

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):
Stuart Mendelsohn

| | |
|-----------------------------|----------------------|
| THIS BOX FOR STAFF USE ONLY | |
| Date Received: | <u>6/27/08</u> |
| Date Accepted: | <u>7-16-08 CAL</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: 6

Total aggregate size of all nominated parcels (in acres and square feet): 23.13 acres 1,007,346 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes No

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

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

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

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

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

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

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

c. CURRENT ZONING DESIGNATION: RE Residential Estate District

PART 4a. CURRENT COMPREHENSIVE PLAN TEXT

The nominated property is located in the UP-3 Hickory Community Planning Sector. The current plan text reads:

The area bounded by Hunter Mill Road, Colvin Run, Leesburg Pike (Route 7), Difficult Run and the Dulles Airport Access Road is part of the Difficult Run watershed and is planned for low density residential development at .2-.5 dwelling units per acre as shown on the Plan map. 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 or the expansion of existing uses to determine if adding new uses or expanding existing uses will change the low density residential character of the area.

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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

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: .35 Option TOTAL Gross Square Feet: 350,658

| Categories | Percent of Total FAR | Square feet |
|---------------------------------------|----------------------|-----------------------------------|
| Office | 20% | 71,131 |
| Retail | 30% | 105,198 |
| Public Facility, Govt & Institutional | | |
| Private Recreation/Open Space | | |
| Industrial | | |
| Residential* | 50% | 175,000 |
| TOTAL | 100% | 305,658 351,329 |

*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 checked="" 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 type="checkbox"/> 20+ (specify 10 unit density range) |
| <input type="checkbox"/> 3 - 4 du/ac | |
| <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) | 175 | 1000 | 175,000 |
| Mid-Rise Multifamily (5-8 stories) | | | |
| High-Rise Multifamily (9 + stories) | | | |
| TOTAL: | 175 | 1000 | 175,000 |

NOMINATION FORM

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Mixed Use

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?) 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: 701,316

| Categories | Percent of Total FAR | Square feet |
|---------------------------------------|----------------------|-----------------------------------|
| Office | 20% | 140,263 |
| Retail | 30% | 210,395 |
| Public Facility, Govt & Institutional | | |
| Private Recreation/Open Space | | |
| Industrial | | |
| Residential* | 50% | 350,000 |
| TOTAL | 100% | 701,316 <u>700,658</u> |

*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>30 - 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) | 175 | 1000 | 175,000 |
| Mid-Rise Multifamily (5-8 stories) | 175 | 1000 | 175,000 |
| High-Rise Multifamily (9 + stories) | | | |
| TOTAL: | 350 | 1000 | 350,000 |

*May increase with density bonus for workforce housing Continued

PART 4d. PROPOSED COMPREHENSIVE PLAN LANGUAGE

Amend Upper Potomac Planning District, UP-3 Hickory Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas to read as follows-

It is recognized that the area in the northeast quadrant of the intersection of Hunter Mill Road and the Dulles Airport Access Road/Toll Road ("DAAR/Toll Road"), bounded on the north by Crowell Road and on the east by the Oakcrest School location, 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 the low density stable neighborhoods north of Crowell Road. Mixed Use development with a base density of 0.35 FAR (not including workforce housing) is recommended for Tax Map Numbers 18-4 ((1)) 22 , 23 and 26B, and Tax Map Numbers 18-4 ((8)) 1A, 2 and 3. The percentage of residential development may be higher than 50% of the FAR on the site with a significant emphasis on workforce housing. With implementation of either a shuttle bus or feeder bus 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 up to 0.7 FAR may be considered for the above referenced Tax Map Numbers, provided the following conditions are met:

- Workforce housing is provided in accordance with County policies. Provision of workforce housing that exceeds the maximum required by County Workforce Housing Policy may result in an overall increase in density of 0.2 FAR over the density ranges listed above for every 2% of additional housing provided;
- Transportation Demand Management measures are utilized to the maximum extent possible;
- Appropriate transportation improvements are provided to mitigate the impact of development and coordinate the flow of traffic with the interchange at Hunter Mill Road and the DAAR/Toll Road;
- Substantial landscaped buffers are provided along Crowell Road adjacent to the existing stable neighborhoods on the north side of Crowell Road.

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PART 4e. PROPOSED DEVELOPMENT DESCRIPTION

With adoption of the proposed nomination, mixed use development could take place at a density of 0.35 FAR under the base density, with the option to increase density up to 0.7 FAR to create a neighborhood where workforce housing is a significant focus with pedestrian friendly retail establishments, offices and support services incorporated throughout the development.

Workforce housing consisting of multi-family units are proposed in buildings not to exceed 4 stories located along the northern portion of the site, with retail and office facilities located on the southern portion of the site adjacent to the DAAR/Toll Road. Mid-rise residential buildings may also be located adjacent to the DAAR/Toll Road. Incentives to provide additional workforce housing have been included by increasing the density over the specified FAR by 0.2 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 will be designed to be highest in areas closest to the DAAR/Toll Road, transitioning down to the northern portion of the site closer to Crowell Road. Preservation of the buffers now located along the north side of the property are proposed to remain in place.

Use of a private shuttle bus system or participation in a feeder bus system is proposed between the project area and the Wiehle Avenue Metro Station location, to be shared with the proposed APR nomination on the west 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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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

STATEMENT OF JUSTIFICATION
HUNTER MILL EAST 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-3 Hickory 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. In fact, Tax Map Number 18-4 ((1)) 26B which is a part of the nomination area is a participating property which pays taxes into the Phase 1 Dulles Rail Transportation Improvement District, a tax district that has been formed to fund the local cost of the rail extension. 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. 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.

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 location, 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 also 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 |
|----------------|---------------------------------------|------------------------|--|----------------------|--|
| 18-4 ((1)) 22 | 1621 Hunter Mill Road | Thoburn LP | 1621 Hunter Mill Rd. Vienna, VA 22182 | 2.0423 | <i>J. M. Thoburn, Personal Partner</i> |
| 18-4 ((1)) 23 | 1627 Hunter Mill Road | Hunter Mill East, LLC | 1627 Hunter Mill Rd. Vienna, VA 22182 | 4.5386 | <i>J. M. Thoburn, Manager</i> |
| 18-4 ((1)) 26B | None Assigned | Hunter Mill East, LLC | 1630 Hunter Mill Rd. Vienna, VA 22182 | 10.6839 | <i>J. M. Thoburn, Manager</i> |
| 18-4 ((8)) 1A | 1631 Crowell Road | Hunter Mill East, LLC | 1630 Hunter Mill Rd. Vienna, VA 22182 | 1.9581 | <i>J. M. Thoburn, Manager</i> |
| 18-4 ((8)) 2 | 1627 Crowell Road | Hunter Mill East, LLC | 1630 Hunter Mill Rd. Vienna, VA 22182 | 1.9513 | <i>J. M. Thoburn, Manager</i> |
| 18-4 ((8)) 3 | 1623 Crowell Road | Hunter Mill East, LLC | 1630 Hunter Mill Rd. Vienna, VA 22182 | 1.9513 | <i>J. M. Thoburn, Manager</i> |
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