

**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: Stuart Mendelsohn Daytime Phone: (703) 720-8071

Address: Holland and Knight LLP,  
1600 Tysons Boulevard Suite 700, McLean VA 22102-4867

Nominator E-mail Address: stuart.mendelsohn@hklaw.com

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

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>6/27/08</u>
Date Accepted:	<u>7-15-08 CBR</u>
Planning District:	<u>UPPER POTOMAC</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.) \_\_\_\_\_

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

**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): 51.43 acres 2,240,186 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/](http://www.fairfaxcounty.gov/dpz/)) for your citation. It is the most current version: See Attached

b. CURRENT PLAN MAP DESIGNATION: Residential .2-.5 du/ac

c. CURRENT ZONING DESIGNATION: RE Residential Estate 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). Mixed Use  
See Attached for Proposed Plan Language

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 Attached

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: 0.35 Option TOTAL Gross Square Feet: 784,065 (without workforce housing)

Categories	Percent of Total FAR	Square feet
Office	30%	235,219
Retail	20%	156,813
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	50%	392,032
<b>TOTAL</b>	<b>100%</b>	<b>784,065</b>

\*If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.

h. RESIDENTIAL COMPONENT (Select the appropriate density range proposed and complete the table to the right):

- .1 - .2 du/ac (5-10 acre lots)
- .2 - .5 du/ac (2-5 acre lots)
- .5 - 1 du/ac (1 - 2 acre lots)
- 1 - 2 du/ac
- 2 - 3 du/ac
- 3 - 4 du/ac
- 4 - 5 du/ac
- 5 - 8 du/ac
- 8 - 12 du/ac
- 12 - 16 du/ac
- 16 - 20 du/ac
- 20+ (specify 10 unit density range)

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)	392	1000	392,000
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
<b>TOTAL:</b>	<b>392</b>	<b>1000</b>	<b>392,000</b>

\* May increase with density bonus for workforce housing.

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). Mixed Use  
See Attached for Proposed Plan Language

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 Attached

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: 0.7 Option TOTAL Gross Square Feet: 1,568,130 (without workforce housing)

Categories	Percent of Total FAR	Square feet
Office	30%	470,439
Retail	20%	313,626
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	50%	784,065
<b>TOTAL</b>	<b>100%</b>	<b>1,568,130</b>

\*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 - 40 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)	400	1000	400,000
Mid-Rise Multifamily (5-8 stories)	384	1000	384,000
High-Rise Multifamily (9 + stories)			
<b>TOTAL:</b>	<b>784</b>	<b>1000</b>	<b>784,000</b>

**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 4a. CURRENT COMPREHENSIVE PLAN TEXT

The nominated property is located in the UP-5 Reston Community Planning Sector. The current plan text reads:

The area bounded by Hunter Mill Road, Lake Fairfax Park, Sunset Hills Road, and Lake Fairfax Business Park is planned for residential development at .2-.5 dwelling units per acre as shown on the Plan map. As an option, the southeastern portion of the area may also be appropriate for institutional or public uses if all adverse impacts are satisfactorily mitigated.

Uses requiring special permit or special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the area. The cumulative effect of special permit and special exception uses should be considered prior to allowing additional uses of this type. The expansion of existing special permit and special exception uses should be considered on a case-by-case basis to determine if expanding the existing use will be in keeping with the low density residential character of the area.

Any improvement to Sunset Hills Road must be designed so as to not adversely impact the ability of the private school located on Tax Map 18-3 ((2)) 5 (formerly the Tara Reston Christian School) to operate at its authorized capacity (February 1988). Safe and convenient access for ingress and egress should be provided. Noise engineering studies should also accompany the corridor study which will have to be conducted for Sunset Hills Road in accordance with Transportation Policy Ib.

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PART 4d. PROPOSED COMPREHENSIVE PLAN LANGUAGE

Amend Upper Potomac Planning District, UP-5 Hickory Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas to read as follows-

The area within the northwest quadrant of the intersection of Hunter Mill Road and the Dulles Airport Access Road/ Toll Road ("DAAR/Toll Road") and Sunset Hills Road, lies in proximity to the Wiehle Avenue Transit Station and Land Unit G7 of the Reston Herndon Suburban Center. The Transportation Plan shows substantial interchange improvements proposed at Hunter Mill Road and the DAAR/Toll Road to facilitate the flow of traffic in and through the area. The area provides a transition from higher intensity Transit Station activity centers and the proposed interchange improvements at Hunter Mill Road and the DAAR/Toll Road, to low density stable neighborhoods. Mixed Use development with an FAR of 0.35 (not including workforce housing) is recommended for Tax Map Numbers 18-3 ((1)) 4 and 5, 18-3 ((2)) 1, 2A, 4 and 6, and 18-3 ((3)) 2A, 3A and 4A. With implementation of a shuttle bus system or bus feeder system for transportation to and from the Wiehle Avenue Metro Station location, and appropriate transportation improvements to develop the interchange at Hunter Mill Road and the DAAR/Toll Road, an option to consider Mixed Use development of up to 0.7 FAR may be considered provided the following conditions are met:

- Office and other non-residential uses with greater building heights up to an average of 90 feet are located closer to the Dulles Airport Access Road and away from stable residential neighborhoods to the north;
- Residential uses are located in the northern portion of the area to complement the existing stable neighborhoods, with substantial buffers to shield existing neighborhoods from the DAAR transportation corridor;
- Transportation Demand Management measures are utilized to the maximum extent possible;
- Workforce housing is provided in accordance with County policies. Provision of workforce housing that exceeds the maximum required by County policies may result in an increase in FAR of 0.2 over the densities listed above for every 2% of additional housing provided.

