

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: David R. Gill, Esquire Daytime Phone: 703-712-5039

Address: 1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

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

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>4/27/08</u>
Date Accepted:	<u>7/16/08 ARH</u>
Planning District:	_____
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.
Agent on behalf of W & M Properties, Inc.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Dranesville Hunter Mill Providence Sully

Total number of parcels nominated: 5

Total aggregate size of all nominated parcels (in acres and square feet): 38.3637 acres 1,709,020 square feet * Nominator owns 35.3637

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: An option for residential between 30-40 du/acre. See Exhibit 1

b. CURRENT PLAN MAP DESIGNATION: 16-20 du/acre

c. CURRENT ZONING DESIGNATION: R-20 (20 units to the acre); See Exhibit 2



2008-2009 NORTH COUNTY AREA PLANS REVIEW GUIDE

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). Residential/mixed-use at 1.45 FAR to 1.85 FAR depending on provision of TDMS, green building, etc. See statement of justification, Exhibit 3.

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?) The base option is a "traffic neutral" residential/mixed-use option with significant public open space and strategically located height to screen the existing residential from noise associated with the beltway. See Exhibit 3.

f. NON-RESIDENTIAL: Check the appropriate use Office Retail Government/Institutional
 Industrial Open Space **SEE CLARIFICATION LETTER**
 Mixed Use (specify uses in table) **APP. 2,500,000 - 3,200,000 sq. ft. varies depending upon option**

g. TOTAL Floor Area Ratio (FAR) Proposed: 1.45 to 1.85 TOTAL Gross Square Feet: varies depending upon option

Categories	Percent of Total FAR		Square feet	
	At 1.45 FAR		At 1.85 FAR	
Use	% of FAR	Sq. Ft.	% of FAR	Sq. Ft.
Office	10%	247,807	10%	316,168
Retail	2%	49,561	2%	63,233
Public	2%	49,561	2%	63,233
Hotel	8%	198,246 (up to 300 rooms)	8%	252,934 (up to 400 rooms)
Residential	78%	1,932,901	78%	2,466,115
Total	100%	2,478,079	100%	3,161,687
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.

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 Detail	1.45 FAR			1.85 FAR		
	Units	Unit Size	Total Sq. ft.	Units	Unit Size	Sq. ft.
Two over Twos (4 stories max)	69	2521	173,961	88	2522	221,950
Mid-rise (up to 5 stories)	1217	1001	1,217,727	1553	1000	1,553,652
High-rise (up to 12 stories)	541	1000	541,212	690	1001	690,512
Total	1827		1,932,900	2331		2,466,114

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.

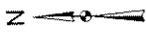
All completed nomination forms must be submitted between May 1, 2008 and June 27, 2008 to:



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



City of Louisville, Kentucky

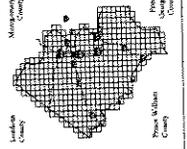


Scale: 1" = 100'

This map is a technical drawing and is not to be used for legal purposes. It is subject to change without notice. The City of Louisville is not responsible for any errors or omissions on this map.

GENERAL NOTES:

1. This map is a technical drawing and is not to be used for legal purposes. It is subject to change without notice. The City of Louisville is not responsible for any errors or omissions on this map.



ADMINISTRATIVE INDEX

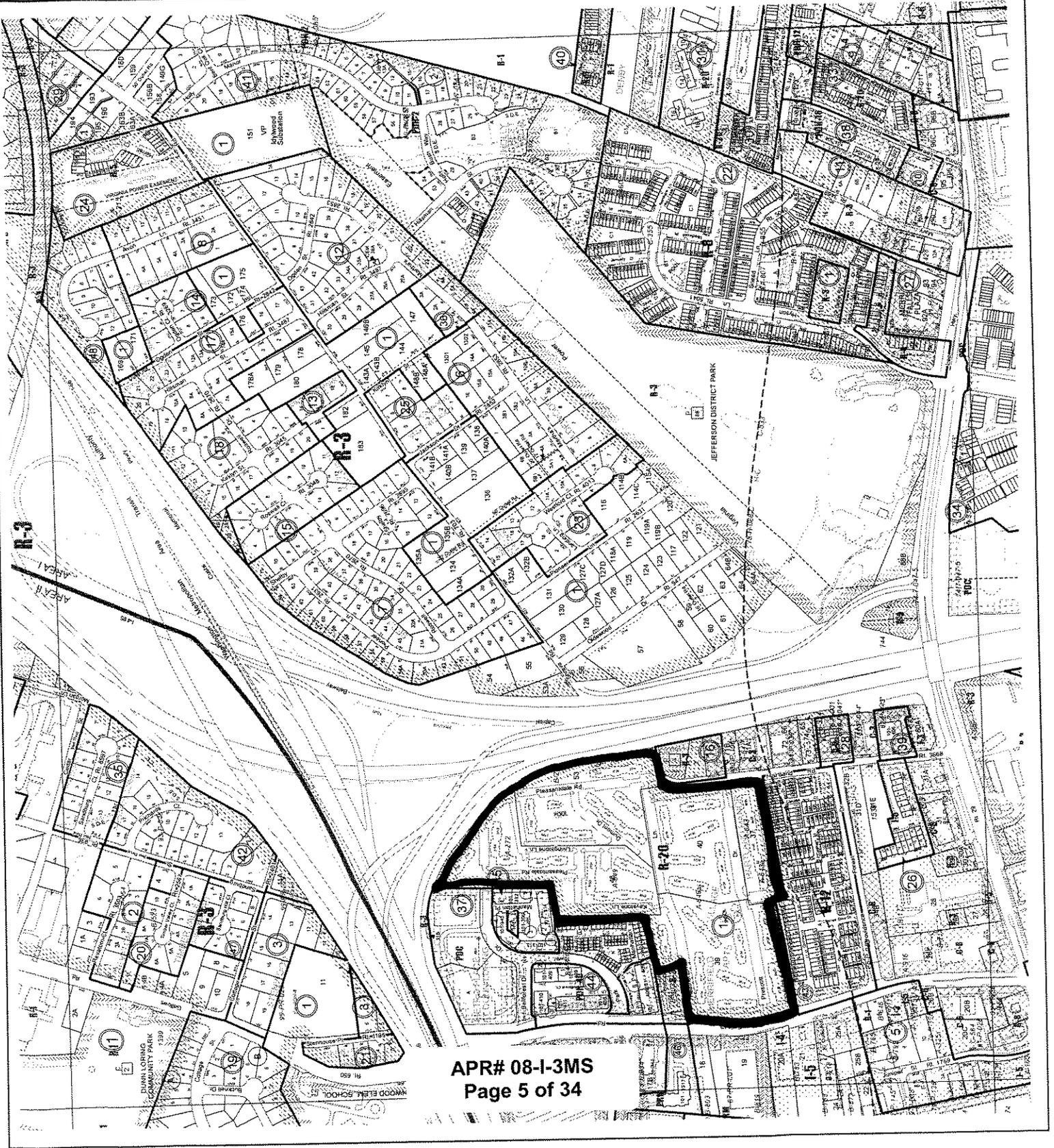
39-3	39-4	40-3
40-1	40-2	50-1
40-3	40-4	50-3

SHEET INDEX

PROPERTY MAP ZONING 49-2

Revised to: 05 - 19 - 2008

Prepared by: City of Louisville, Planning Department
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Louisville, KY 40203
Phone: (502) 574-1311
Fax: (502) 574-1307
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APR# 08-I-3MS
Page 5 of 34

PART 6: JUSTIFICATION (Merrifield at Dunn Loring Station)

Introduction

Fairfax Merrifield Associates, LLC, Merrifield Apartments Company LLC, and their successor entities (the "Owner") purchased the apartment complex known as Merrifield at Dunn Loring Station (formerly the Merrifield Village Apartments) in 1969, just a few years after the buildings were originally completed. The Owner is an affiliate of W & M Properties LLC ("W&M") who currently manages the complex. Merrifield has changed considerably in the subsequent four decades. Perhaps the most significant change during this time was the opening of the Dunn Loring Metro Station in 1986. This critical transportation asset is a 5-10-minute walk from the entire nomination area and has become the engine that is transforming the neighborhood surrounding the 35 acres of the nomination area that W&M controls (the "Property"). The Property does not make best use of this vital public transportation asset, and is not developed as Transit-Oriented Development (TOD). W&M is now considering long-term plans to redevelop the Property and to create a true TOD that benefits the community services and makes best use of important transportation links.

Nomination Overview

This nomination is intended to concentrate future development on the most important remaining redevelopment site close to the Dunn Loring Metro Station. The nomination balances the public policy objective of maximizing development close to Metro while retaining "traffic neutrality" compared to the traffic analysis conducted for the 2001 Merrifield Plan. W&M proposes a residential/mixed-use community that will provide key amenities for the entire neighborhood. The design will be pedestrian-friendly and based on principles of environmental sustainability that will complete the long-term vision of a revitalized Merrifield. The base FAR is proposed at 1.45, with an option to increase to 1.85 FAR (less than FAR for a similar project directly across Gallows Road) with the appropriate TDM measures, green building and "work-force" housing commitments, and potential public/civic amenities.

Site Context

The Property today consists of 706 units over a 35.3 acre tract, developed entirely as 1960s era, cinder-block, garden apartments. The site is the largest single tract in Merrifield. 18% of the site is less than 1/4 mile from the Dunn Loring Metro station, and the balance is within just 1/2 mile of the Metro station. The Property is less than a 5-minute walk from the Metro station. This proximity to Metro, coupled with W&M's commitment to maintaining the complex, has translated into a very-high occupancy rate for the units and rents that have consistently exceeded the average for Merrifield.

As is common with development from this era, this site was developed as an insular, limited access complex with no amenities or services available to the public or larger community. For example, there are no restaurants or retail services on-site and no publicly-available green spaces. The site was also not subject to modern stormwater requirements or environmental regulation related to the preservation of the Chesapeake Bay. Also, as can be expected of buildings of this vintage, they have poor energy-efficiency.

Thus, this nomination also represents an opportunity to realign the current and inappropriate Area Plan language with the County's emerging policies in support of Chesapeake Bay Preservation, TOD, modern stormwater regulation, "green" building principles, and to enhance active recreational and amenity opportunities for the community.

Planning Context

This nomination is a long-term vision for the Property that has been endorsed by the surrounding community. Before W&M put pen to paper, they embarked on a 6-month "listening" exercise to understand the needs and concerns of the adjacent community. Utilizing these community ideas as a framework, W&M, with the help of RTKL, one of the leading urban design firms in the country, developed the vision for the Property expressed in this nomination. In the last month, this concept and planning approach has been presented to and endorsed by the adjacent community, including Providence Park, Westbriar Condominiums, Westbriar Plaza, and Vienna Crossing HOAs, as well as the Metro Place Association (the office buildings across Gallows from the Metro Station).

