me know.

Thanks for your patience!

Inda

From: Lambert, Richard [mailto:Richard.Lambert@fairfaxcounty.gov]
Sent: Thursday, November 12, 2009 8:55 AM
To: Stagg, Inda E.
Subject: RE: Follow up: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

Good morning Ms. Stagg,

I'm just following up on APR nomination 08-III-39UP.

Thank you,

Richard

Richard A Lambert Jr

Planner I
Department of Planning & Zoning
County of Fairfax, Virginia
P: 703-324-1497
F: 703-324-3056

From: Stagg, Inda E. [mailto:istagg@arl.thelandlawyers.com]
Sent: Wednesday, November 04, 2009 1:53 PM
To: Lambert, Richard
Subject: Re: Follow up: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

I have just yesterday located the correct contact remaining at Tishman and should have an answer by Friday.

Sent using BlackBerry

APR# 08-III-39UP
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From: Lambert, Richard
To: Stagg, Inda E.
Sent: Wed Nov 04 13:50:22 2009
Subject: Follow up: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

Ms. Stagg:

Do you have any updates regarding the APR Nomination #08-III-39UP?

Thank you.

Richard A Lambert Jr

Planner I
Department of Planning & Zoning
County of Fairfax, Virginia
P: 703-324-1497
F: 703-324-3056

From: Lambert, Richard
Sent: Tuesday, October 27, 2009 10:23 AM
To: 'istagg@arl.thelandlawyers.com'
Subject: Follow up: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

Ms. Stagg:

I hope this email finds you well. Do you have any questions concerning the request for clarification sent Tuesday, October 20? If you have any questions concerning APR# 08-III-39UP, please feel free to address your response or questions to me at richard.lambert@fairfaxcounty.gov.

Sincerely,

Richard A Lambert Jr

Planner I
Department of Planning & Zoning
County of Fairfax, Virginia
P: 703-324-1497
F: 703-324-3056

From: Lambert, Richard
Sent: Tuesday, October 20, 2009 3:50 PM
To: 'istagg@arl.thelandlawyers.com'
Subject: 2008 - 2009 North County APR Nomination: 26.78 acres in the Upper Potomac, Land Unit E-4

Inda E. Stagg
2200 Clarendon Boulevard, Suite 1300
Arlington, VA 2201

Dear Ms. Stagg:

APR# 08-III-39UP
Page 15 of 16

The purpose of this email (a copy of which will be retained for the record) is to formally advise you that the above referenced 2008-2009 North County APR Nomination, assigned APR# 08-III-38UP, is being quantified for purposes of internal land use analysis for the Department of Planning & Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the Guide to the 2008 North County Area Plans Review and have the following concern:

- In Part 4g: Provide the total gross square feet and percent of Total FAR for each type of land-use identified.

Please respond to this email with the additional information requested for Part 4g.

I am the Department of Planning and Zoning staff member assigned to clarify your nomination for quantification. Please address your response or questions to me at richard.lambert@fairfaxcounty.gov.

Sincerely,

Richard A Lambert Jr

Planner I

Department of Planning & Zoning

County of Fairfax, Virginia

P: 703-324-1497

F: 703-324-3056

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