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#### PART 4e. PROPOSED DEVELOPMENT DESCRIPTION

With adoption of the proposed nomination, a mixed use development could take place at an FAR of 0.35 under the base density, with the option to increase density up to 0.70 with the implementation of a shuttle bus system or feeder bus system and interchange improvements now planned for the intersection of Hunter Mill Road and the Dulles Airport Access Road/ Toll Road ("DAAR/Toll Road"). The mixed use development will consist of office and retail development oriented toward the DAAR/Toll Road and Sunset Hills Road, transitioning to smaller scale residential buildings closer to the northern portion of the site. Workforce housing is a significant element of the project, consisting of multi-family units in low to mid-rise buildings. Incentives to provide additional workforce housing have been included by increasing the overall intensity over the specified 0.7 FAR by 0.2 FAR for every 2% of additional workforce housing over the maximum policy recommendations of the County. With the construction of substantial interchange improvements currently on the Comprehensive Plan for the intersection of Hunter Mill Road and the Dulles Airport Access Road/Toll Road, the buildings on the site would be designed to function as a transition between the more intensive transportation facilities supporting significant volumes of traffic, and the very low density residential neighborhoods located further north of the site. The buildings themselves would serve as physical buffers to shield low density residential neighborhoods from noise and other impacts emanating from an intensifying transportation corridor, which will include both vehicle and rail traffic. Building heights up to an average of 90 feet will be designed to be highest in areas closest to the DAAR/Toll Road, transitioning down to residential multi-family buildings of up to 4 stories at the northern edges of the site. Thoughtful and intelligent use of landscaped buffers will be incorporated along the north side of the property to create a physical edge to this transitional suburban center.

Implementation of a shuttle bus system or a feeder bus system is proposed between the project area and the Wiehle Avenue Metro Station, to be shared with the proposed APR nomination on the east side of Hunter Mill Road. This system, in conjunction with workforce housing well in excess of the recommended County policy, will serve to aggressively encourage the use of mass transportation, a key feature of the future Dulles transportation corridor.

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STATEMENT OF JUSTIFICATION  
HUNTER MILL WEST 2008 NORTH COUNTY APR NOMINATION

With the forward progress of the Metro Rail line to Dulles Airport and interchange improvements along the Dulles Airport Access Road/Toll Road ("DAAR/Toll Road") the areas on either side of the DAAR/ Toll Road transportation corridor will experience a transformation. Those areas that previously were reserved for very low density residential uses adjacent to this intensified transportation corridor, as described in the UP-5 Reston Community Planning Sector will be subjected to the combined impacts from large volumes of vehicular traffic and the Metro-Rail. Low density residential properties adjacent to the newly intensifying transportation corridor could suffer from degradation brought on by these impacts without an appropriate transition. As Fairfax County plans for new urban areas, the edges of the Reston-Herndon Suburban Center must be redefined and extended to include the northern quadrants of the planned interchange at Hunter Mill Road and the DAAR/Toll Road, allowing higher density mixed uses closer to the interchange, and providing a physical shield or buffer to the low density residential uses further north of the interchange.

Metro Rail Extension

The recently approved plans and the re-establishment of funding for the proposed extension of rail to Dulles Airport have created a significant change in circumstances for the proposed nomination area. The nominated property (the "Property") is now located just over a mile from the Wiehle Avenue Metro Station location, which will act as the interim terminal station of the Tysons Extended Metro Line. A bus feeder system as described on Page 24 of the Transportation Section of the Development Review Guidelines for the Reston-Herndon Suburban Center is recommended around transit stations, that can be a combination of transit types "which collect passengers from the surrounding communities and transports commuters and other riders to the transit stations. A feeder service of this nature is critical to reducing vehicle trips into each Transit Station Area and decreasing the need for parking at each transit station." The extension of the Reston- Herndon Suburban Center to the Hunter Mill Interchange logically connects a feeder bus system or a shuttle system with a well used commuter route to increase the efficiency and convenience of mass transit. Clustering workforce housing and office uses within the area of the interchange serves to further foster the use of transportation alternatives, while shielding very low density residential areas further north from the spill over effects of an over burdened transportation network.

