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.

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 9-23-09 ARR
Planning District:
Special Area:

PART 1. NOMINATOR/AGENT INFORMATION

Name: William B. Lawson, Jr. Daytime Phone: 703-534-4800

Address: 6045 Wilson Boulevard, Suite 100, Arlington, VA 22205

Nominator E-mail Address: blawson@lawsontarter.com

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

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.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☐Lee ☒Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): 23.656 acres 1,030,459 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 paragraph 4 of the attached plan text

b. CURRENT PLAN MAP RECOMMENDATION: retail and other

c. CURRENT ZONING DESIGNATION: C-6

Continued

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). See 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: _____ TOTAL Gross Square Feet: _____

Categories	Percent of Total FAR	Square feet
Office	33.4	611,000
Retail	25.7	470,000
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	40.9	750,000
TOTAL	100%	1,831,000

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

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

- .1 - .2 du/ac (5-10 acre lots)
- .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)			
Mid-Rise Multifamily (5-8 stories)	715	1,050	750,000
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

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 August 3, 2009 and September 16, 2009 to:

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

Continued

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
0724 01 0003	6200 Little River Tnpk.	Landmark HHH, LLC	4001 Williamsburg Ct. Fairfax, VA 22032	22.65	7160 3901 9848 6294 6991
0724 01 0005	6286 Little River Tnpk.	JLM, LLC	15664 Alderbrook Dr. ~~Haymarket, VA 20169~~	.49	7160 3901 9848 6294 6984
0724 01 005A	4815 Beauregard St.	Jack Coopersmith Estate	P. O. Box T ~~Attn: Louis Hirsh~~ Conygham, PA 18219	.53	7160 3901 9848 6294 6977

2. The area north of Orleans Village and Linmar townhouses and south of Grace Baptist Church west to Turkeycock Run is planned for residential use at 1-2 dwelling units per acre.

3. Parcel 72-1((1))59 in the southwestern quadrant of the intersection of Braddock Road and Lincolnia Road is planned for residential use at 1-2 dwelling units per acre and developed for institutional uses. As conditions for any future changes or redevelopment proposed for this site:

   - Site development and provide screening and buffering to minimize the impact on adjacent areas planned for low density residential use; and

   - Design the development to be sensitive to the environmental constraints of the property, especially so as not to increase off-site storm drainage problems.

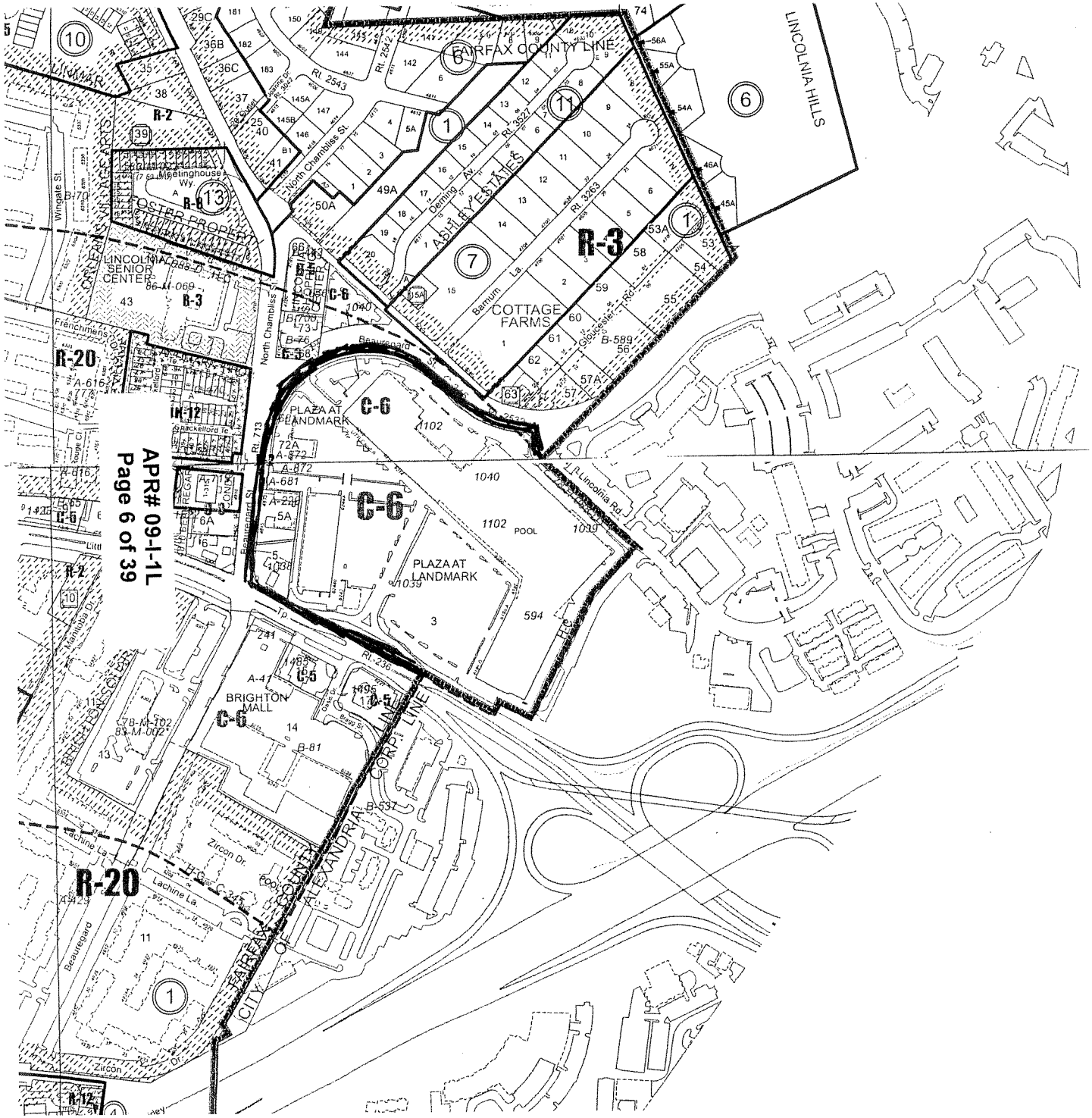
4. Limit commercial development on the north side of Route 236 to the area between Braddock Road and the Autumn Glen townhouse development at Merritt Road and to the existing development in the vicinity of Beauregard Street. As redevelopment occurs, provide pedestrian access to and from residential neighborhoods.