W&M's community-based approach to this nomination yielded a concept that retained many significant plan elements from the existing plan guidance, but also enhanced it in ways that better reflect many of the broader County policies which have been adopted since the 2001 Merrifield Plan. As background, in 2001, the Board of Supervisors adopted the Merrifield Plan, which was the culmination of an exhaustive three year community planning effort. One of the core principles of the 2001 Merrifield Plan was that density had to be limited by the capacity of the existing transportation network. Thus, a traffic study was conducted by the County which resulted in the densities endorsed in the 2001 Merrifield Plan.

Most importantly, for this Property, the 2001 Merrifield Plan transportation study only assumed a 20% reduction in vehicle trips due to Transportation Demand Management (TDM) measures, partially because it was perceived as being on the "wrong" side of Gallows from the Metro station. However, this assumption has proven to be incorrect and been eclipsed by reality. In 2005 WMATA conducted a survey of the existing complex and found Metro ridership of 47 %. Further W&M's own annual surveys of their tenants reveal similar levels of Metro ridership. This nomination will allow

the site to capitalize on its proximity to Metro, and with the mixed-use, pedestrian-friendly concept being proposed, W&M is confident of achieving a TDM reduction of at least 45% and possibly over 50%.

Thus, because of this commitment to significant TDM reductions, the residential development proposed by this nomination will actually generate fewer trips than that assumed by the 2001 Merrifield Plan at a 1.65 FAR. In fact, on a per unit basis, the proposed nomination will only generate 3.0 trips per unit versus the 4.6 trips per unit assumed in the 2001 Merrifield Plan. In addition, at the base level of proposed development (1.45 FAR), the entire development, not just the residential portion, will actually generate fewer trips than that assumed by the 2001 Merrifield Plan.

Other recently approved developments (such as the Metro project and Halstead III) have proffered TDM reductions significantly above the 20% assumed by the 2001 Merrifield Plan, reinforcing that trip generation for the larger area is less than that analyzed by the 2001 Merrifield Plan. Therefore, this nomination is consistent with the transportation analysis contained in the 2001 Merrifield Plan and does not undermine the balance between transportation and land use that was the basis of the 2001 Merrifield Plan.

Design Considerations

Community input, the existing planning context and the site context drove the design presented on the attached exhibits. For example, one of the key community concerns was ensuring height was located in the appropriate areas. Thus, the proposed design concentrates height along I-495 and Gallows Road, furthest from the adjacent existing, lower scale communities. The proposed heights are also consistent with the height limitations in the existing Comprehensive Plan and provide the added benefit of shielding many of the existing communities from increased traffic noise on I-495 due to the HOT lanes, which furthers Plan Policy, Environmental Objective 4.

Another key element in the creation of this plan was an underlying commitment to sustainability. Consistent with the Comprehensive Plan Policy, Environmental Objective 13, Policy A, the nominator is prepared and committed to use a variety of sustainable practices and techniques to minimize the environmental footprint of the redevelopment. In fact, the site will likely meet the US Green Building Council's Leadership in Engineering and Environmental Design (LEED) standard for sustainable neighborhood design (LEED-ND) at the Gold or maybe even Platinum level, the highest levels achievable under the LEED-ND program.

This sustainable commitment is also reflected in the commitment to retain the existing tree buffer (as shown on the attached exhibit), with the existing communities to the north of the site. Not only does this further the Environmental Objective 1, Policy C in terms of tree preservation but preservation of this buffer was also one of the key desires of the local community.

The sustainable focus of the proposed design results in a pedestrian/bike-friendly design. One the advantages of the site are the high levels of Metro ridership. The applicant's commitment to creating a pedestrian/bike-friendly experience is key to enhancing Metro ridership even further. This commitment manifests itself in the network of sidewalks and trails shown on the attached plans, which also includes a bike lane linking Hartland Manor and Park Tower Drive.

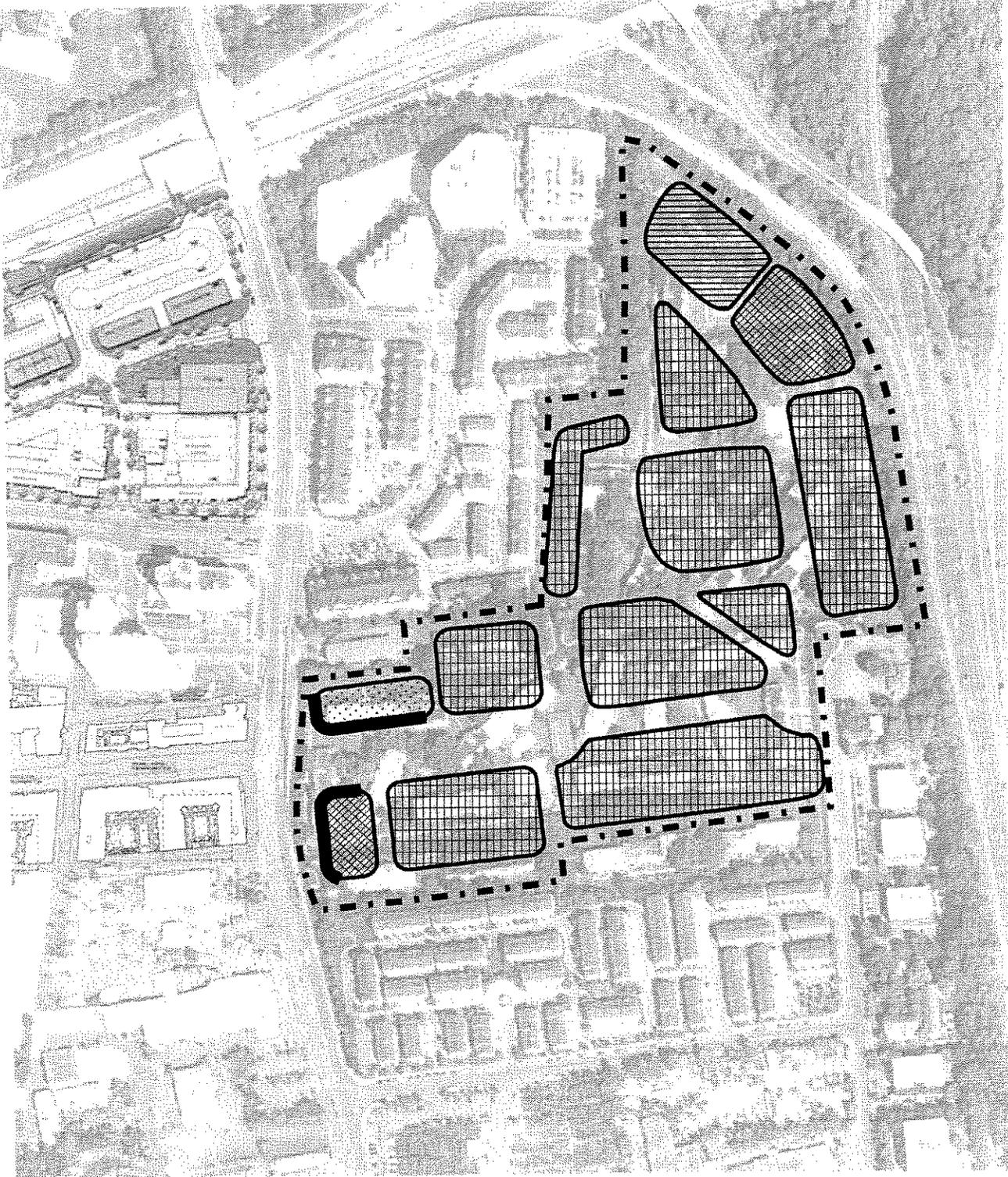
As important as the pedestrian connections are, the street connections are also critical. Therefore the nominator is proposing an internal street grid with multiple connections in and out of the site, including providing the long-planned connection between Hartland Manor and Park Tower Drive. This connection will complete a critical link between the Metro and Route 29 while avoiding the Route 29 and Gallows Road interchange. By keeping the streets private, the nominator will be able to control traffic to ensure this connection does not become a cut-through. For example, the nominator is proposing a traffic-circle at the Hartland Manor entrance to the site in order to slow traffic down and create a street amenity.

The mixed-use nature of the proposal is also a key element to creating both a sustainable development and a true TOD. Consistent with TOD Policy 4, Mix of Uses, the additional uses will provide more opportunities for people to live, work and shop without having to get into their cars. The proposed office and hotel uses will balance the activity within the site and spread the peak hours over a longer period of time. The retail services are critical to providing services within walking distance for most of the community.

Conclusion

In summary form, this nomination will provide the proper planning incentive to justify reinvesting in an outdated and inefficient complex, in furtherance of the community's vision for the area and the County's broader land use policies. At the same time, the nomination also reconciles with the underlying transportation analysis conducted as part of the 2001 Merrifield Plan to approach "trip neutrality" for the site. This nomination is a unique opportunity to complete the vision of a revitalized Merrifield, in a manner that the community has embraced and in furtherance of the County's sustainability and TOD goals.