Hunter Mill Road/ DAAR/ Toll Road Interchange

The Comprehensive Plan currently shows an interchange at the intersection of Hunter Mill Road and the DAAR/Toll Road. In recent years VDOT had initiated a project to develop improvements to the interchange, and in September of 2002 VDOT, community representatives and County staff identified four concept alternatives for further study. Due to fiscal constraints, the project has been indefinitely delayed; however, the need for critical improvements is ongoing. In addition, the intersection of Hunter Mill Road with Sunset Hills Road and the Toll Road westbound ramps, suffer from deficient spacing between traffic signals, insufficient

stacking area and turning conflicts. The amendment of the Comprehensive Plan to include the northern quadrants of the interchange into the Reston- Herndon Suburban Center, with subsequent development as proposed in the nomination, will provide the catalyst needed to proceed with the final design and construction of the interchange improvements as well as improvements to Sunset Hills Road.

### Workforce Housing

The proposed nomination incorporates workforce housing as a centerpiece of the development, surpassing that of the recently adopted Workforce Housing Policy, and provides powerful incentives to address the need for workforce housing. The ideal location of the proposed nomination with convenient access to the Wiehle Avenue Metro Station, in a mixed use development at the Hunter Mill Road DAAR/ Toll Road interchange provides an excellent opportunity to directly address deficiencies in the supply of high quality workforce housing in Fairfax County. The convenient access to the Wiehle Avenue Metro Station location enhances the desirability of the housing supply to those who qualify.

### Promotion of County Goals and Objectives

The proposed nomination, with its proximity to the Wiehle Avenue Metro Station location, and opportunities for construction improvements at the Hunter Mill Road and DAAR/Toll Road intersection will more directly address the Land Use Objectives of the Policy Plan, specifically Land Use Objective 6, which states "Fairfax County should have a land use pattern which increases transportation efficiency, encourages transit use, and decreases automobile dependency." The nomination also serves to address Objective 12, which states "Concentrate the highest level of development intensity in areas of transportation advantage."

The existing Land Use designations fail to address these provisions, and in fact create land use inequities by fostering ongoing conflicts between very low density residential properties and higher intensity transportation networks, pitting the achievement of the transportation goals of the Plan against the preservation of existing stable neighborhoods. Although ideally located at a full highway interchange, the Property is planned for very low density residential uses at 0.2 to 0.5 du/ac. No land near any other interchange along the DAAR/Toll Road, or for that matter, no land near any other interchange along the I-66 or I-495 corridor in Fairfax County is planned at a density of 0.2 to 0.5 du/ac. The long term goals of the plan are far better served by redesigning the edge of the Reston-Herndon suburban center area to acknowledge future urbanization along major highways and provide a new and more logical transition.

### Conclusion

With the evolving nature of the transportation network along the DAAR/Toll Road, and the recent adoption of the policy emphasizing the provision of workforce housing in Fairfax County, the proposed nomination offers a unique opportunity to address both the Transportation and Housing goals of the County while correcting land use inequities that have developed over time.

**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
18-3 ((2)) 2A	10718 Sunset Hills Road	John M. & Renee W. Thoburn	1630 Hunter Mill Rd Vienna, VA 22182	5.0116	<i>J.M. Thoburn, Owner</i> <i>Renee W. Thoburn, Owner</i>
18-3 ((2)) 4	10736 Sunset Hills Road	Hunter Mill West, LC	1630 Hunter Mill Rd Vienna, VA 22182	5.0	<i>J.M. Thoburn, Managing Member</i>
18-3 ((2)) 6	10800 Sunset Hills Road	Thoburn LP	1627 Hunter Mill Rd Vienna, VA 22182	5.0	<i>J.M. Thoburn, General Partner</i>
18-3 ((3)) 2A	1620 Hunter Mill Road	Robert L. & Rosemary S. Thoburn	1620 Hunter Mill Rd Vienna, VA 22182	5.0	<i>Robert L. Thoburn, Owner</i> <i>Rosemary S. Thoburn, Owner</i>
18-3 ((3)) 3A	1624 Hunter Mill Road	Hunter Mill West, LC	1624 Hunter Mill Rd Vienna, VA 22182	12.43	<i>J.M. Thoburn, Managing Member</i>
18-3 ((3)) 4A	10700 Sunset Hills Road	Thoburn LP	1630 Hunter Mill Rd Vienna, VA 22182	6.2610	<i>J.M. Thoburn, General Partner</i>
18-3 ((1)) 4	1628 Hunter Mill Road	Hunter Mill West, LC	1628 Hunter Mill Rd Vienna, VA 22182	2.6935	<i>J.M. Thoburn, Managing Member</i>
18-3 ((1)) 5	1630 Hunter Mill Road	Hunter Mill West, LC	1630 Hunter Mill Rd Vienna, VA 22182	2.5989	<i>J.M. Thoburn, Managing Member</i>
18-3 ((2)) 1	10728 Sunset Hills Road	John M. & Renee W. Thoburn	1630 Hunter Mill Rd Vienna, VA 22182	7.4326	<i>J.M. Thoburn, Owner</i> <i>Renee W. Thoburn, Owner</i>