5. Parcel 72-2((1))44B, south of the Lincolnia Senior Center, is planned for multi-family residential development at 12-16 dwelling units per acre or single family attached residential development not to exceed 12 dwelling units per acre provided that 1) development of this site does not preclude roadway improvements planned for Beauregard Street and Lincolnia Road; 2) access to the site should be oriented to take into account the approved interchange concept for the Route 236/Beauregard Street flyover; 3) since access to Beauregard Street may become more limited with the future construction of the interchange, additional inter-parcel access should be encouraged to the west or south, to supplement the approved inter-parcel access through the Lincolnia Senior Center property; and 4) in lieu of on-site recreational facilities, consideration may be given to the enhancement of the recreational area behind the Lincolnia Senior Center, in order to better utilize and maintain this existing community recreational resource.

6. Parcels 72-1((1))27, 28, 29, 29A, 31, 32 and 34 on Merritt Road north of Autumn Glen townhouses are planned for residential use at 1-2 dwelling units per acre. With consolidation of all parcels, residential development up to 5 dwelling units per acre to continue the existing pattern of development is appropriate, provided that the project includes substantial open space along the perimeter of the tract, adjacent to the Turkeycock Run Stream Valley Park.

7. The vacant parcels located in the northwest quadrant of the intersection of Brookside Drive and Route 236, across from Turkeycock Run Park, are planned for residential development at 1-2 dwelling units per acre to be compatible with the adjacent single-family neighborhood. Dedicate portions of the tract to the Park Authority for inclusion in the Turkeycock Run Stream Valley Park.

8. Retain the Lincolnia Senior Center for public facilities use and in public ownership for school, local community and recreational use.



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FAIRFAX COUNTY LINE
LINCOLNIA HILLS
ASHLEY ESTATES
COTTAGE FARMS
R-3
R-2
R-20
C-6
C-5
PLAZA AT LANDMARK
BRIGHTON MALL
LINCOLNIA SENIOR CENTER
FOSTER PROPERTY
Meetinghouse Wy.
North Chambliss St.
Beauregard St.
Lincolnia Rd.
Gloucester Rd.
Barnum La.
Deming Av.
Rt. 2543
Rt. 3527
Rt. 3263
Rt. 713
Rt. 236
Wingate St.
Frenchmens
Manitoba Dr.
Lachine La.
Zircon Dr.
Zircon
POOL
CITY OF ALEXANDRIA CORP. LINE
FAIRFAX COUNTY

Add after Paragraph 4 of the L-1 Pinecrest Recommendation for the Pinecrest Community Planning Sector, Lincolnia Planning District of Area I:

As an option, Plaza at Landmark, consisting of at a minimum parcel 72-4-((1))-003, and possibly parcels 74-4-((1))-005 and 5A may be appropriate for redevelopment as a town center that integrates retail, residential and office uses. Redevelopment as a town center should transform the character of the area from a suburban, auto-oriented, Power retail center into a mixed-use, walkable, and distinct place. The town center redevelopment should act as a catalyst for revitalization of the area and support the regional goal of concentration growth in activity centers. The option for the town center should not limit the ability of the existing main retail structure to remain until the final phase(s) of the town center is development.