Land Use



Hotel



Residential



Residential or Office

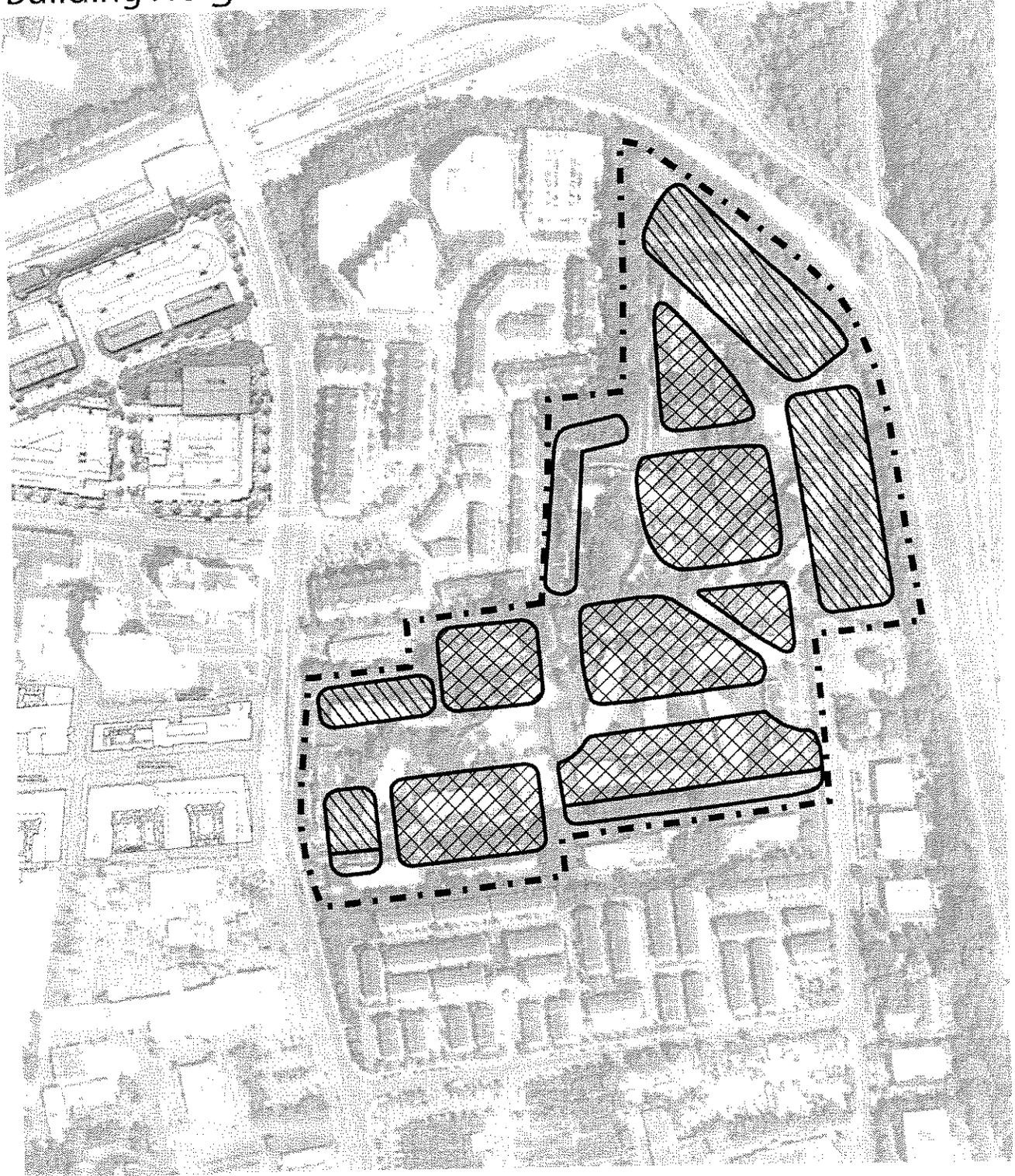


Office



Retail / Services on Ground Floor

Building Height

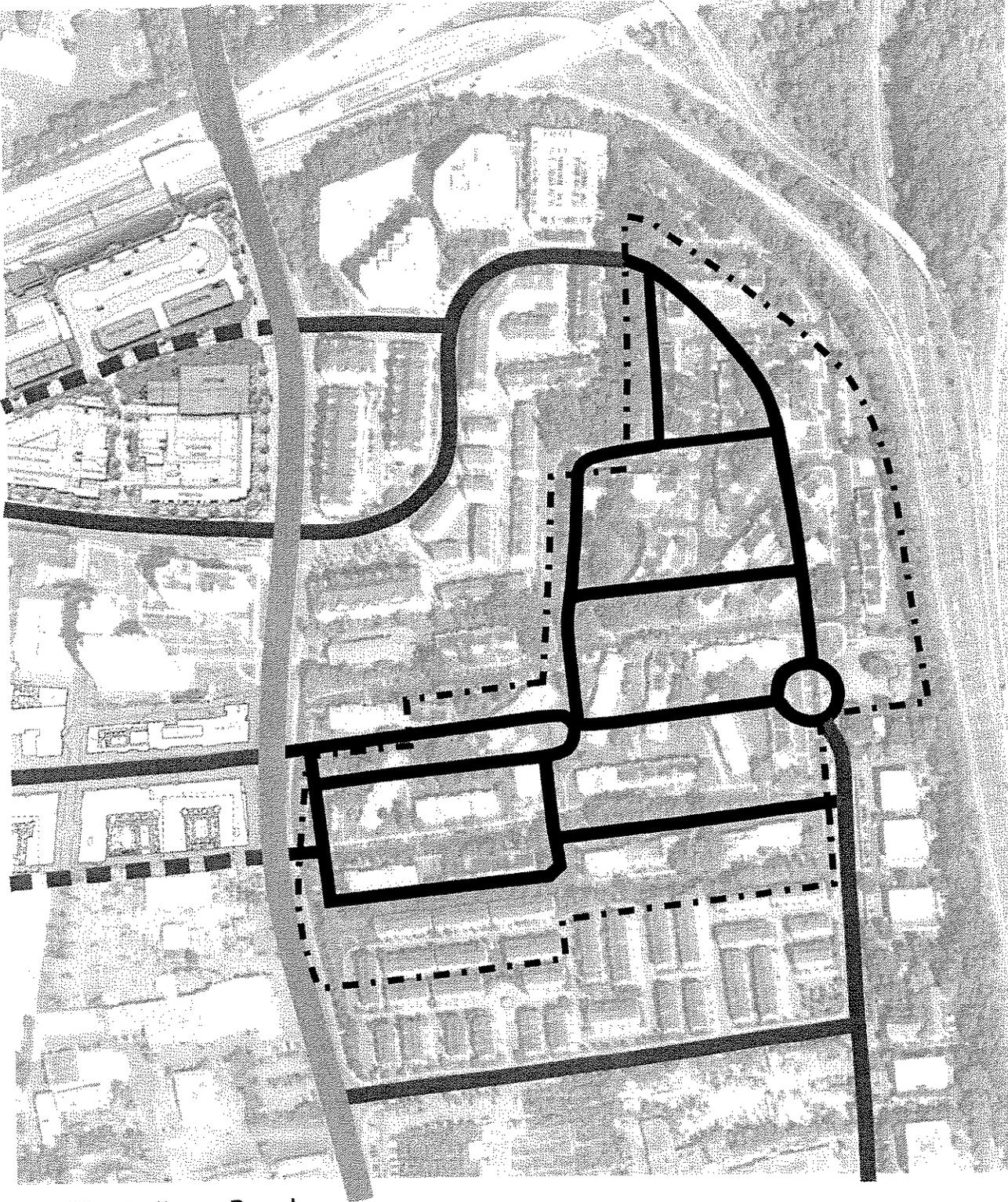


 4 Stories

 5-6 Stories

 8-11 Stories

Road Network

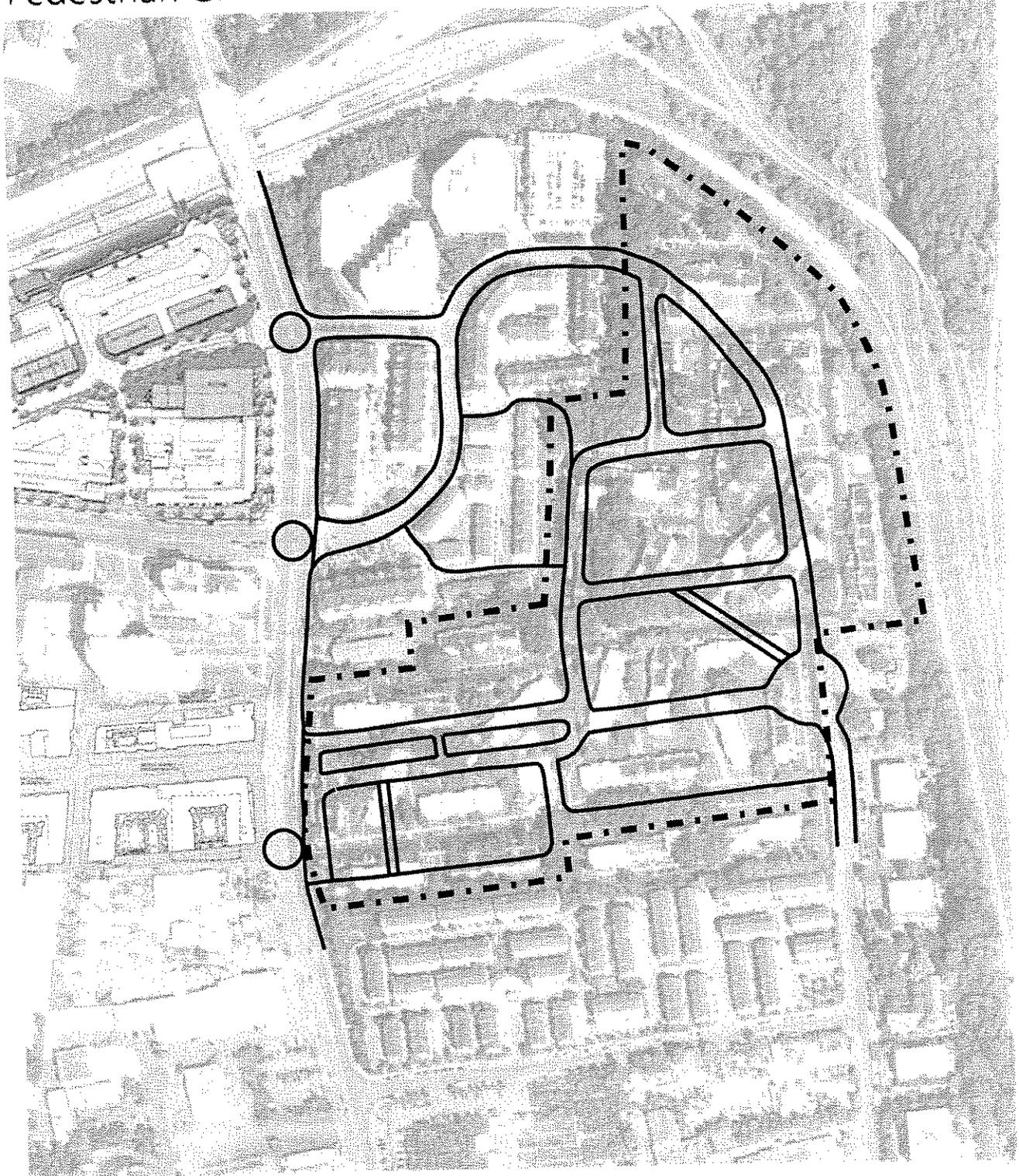


 Gallows Road

 Existing Roads

 Proposed Roads

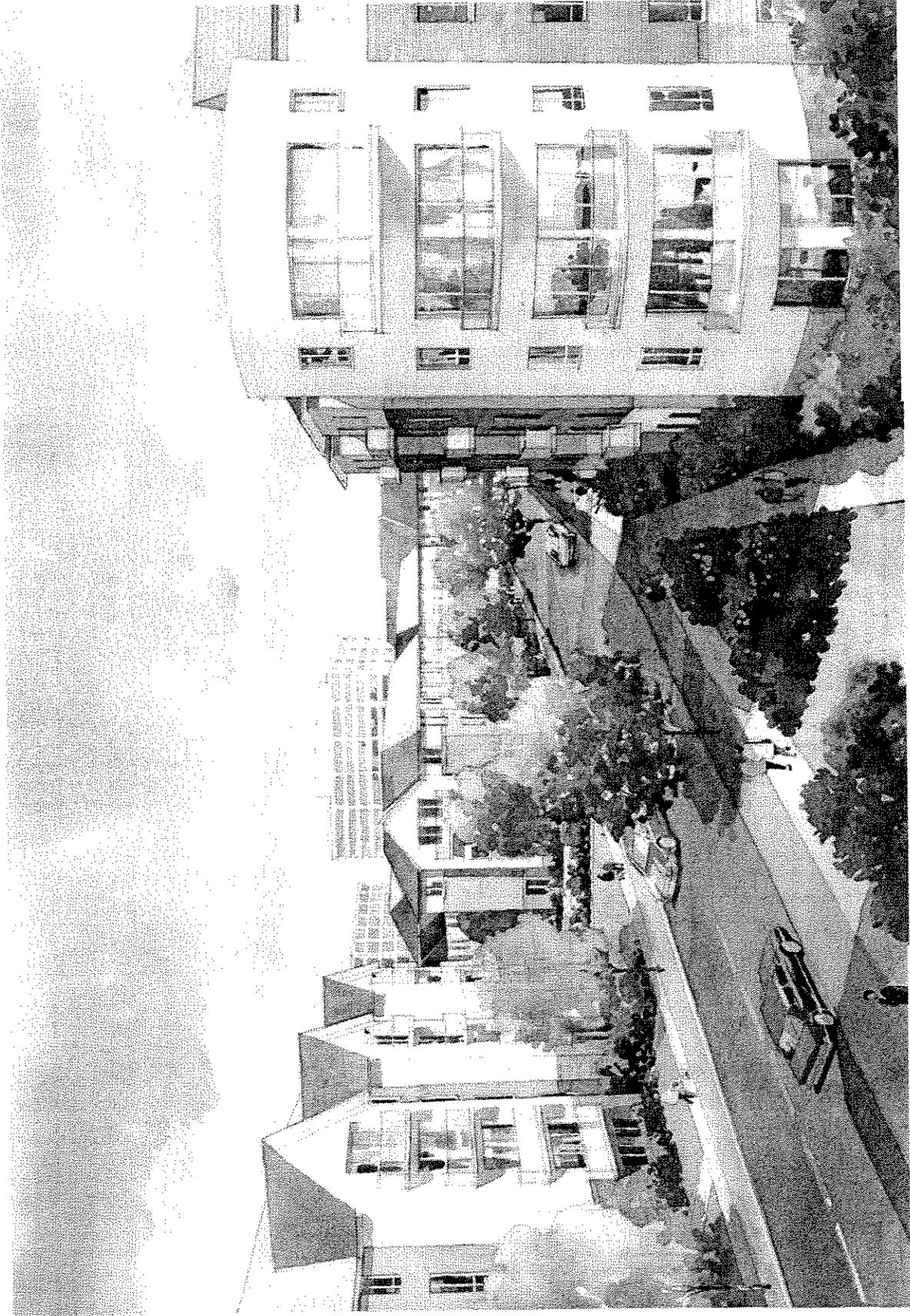
Pedestrian Circulation



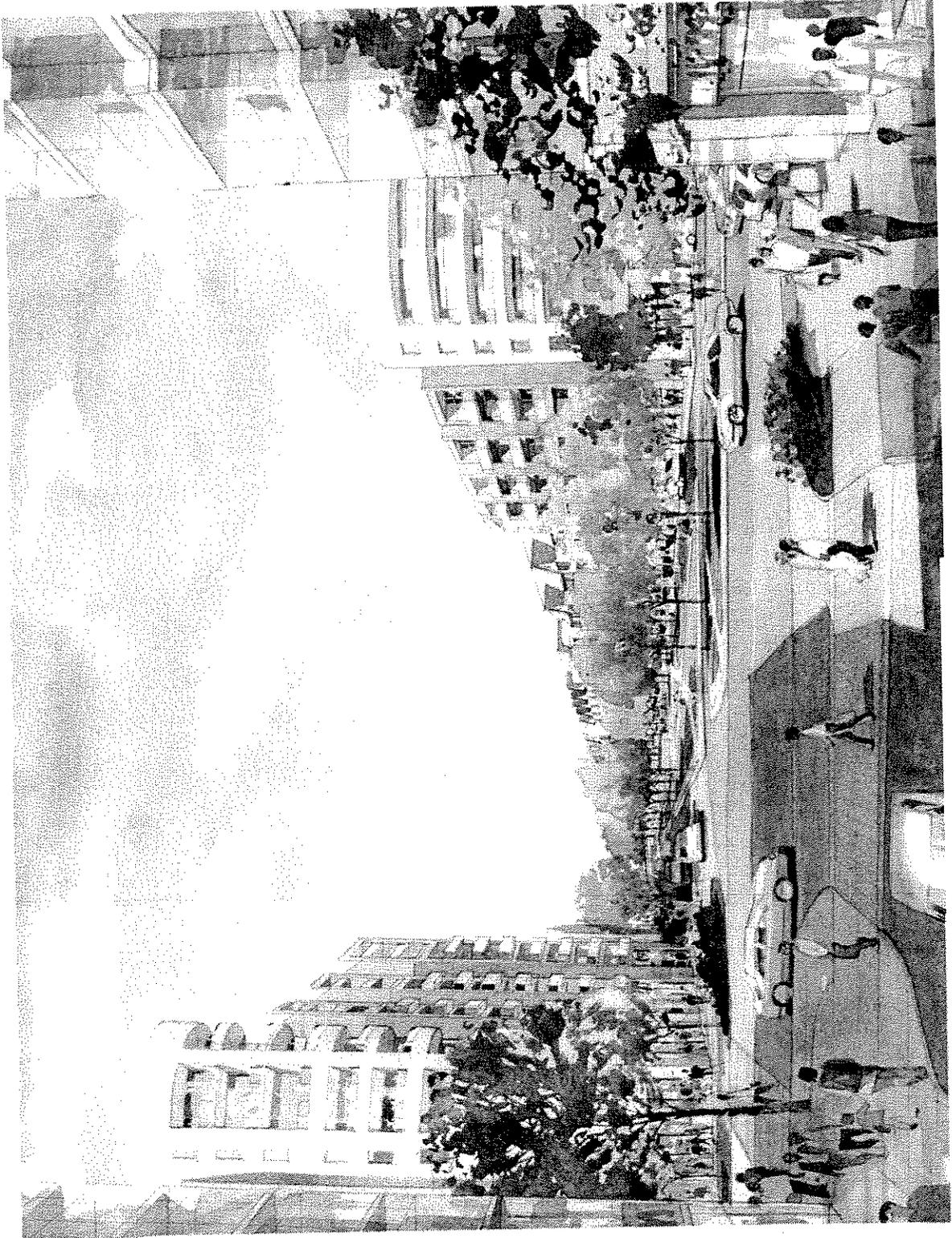
— Sidewalk

○ Pedestrian Crosswalk

View 2



View 3



View 4

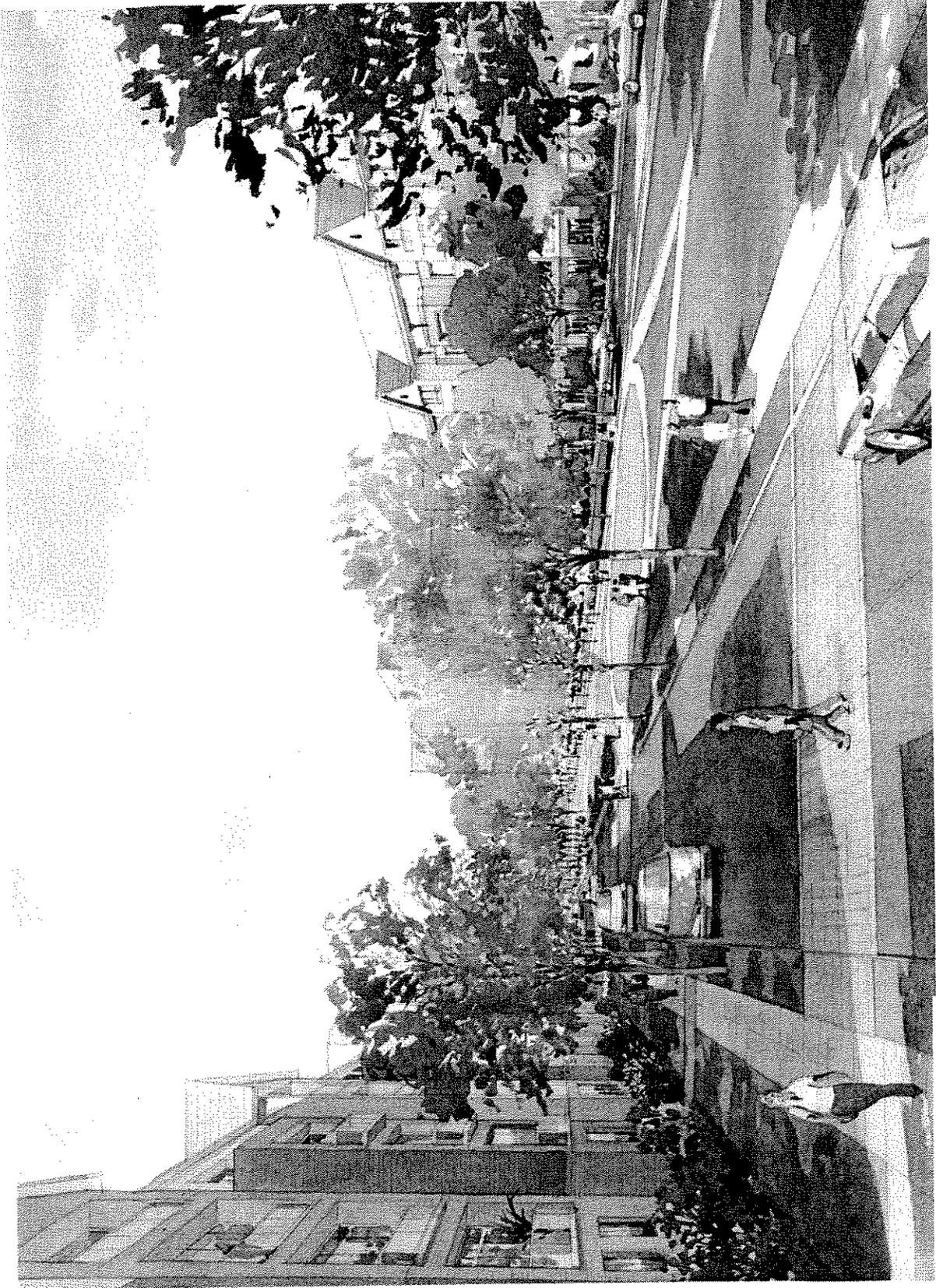


EXHIBIT 1

Existing Comprehensive Plan Recommendation for Sub-Unit B2:
Includes Tax Map # 49-2-((1))-39, 40, 48, 53

Sub-Unit B2 contains the Merrifield Village and Hartland Manor Apartments and is planned for and developed with residential use at 16-20 dwelling units per acre. Any modification or expansion to the existing use should be consistent with guidelines for Existing Uses and Buildings under the Area-Wide Land Use section.

Option:

As an option, existing residential uses are appropriate to redevelop primarily with mid- and high-rise residential use (i.e., 6 stories and above) at 30-40 dwelling units per acre, which should include retail and service uses. Any development proposals under this option must address all applicable Area-Wide recommendations as well as the following:

- Hartland Road should be extended north to connect with Park Tower Drive in order to complete this portion of the Merrifield “Loop Road”.
- Residential development should provide affordable dwelling units on-site or as indicated under the Land Use Guidelines in the Area-Wide Land Use Section.
- Residential development should create a viable living environment by providing recreation and other amenities for the residents as indicated under the Area-Wide Recommendations, Land Use Section.
- Noise attenuation measures should be provided that mitigates the noise impacts of I-495 on residential development. These measures may include site design approaches such as locating parking structures adjacent to I-495 and/or locating the extension of Hartland Road adjacent to I-495.
- Retail and service uses, which may include some limited office use, should be non-auto-oriented uses and should be an integral component of the residential development. These uses should be located in a manner that serves the development’s residents, other residents within the land unit, as well as pedestrians. In order to accomplish this objective it may be appropriate to orient these uses towards Gallows Road.
- Access to Gallows Road should be limited to one or two points, with other access from the new Hartland Road extension.
- Parking structures should be located adjacent to I-495 as a noise attenuation measure, or should be located behind and/or under buildings.

- A 25-foot landscaped area should be provided along the southern boundary to facilitate a transition to the existing townhouse development in Sub-Unit B4.
- Residential development should provide for a neighborhood park within this sub-unit or contribute toward the purchase of land for a neighborhood park in Sub-Unit B6. The size of the public park should be at least 2 to 3 acres.

Height Limit:

Under the redevelopment option, the maximum building height is 95 feet when development is not integrated with structured parking. When structured parking is located under buildings, a height bonus of up to 20 feet (or a maximum height of 115 feet) is appropriate when at least 2 levels of structured parking are provided under the building, either at or below grade. Buildings with height no greater than 50 feet should be located within 75 feet of the existing residential area to the south (Sub-Unit B4). See the Building Heights Map, Figure 16, and the Building Height Guidelines under the Area-Wide Urban Design section.

\6362651.1

Van Dam, Meghan

From: Gill, David Robert-Jan [dgill@mcguirewoods.com]
Sent: Thursday, August 28, 2008 11:22 AM
To: Van Dam, Meghan
Cc: Cerdeira, Lilian
Subject: RE: 2008-2009 APR nomination, 38.3637 acres in the Merrifield Suburban Center

Meghan,

See below for the specific answers to your questions at both the 1.45 FAR and 1.85 FAR level in the table below, please let me know if you have additional questions or if the response was unclear.

- In Part 4g: TOTAL Gross Square Feet, you have indicated the square feet “varies depending upon option.” You will need to translate your proposed intensities, 1.45 FAR and 1.85 FAR, into square feet, or approximately 2.4 million and 3.1 million, respectively.

In the same section, you have indicated ranges in the Categories Table based on the percent of total FAR. You will need to indicate a specific percentage for each land use component that adds up to 100%, based on your Floor Area Ratio proposed. Since the ranges that you have proposed are narrow, I would suggest that you estimate one land use combination for each intensity, 1.45 FAR and 1.85 FAR. For example, 10% office use, 2% retail use, 2% public facility use, 6% hotel use, and 80% residential use. Further, you will need to indicate the corresponding square feet for these percentages, in order to complete this table.

In Part 4h: Residential Component, you have not completed the Residential Unit Type Table sufficiently. Similar to Part 4g, you will need to indicate the residential unit types based on the percentage and square feet from the previous section.

Use	At 1.45 FAR		At 1.85 FAR	
	% of FAR	Sq. Ft.	% of FAR	Sq. Ft.
<i>Office</i>	10%	247,807	10%	316,168
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<i>High-rise (up to 12 stories)</i>	541	541,212	690	690,512

Message

1750 Tysons Boulevard, Suite 1800
McLean, VA 22102-4215
703.712.5039 (Direct Line)
703.712.5297 (Direct FAX)
dgill@mcguirewoods.com

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.

-----Original Message-----

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]
Sent: Thursday, August 14, 2008 2:34 PM
To: Gill, David Robert-Jan
Cc: Cerdeira, Lilian
Subject: 2008-2009 APR nomination, 38.3637 acres in the Merrifield Suburban Center

David R. Gill, Esq.
1750 Tysons Boulevard, Suite 1800
McLean, Va. 22102

RE: North County APR Nomination: 38.36 acres in the Sub-unit B2 of the Merrifield Suburban Center

Dear Mr. Gill:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced North County APR Nomination, assigned a temporary ID number of PC-2008-030, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2008-2009 North County Area Plans Review Guide* and have the following concerns:

- In Part 4g: TOTAL Gross Square Feet, you have indicated the square feet “varies depending upon option.” You will need to translate your proposed intensities, 1.45 FAR and 1.85 FAR, into square feet, or approximately 2.4 million and 3.1 million, respectively.
- In the same section, you have indicated ranges in the Categories Table based on the percent of total FAR. You will need to indicate a specific percentage for each land use component that adds up to 100%, based on your Floor Area Ratio proposed. Since the ranges that you have proposed are narrow, I would suggest that you estimate one land use combination for each intensity, 1.45 FAR and 1.85 FAR. For example, 10% office use, 2% retail use, 2% public facility use, 6% hotel use, and 80% residential use. Further, you will need to indicate the corresponding square feet for these percentages, in order to complete this table.
- In Part 4h: Residential Component, you have not completed the Residential Unit Type Table sufficiently. Similar to Part 4g, you will need to indicate the residential unit types based on the percentage and square feet from the previous section.

Please confirm that this is your understanding by August 28, 2008. Failure to do so may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at meghan.vandam@fairfaxcounty.gov.

Sincerely,

Meghan Van Dam

Meghan Van Dam APR# 08-I-3MS
 Planning Division Page 18 of 34
 Fairfax County Department of Planning and Zoning

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www.mcguirewoods.com

David R. Gill
Direct: 703.712.5039

McGUIREWOODS

dgill@mcguirewoods.com

September 28, 2008

Meghan Van Dam
Department of Planning & Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

RE: Supplemental Information for North County APR #08-I-3MS (Merrifield at Dunn Loring Station)

Dear Meghan:

As you know, the Planning Commission voted to allow the above-referenced APR nomination to proceed for further consideration by the North County APR Task Force at its September 25, 2008 meeting. In recommending this nomination for further consideration, Commissioner Lawrence did mention two key items that were not addressed in the original statement of justification. The first was to provide additional data related to potential transit ridership of the site, and whether the aggressive Transportation Demand Management (TDM) goal discussed in the statement could be achieved. The second was how the proposed nomination addresses the existing Comprehensive Plan Guidance related to recreational facilities and amenities and the identified need for a 2-acre park in this quadrant of Merrifield. This letter is intended to supplement the original statement of justification in order to address these two key issues.

TDM Data

McGuireWoods LLP represents W & M Properties ("W&M"), which owns and operates Merrifield at Dunn Loring Station. One of the key reasons W & M, who has owned the site for over 40 years, believes the site is successful is because of its proximity to transit. Two recent separate studies support this conclusion by demonstrating the high transit usage by the current residents. This fact is revealing since no formal TDM program in place. This demonstrates the potential for the site to achieve, utilizing TDM strategies, to achieve significant trip reductions.

The 2005 Development-Related Ridership Survey Final Report by WMATA, (the "Metro Survey") (a summary is attached as **Exhibit 1**) and the Merrifield at Dunn Loring Station Metrorail Survey, an independent survey commissioned by W & M Properties (the "W & M Survey"), demonstrate that Metro use by the residents of Merrifield at Dunn Loring Station is considerable. For example, the Metro Survey showed 47% of trips from the site were non-auto trips. The bulk of these non-auto trips were Metro trips, in fact, 37% of all trips were Metro trips. This mode split did not even include carpooling trips, so likely a majority of all trips from the site are non-single occupancy vehicle ("SOV") trips. This level of transit usage is very high for a location outside the Beltway and may be among the highest in the County for a single property, and extremely high given that there is no formal TDM program in place yet.

Besides the Metro Survey, W & M retained an independent research firm to conduct an internal survey of residents in August of 2006 to identify potential methods increasing transit ridership. The results of the W & M Survey were revealing in terms of refining the findings of the Metro Survey (attached as **Exhibit 2**). The W & M Survey found that 90% of residents of Merrifield at Dunn Loring Station use Metro at least occasionally, with nearly 70% of residents using Metro at least 3 times a week. Further, 96% of the residents said that the proximity to Metro was a consideration in the choice to live at Merrifield at Dunn Loring Station. These findings all reinforce the viability of the site to be able to achieve a trip reduction of at least 45% and perhaps over 50% through a comprehensive TDM program. These findings are attached. Besides the specific existing studies, W & M has hired UrbanTrans, who is currently engaged in an update of W & M's own internal transit survey and Wells + Associates, who are conducting actual traffic counts. We expect the results will be available early this fall and will forward when complete. In addition, I have also attached as **Exhibit 3** a preliminary trip generation comparison between that assumed by the 2001 Merrifield Plan and the current APR

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nomination, assuming a trip reduction just over 50%. This comparison was referenced in the original statement of justification.

Recreational Amenities and Open Space

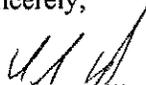
As was mentioned in the statement of justification, W & M utilized a community-focused planning effort to shape this proposed nomination. W & M hired RTKL, one of the premiere urban design firms in the Country, to spearhead that effort. The direction to RTKL from both W & M and the community was to enhance the existing recreational amenities and maintain the recommendation of a 2-acre park within this area of Merrifield. Thus, the plan provided as part of this nomination reflects the effort to meet those goals. RTKL and the community's vision focused on creating a hierarchy of open space, with varied green spaces that can serve a variety of recreational functions. For example, the community consistently indicated that the mature trees that buffer the northwest corner of the site should be preserved. Thus, a significant amount of open space is devoted to tree preservation, allowing for retention of this visual amenity. Another park is proposed just south of the tree save area. This will be an internal park intended to serve future residents and provide much needed open space for the existing communities (e.g. Westbriar and Vienna Crossing). The final programming of this space will be determined in consultation with those communities.

Additional open space is also provided at the "retail" entrance to the site on Gallows Road. This linear open space is intended to draw visitors into the site and provide vitality along the primary east-west connection. Thus, this open space is going to feel more urban, provide more opportunities for plazas and "hardscapes" to take advantage of the activity provided by the retail. Together, all these open spaces will create more than 2.3 acres of open space on the site.

In addition, RTKL identified early on that the Fairfax County Park Authority recently acquired slightly-more than one acre at the eastern terminus of the proposed east-west connection from Gallows Road. W & M and RTKL recognized the strategic opportunity to pull people into the site and enhance that new park property into a viable neighborhood amenity, which would anchor the site. Further, the community fully supports W & M exploring potential programming options for such open space. Thus, W & M intends to discuss potential recreational amenities for that property with the Park Authority that will satisfy the many community goals, and potentially even providing additional land area. When paired with the proposed on-site open space, more than 3.4 acres will be available for the residents of Merrifield. The attached **Exhibit 4** shows the location of these open spaces. As importantly, W & M also intends that internal amenities for the future on-site residents, such as indoor pools or work-out rooms, could potentially be made available to members of the surrounding communities who lack such amenities currently.

W & M, RTKL and the community has spent significant time creating the proposed nomination. Unfortunately, given the limitations of the nomination form, it was difficult to address all of the complex issues raised by this nomination within scope of the original submission. Thus, we appreciate the opportunity to provide information on these two critical issues. As W & M completes additional transit surveys, it will make such information available to both Staff and public. If you have any questions regarding the information contained in this letter or the enclosed exhibits, please do not hesitate to contact me.

Sincerely,



David R. Gill

cc: Providence District Planning Commissioner Ken Lawrence
Vincent Sultana, W & M Properties
Tom Panagos, W & M Properties

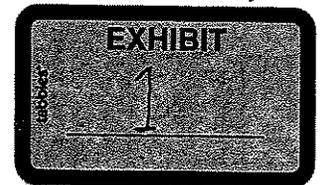


Table 8
Characteristics of Surveyed Residential Sites

Residential Site	Number of Units	Distance from Station (ft)	Parking Spaces	Est. Response Rate ⁵ (%)
Ballston Station Area				
Lincoln Towers	714	1,100	1,310	9
Randolph Towers	509	1,250	711	11
Court House Station Area				
Arlington Courthouse Plaza	564	150	1,484 ²	10
Courtland Towers	575	1,200	926	17
Crystal City Station Area				
Crystal Plaza Apartments	540	1,450 ¹	1,963 ³	13
Crystal Square Apartments	378	600	1,899 ⁴	16
Dunn Loring-Merrifield Station Area				
Merrifield Village	706	2,800	–	7
Friendship Heights Station Area				
Highland House West	308	1,350	–	20
North Park Apartments	310	2,700	450	8
Gallery Place-Chinatown Station Area				
Meridian at Gallery Place	462	1,700	–	9
The Lansburgh	385	500	700	10
Grosvenor-Strathmore Station Area				
Avalon at Grosvenor Station	499	1,400	771	12
Grosvenor Park I	399	1,700	–	6
Grosvenor House Apartments	404	2,300	–	25
Stoneybrook	120	2,500	–	28
Silver Spring Station Area				
Georgian Towers	858	1,700	–	7
Twin Towers	345	550	312	11
U-Street/African American Civil War Memorial/Cardozo Station Area				
Summit Roosevelt	196	2,600	–	14

- Notes: ¹ Distance provided is to the north tower. The distance to the south tower is 1,700 feet.
² Parking for Arlington Courthouse Plaza is shared with the 2100-2200 Clarendon Blvd. offices.
³ Parking for Crystal Plaza Apartments is shared with other buildings in Crystal Plaza.
⁴ Parking for Crystal Square Apartments is shared with other buildings in Crystal Square.
⁵ Response rate excludes those surveys returned due to unit vacancy.
 "–": Unknown or not available.

**Table 9
Mode Share for All trips by Residential Site**

Residential Site	Mode			
	Metrorail ¹	Metrobus & Other Transit ²	Auto ³	Walk & Other ⁴
Ballston Station Area				
Lincoln Towers	50%	2%	38%	11%
Randolph Towers	45%	1%	40%	15%
Court House Station Area				
Arlington Courthouse Plaza	58%	0%	29%	14%
Courtland Towers	46%	0%	39%	15%
Crystal City Station Area				
Crystal Plaza Apartments	39%	0%	52%	9%
Crystal Square Apartments	53%	0%	42%	5%
Dunn Loring-Merrifield Station Area				
Merrifield Village	37%	1%	53%	9%
Friendship Heights Station Area				
Highland House West	33%	2%	53%	12%
North Park Apartments	32%	2%	57%	9%
Gallery Place-Chinatown Station Area				
Meridian @ Gallery Place	61%	6%	15%	18%
The Lansburgh	39%	6%	21%	34%
Grosvenor-Strathmore Station Area				
Avalon at Grosvenor Station	39%	1%	57%	3%
Grosvenor House Apartments	17%	0%	76%	7%
Grosvenor Park I	30%	2%	64%	5%
Stoneybrook	34%	1%	62%	4%
Silver Spring Station Area				
Georgian Towers	42%	10%	35%	14%
Twin Towers	49%	4%	27%	19%
U-Street/African American Civil War Memorial/Cardozo Station Area				
Summit Roosevelt	31%	20%	22%	27%
Average Among All Sites	41%	4%	43%	13%

- Notes: ¹ Includes multimodal trips that may have involved auto or bus use in combination with Metrorail.
² Includes bus only trips, and commuter rail, such as MARC, VRE or Amtrak.
³ Includes trips as driver and passenger of a private automobile.
⁴ Includes cycling and any other form of transportation one may use.

When sorted by concentric location typology (CBD location, Inside the Beltway and Outside the Beltway) as shown in Table 10, modal splits did not vary as widely as modal splits at the surveyed office sites. For those sites in CBD locations, which only included the two sites in the Gallery Place station area, Metrorail usage averaged 50 percent of all trips. For those sites located in Inside the Beltway and Outside the Beltway locations, the Metrorail usage averages were 43 percent and 31 percent for all trips, respectively.

About 46 percent of all trips reported were for work or school, and 55 percent of these trips were made on Metrorail (see Table C-18 in Appendix C). Auto was the most popular mode for trips made for personal business, meals and shopping purposes. Almost 40 percent of all trips from the 18 residential sites ended in the District (only three sites are located in the District), and

among these trips, 67 percent were made using Metrorail. Trips to other political jurisdictions did not come close to this rate of Metrorail use.

**Table 10
Residential Mode Share for All Trips by Concentric Location Typology**

Typology	Mode			
	Metrorail	Metrobus & Other Transit	Auto	Walk & Other
CBD	50%	6%	18%	26%
Suburban-Inside the Beltway	43%	6%	39%	14%
Suburban-Outside the Beltway	31%	1%	62%	6%

Similar to the office commute results, auto ownership appears to influence mode choice among the surveyed households, with those households having relatively high auto ownership rates tending to use the auto mode more often. However, auto ownership rates were much lower than that reported by office workers, probably reflecting the higher density status of the households. One-vehicle households reported a 40 percent Metrorail use rate. Zero-vehicle and two-vehicle households reported 66 and 30 percent Metrorail use rates, respectively.

More detailed information about the frequency analysis conducted for residential sites is provided in Appendix C.1.2.

4.2.2 Regression Analysis

Independent variables similar to those used in the office site analysis were tested to determine if any explain the variation in modal split for trips made from the residential sites. After initial analysis using all sites, data from the two Gallery Place-Chinatown sites were removed from the equations as a sensitivity test as these sites produced very different mode share characteristics than the other residential sites (see Table 9).

Distance between site and station produced a stronger correlation with mode shares than that found for office sites (see Section 4.1.2). For Metrorail use, the R-square value was 0.41, and the correlation indicates that Metrorail use decreases by 0.87 percent for every 100 feet increase in distance a residential site is located from the station exit/entrance (see Figure 15). If only commute and school trips are counted, the R-square value for Metrorail trips drops to 0.23, but as noted above, the overall percent of trips made by Metrorail increases. Table 11 summarizes the predictive outcomes for all and commute/school residential Metrorail trips by distances of zero, 1/4 and 1/2 mile from a Metrorail station.

Figure 15
Residential Metrorail Usage for All Trips by Distance from Station

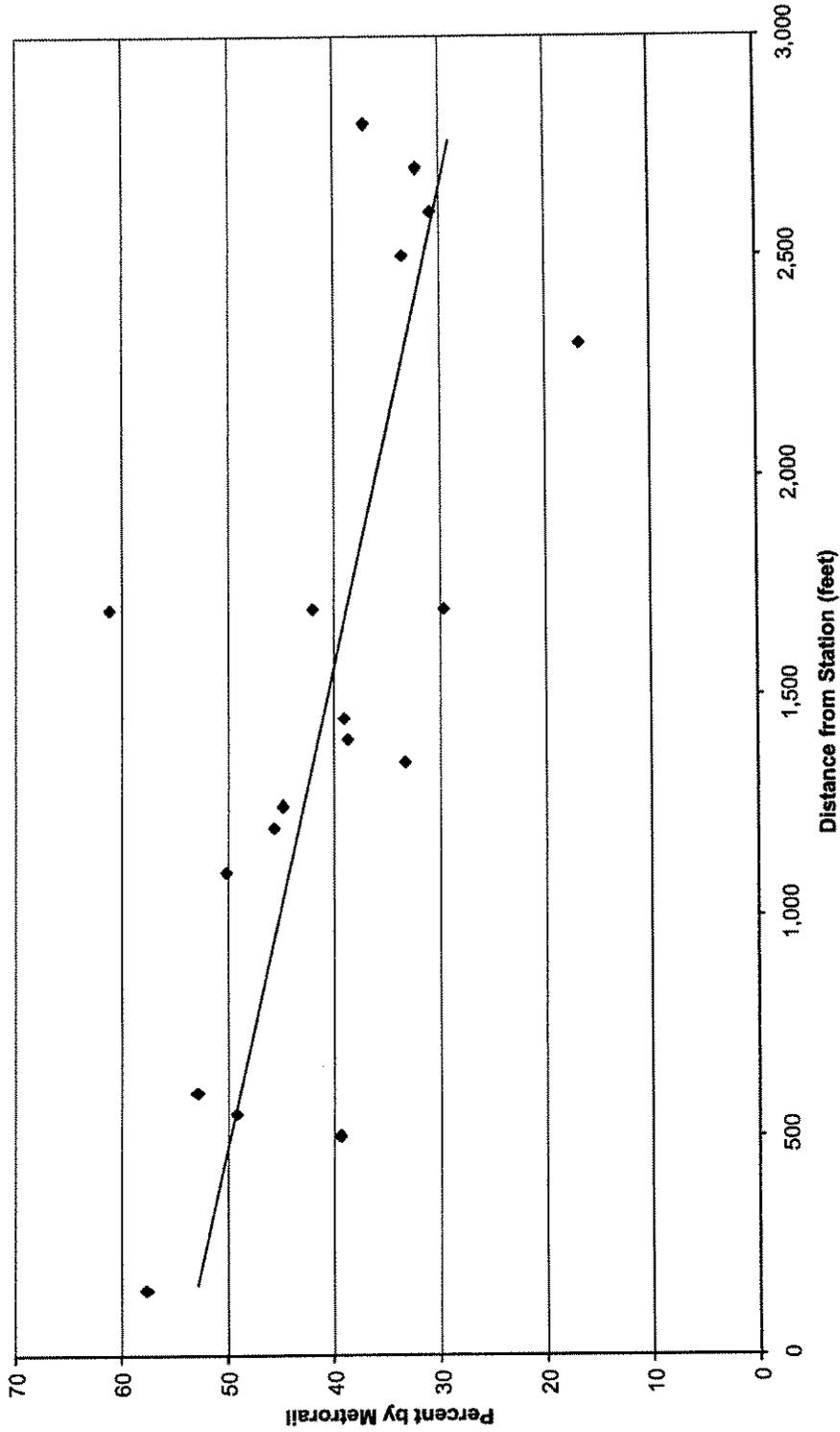


Table 11
Regression Equation Summary for All Residential and Residential Commute/School
Metrorail Trips by Distance from Station

Distance (mile)	Metrorail Mode Share	
	Overall	Commute/School
0	54%	65%
1/4	43%	54%
1/2	31%	44%

Housing and street densities showed moderate correlations with auto and other transit (Metrobus and all other transit) modes, but the correlations were weaker when partnered with Metrorail use. As noted above, street density was used as a proxy for the attractiveness of the pedestrian environment. Higher street densities normally indicate good walking or pedestrian environments. The strongest correlation equation indicates that auto use decreases by 2.54 percent for every increase of one residential unit per acre, and decreases by 2.38 percent for every increase of one linear mile per square mile of street. The overall results among the housing and street densities suggest that residents living in areas with comparatively higher density housing and a dense street network are less likely to use their car, and more likely to use transit and Metrorail.

More detailed information about the regression analysis conducted for residential sites is provided in Appendix C.2.2.

4.3 Retail, Hotel and Entertainment (Movie Theater) Sites

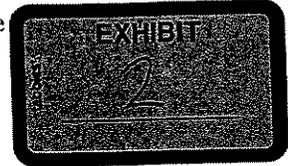
The five retail sites are located at distances from Metrorail stations varying from zero to 1,700 feet, and almost 1,300 people were interviewed at these sites (see Table 12). The five hotels are located at distances from Metrorail stations varying from zero to 4,100 feet, and 167 guests and visitors were interviewed at these sites (see Table 13). The four entertainment (movie theater) sites are located at distances from Metrorail stations varying from 700 to 2,200 feet, and 974 moviegoers were interviewed at these sites (see Table 14).

4.3.1 Frequency Analysis

As shown in Table 15, an average of 29 percent of trips to and from retail sites used Metrorail, which was similar to the 36 and 27 percent rates for auto and walk /other modes, respectively. The deviation in Metrorail use ranged from a high of 44 percent on U Street to a low of nine percent at the Silver Spring Neighborhood Center.

An average of 30 percent of all trips to and from the hotels used Metrorail (see Table 15). Similar to the retail sites, the auto and walk/other modes were not much different at 31 and 34 percent, respectively.

Please take a few minutes to let us know your opinions regarding your usage of the
Please complete one survey for each adult in the household.



1. I own a car: Yes No
2. I am: Male Female
3. I am currently: Employed outside the home Retired Student Other
4. I am: 18 - 27 years old 28 - 40 years old 41 - 65 years old over 65 years old
5. I use Metrorail: Yes No
6. If you are NOT currently using Metrorail - please tell us why (mark all that apply):
- Station located too far away
 - Not Available to My Work
 - Unusual Work Hours
 - Not Cost Effective
 - Prefer to Drive
 - Safety concerns
 - Not Available to My Activities
 - Other _____

The following questions only apply to persons currently using the Metrorail. We sincerely appreciate your time in completing this survey!

7. I use Metrorail as transportation for the following (please mark all that apply)
- Commute to/from Work
 - Leisure Activities
 - Transportation to Airport
 - Shopping
 - Other
8. I use Metrorail:
- Every day
 - 3-5 times a week
 - 1-2 times a week
 - Occasionally
9. I get to Metrorail:
- By Walking
 - By Bike
 - By Car
 - By Carpool/Vanpool
 - By Bus/Shuttle
 - By Other: _____
10. Overall, I am very satisfied with the services offered by the Metrorail:
- Very Much Agree
 - Agree
 - Neutral
 - Disagree
 - Very Much Disagree
11. The ability to use Metrorail is a consideration in determining my residence:
- Yes
 - No
12. I would use Metrorail more if (please mark all that apply):
- Access to the Station was more convenient
 - Stations were located closer to where I wanted to go
 - Metrorail ran more frequently
 - Metrorail was cheaper
 - More parking was available at the Stations
 - Other _____

13. If Metrorail were not across the street, I would use my car:
- About the same
 - Twice as much
 - Three times as much
 - Four times as much

Comments: _____

Please write additional comments on back of survey. Thank You!

Merrifield at Dunn Loring Station

Demographic/Dimension Report

288 Total Surveys Collected

STAR Segment: None

5

I own a car:

Response

Property

Yes (238)

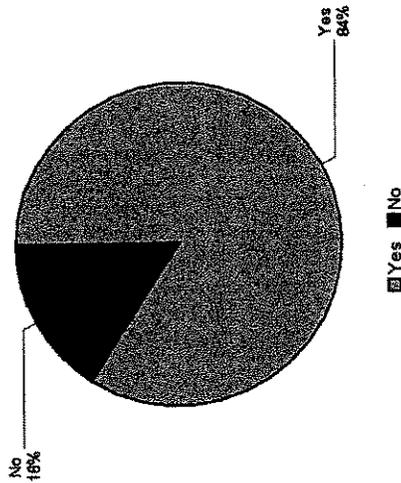
No (45)

82.3

72.1

81.4

	Resp.
Yes	238
No	45
Total Responses:	283



1 Create an action plan in ACTIONScope.

2 Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.

Merrifield at Dunn Loring Station

Demographic/Dimension Report

288 Total Surveys Collected

Minimum Score: 5

STAR Segment: None

I am:

Response

Property

82.3

ESTEEM

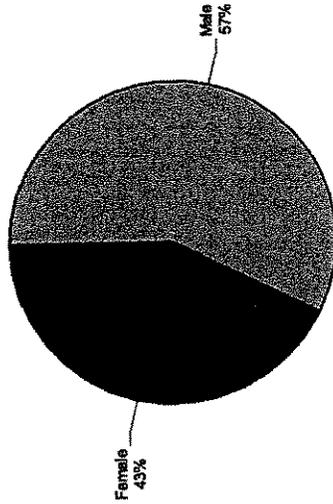
Male (163)

73.3

Female (121)

74.3

	Resp.
Male	163
Female	121
Total Responses:	284



■ Male ■ Female

ⓘ Create an action plan in ACTIONSCOPE. ⓘ Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.

Merrifield at Dunn Loring Station

Demographic/Dimension Report
288 Total Surveys Collected

Minimum Star Rating: 5
STAR Segment: None

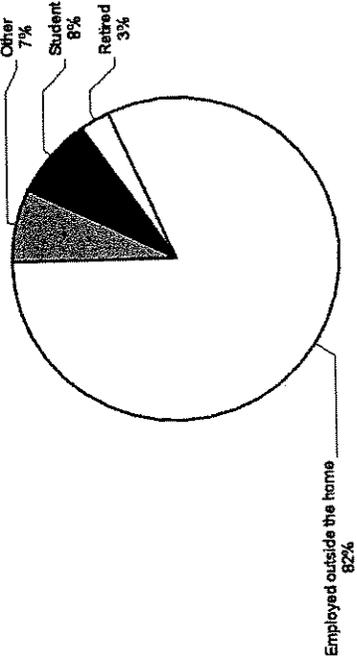
I am Currently:

ESTEEM

Property	82.3
Other (20)	76.3
Student (22)	70.0
Retired (8)	66.7
Employed outside the home (223)	74.7

Employed outside the home (223)

	Resp.
Employed outside the home	223
Retired	8
Student	22
Other	20
Total Responses:	273



Other Student Retired Employed outside the home

! Create an action plan in ACTIONScope.
! Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.

Merrifield at Dunn Loring Station

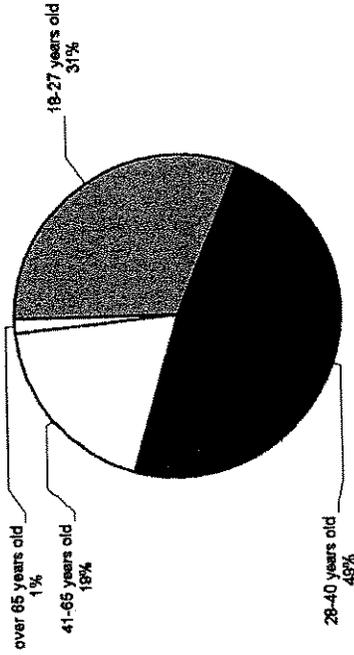
Demographic/Dimension Report
288 Total Surveys Collected

Minimum Resp. Responses: 5
STAR Segment: None

Item:

Property	ESTEEM
18-27 years old (88)	75.6
28-40 years old (137)	72.1
41-65 years old (54)	75.3

Property	Resp.
18-27 years old	88
28-40 years old	137
41-65 years old	54
over 65 years old	4
Total Responses:	283



18-27 years old 28-40 years old 41-65 years old over 65 years old

Create an action plan in ACTIONSCOPE.

Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.

Merrifield at Dunn Loring Station

Minimum Required Responses: 5
STAR Segment: None

Demographic/Dimension Report
288 Total Surveys Collected

I use Metrorail:

ESTEEM

82.3

74.2

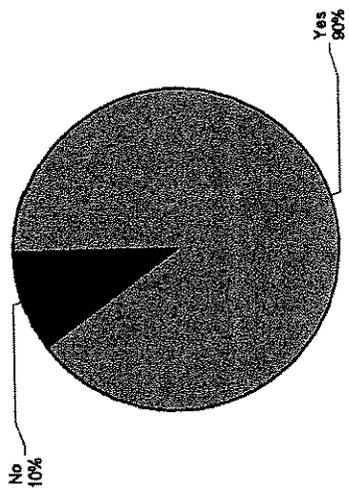
57.5

Property

Yes (244)

No (27)

	Resp.
Yes	244
No	27
Total Responses:	271



Yes No

+ Create an action plan in ACTIONSCOPE. **+** Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.

Merrifield at Dunn Loring Station

Demographic/Dimension Report
288 Total Surveys Collected

UNIFOCUS®
Transportation Cards

August 2006

Minimum Score: 5
STAR Segment: None

If you are NOT currently using Metrorail-please tell us why (mark all that apply):

Property

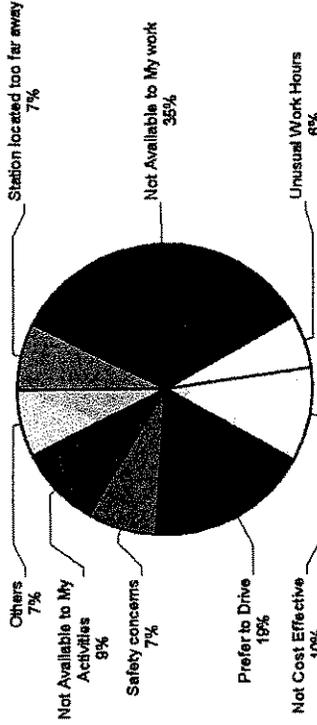
ESTIEM

82.3

- Station located too far away (5)
- Not Available to My work (23)
- Not Cost Effective (7)
- Prefer to Drive (12)
- Safety concerns (5)
- Not Available to My Activities (6)
- Others (5)



	Resp.
Not Available to My Activities	6
Not Available to My work	23
Not Cost Effective	7
Others	5
Prefer to Drive	12
Safety concerns	5
Station located too far away	5
Unusual Work Hours	4
Total Responses:	67



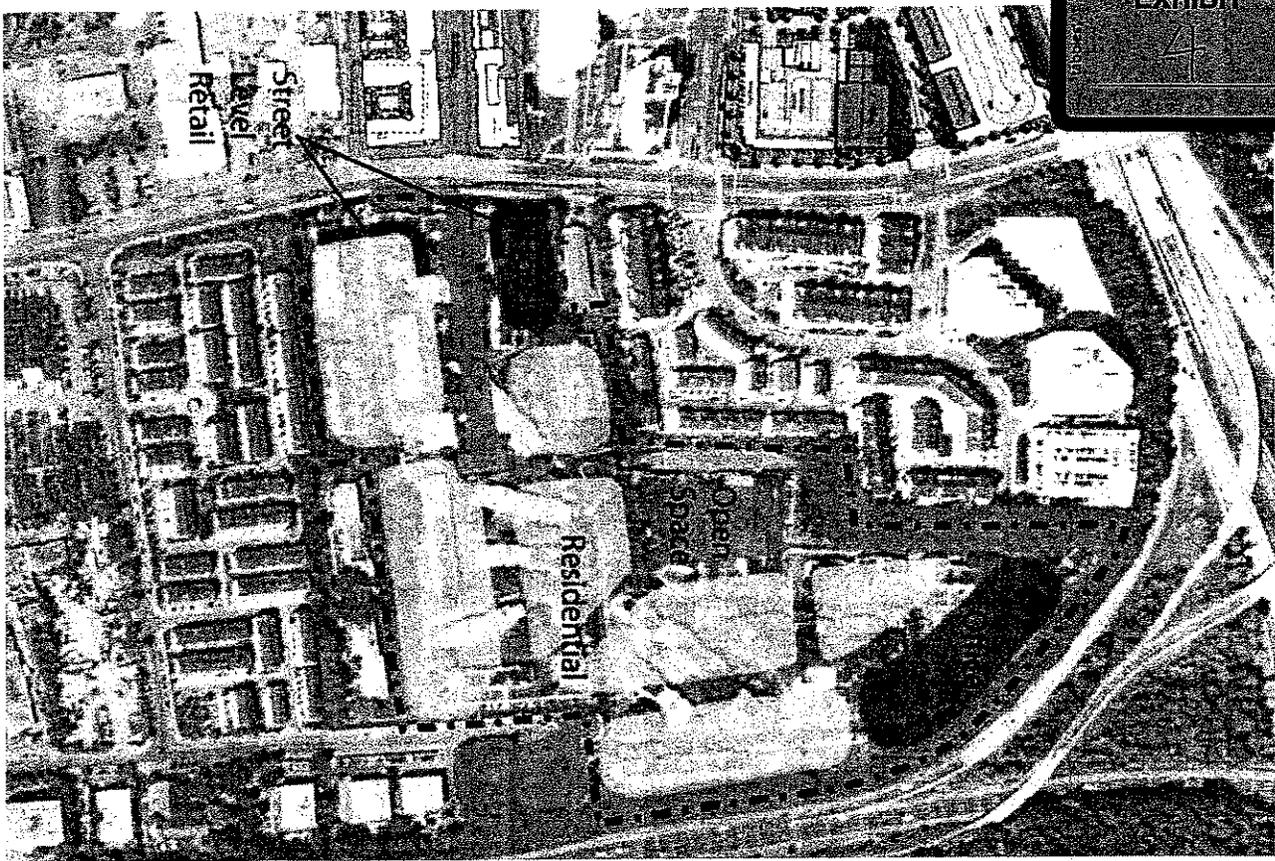
- Station located too far away
- Not Available to My work
- Safety concerns
- Prefer to Drive
- Not Cost Effective
- Unusual Work Hours
- Not Available to My Activities
- Others

⚠ Create an action plan in ACTIONSCOPE. **C** Critical Issue Analysis is a statistical process that combines the importance of a question with the performance of that question on the survey. Questions that are most critical received a higher score because of low performance, high importance or a combination of both.



Table I
Merrifield Apartments
Preliminary Trip Generation Analysis

Land Use	ITE Land Use Code	Size	Units	AM Peak Hour Total	PM Peak Hour Total	Average Daily
Development Scenario Comparison						
Total Residential Trips						
Based on 2001 Merrifield Plan Study				610	671	7,294
Proposed Plan Amendment				476	532	5,899
Difference in Trips				-134	-139	-1,395
Percent Difference				-22%	-21%	-19%
<i>Trip Rate per Dwelling Unit</i>						
Based on 2001 Merrifield Plan Study				0.39	0.43	4.63
Proposed Plan Amendment				0.24	0.27	3.01
Total Development Trips						
Based on 2001 Merrifield Plan Study				661	855	9,322
Proposed Plan Amendment				890	1,044	10,756
Difference in Trips				229	189	1,434
Percent Difference				35%	22%	15%
Trip Generation Summary - Based on 2001 Merrifield Plan Study						
Total New Vehicle Trip Generation (1) (2) (3)						
Apartment	220	1,575	DU	610	671	7,294
Retail	820	20,000	SF	51	184	2,028
Total				661	855	9,322
<i>Residential Trip Reduction</i>				165	213	2,322
<i>Residential Percent Trip Reduction</i>				21%	24%	24%
<i>Retail Trip Reduction</i>				9	32	358
<i>Retail Percent Trip Reduction</i>				15%	15%	15%
Notes: (1) Based on Institute of Transportation Engineers (ITE), <i>Trip Generation</i> , 7th edition (2) Internal Synergy Reduction based on VDOT <i>Traffic Impact Analysis Regulations (Chapter 527)</i> : Smaller of 15% Residential or 15% Non-Residential uses (3) Transit-TDM Reduction: Residential 20%, Retail 0%						
Trip Generation Summary - Proposed Plan Amendment						
Total New Vehicle Trip Generation (1) (2) (3)						
Apartment	220	1,959	DU	476	532	5,899
Hotel	310	201	Rooms	83	92	1,151
Retail	820	20,000	SF	43	156	1,724
Office	710	300,000	SF	288	264	1,982
Total				890	1,044	10,756
<i>Residential Trip Reduction</i>				488	563	6,025
<i>Residential Percent Trip Reduction</i>				51%	51%	51%
<i>Hotel Trip Reduction</i>				20	21	275
<i>Hotel Percent Trip Reduction</i>				19%	19%	19%
<i>Retail Trip Reduction</i>				17	60	662
<i>Retail Percent Trip Reduction</i>				28%	28%	28%
<i>Office Trip Reduction</i>				164	151	1,127
<i>Office Percent Trip Reduction</i>				36%	36%	36%
Notes: (1) Based on Institute of Transportation Engineers (ITE), <i>Trip Generation</i> , 7th edition. (2) Internal Synergy Reduction based on VDOT <i>Traffic Impact Analysis Regulations (Chapter 527)</i> : Smaller of 15% Residential or 15% Non-Residential uses (3) Transit-TDM Reduction: Residential 45%, Retail 15%						



distribution of USES

- Locate non residential uses on north edge, close to Metro access and along Gallows Road frontage
- Use major public Open Space as feature elements at front door and in the middle – surrounded by housing
- Fill majority of site with housing that that includes a variety of unit types