With redevelopment as a town center the 23.66 acres site is planned for an intensity of up to 1.78 FAR. Redevelopment should focus on improved connectivity between the town center uses, public open spaces and, on a larger scale, the town center to the surrounding land units and greater urban context. In particular, the town center should enhance multi-modal connections to Van Dorn WMATA station and other nearby uses, and take advantage of internal synergy among the land uses to discourage reliance on the automobile. The following paragraphs outline the conditions for the town center redevelopment option.

Land Uses - Generally should be distributed across the site to create the mixed-use town center, as follows:

Development Potential for Town Center Options

	Intensity Up to 1.78 FAR	
	Non-Residential Use	
Land Use		
Retail	Square Feet 470,000	
Office	611,000	
	Residential Use	
Residential	Square Feet 750,000	
	Dwelling Units 715	

Residential Use – The residential units should be distributed in buildings across the site in a manner that is well-integrated into the town center. The residential uses also should have convenient access to open space, recreational space,

community-serving retail uses, and other services. Affordable and workforce housing should be provided through compliance with County policies.

Retail Use – To the extent possible, the retail uses should be located in places that would encourage public usage, activate the town center, and reduce vehicular traffic. Such retail uses should be distributed throughout the site in the ground-floors of the residential and office buildings; at prominent entrance points to the town center; and along the edges of plazas. The plan may include a grocery store as well as convenience retail and/or a quick service food store. These retail uses should have direct public access and display windows oriented toward pedestrian walkways, and, where appropriate, to vehicular drives and/or streets. These locations should include local-serving cleaners, health clubs, and professional storefront offices.

Office Use - The office uses will be distributed along Little River Turnpike and at the intersection at Beauregard Street so that the access and impact on traffic is well distributed along the major arterials abutting the site. Active and passive recreation opportunities should be provided for use by the employees within the town center.

Main Street Concept – The redevelopment of Plaza at Landmark should include a network of internal streets in a grid pattern. This grid of streets should form the basis of an outdoor, "main street" for the town center. The main street should incorporate ground-floor retail and restaurant uses with entrances from the Main Street and dynamic streetscape elements, such as store-front windows, awnings, and outdoor seating areas. The design should activate the length of the street, create diverse and vibrant street-life, and encourage activity beyond the typical work day. Residential, second floor retail and office uses should be integrated into the main street, above the street oriented retail uses, to provide the opportunity for residents, employees, or visitors to live, work, shop, play, and exercise on the site. An indoor community space would be desirable along this main street.

Urban Design – The town center redevelopment should incorporate high quality site design, architecture, landscaping, and lighting. These design elements should create an urban environment that balances the public realm with private space, and functionality with visual appeal. To achieve these goals, the design of the site should be oriented outward along the periphery to create a functional relationship with the surrounding land units. Within the site, the buildings should align and relate to the internal streets and open space areas. A variety of building heights should be provided for visual interest. Signature buildings with greater building heights should be use as "gateway" features. The "gateways" should be located at major approach intersections, or where major roadways meet at the corners of the site, and could include prominent architectural features, art works, signage, or urban plazas.

The façade treatment of the buildings and other structures, such as parking garages, should contribute to the visual appeal of the town center and the streetscapes. The façades should be attractive and inviting from both pedestrian and vehicular perspectives and should incorporate architectural elements to provide visual interest. Entrances and storefront windows along the façades should reflect a pedestrian scale. Blank walls of buildings, loading areas, or rear-facades should be treated in such a way that does not detract from the pleasant street experience. If uses cannot be integrated into façades, at a minimum, such façades should be decorated with store-front windows, awnings, and or vegetated or artistically designed walls.

The plan may incorporate free-standing, multi story retail uses. Their design and placement would enhance the town center or provide and appropriate transition among adjacent properties. In this case, architecture should be of similar character, if not scale, to the rest of the town center. Drive-through uses in the ultimate development plan for the town center should be kept to a minimum.

Design Character – A unified design character that builds on the urban design and architectural detail should be implemented in the town center. The design character should enhance the connectivity throughout the site and contribute to the identity of the town center. This character should strengthen the perception of the town center as a cohesive and coherent redevelopment. Attractive and functional streetscapes or other pedestrian systems, complementary architectural and urban design features, public art, brick-patterning, street furniture, and other physical landmarks or focal points should be used to establish this design theme. Part of this theme should include a program of signage and/or other wayfinding elements, which should easily direct and orient residents, employees, and other visitor through the town center.

Public Art - As part of the redevelopment of the site, a strong commitment will be made to include a public art component. The public art feature(s) is envisioned to be a focal point to one of the public open space portions of the masterplan.

On-site Urban Parks and Recreation – Multiple, publicly accessible urban plazas and park spaces at various scales and functions should be included in the town center at each phase of redevelopment. The plazas should form a network of on-site public spaces and should be supplemented by existing and improved offsite recreation facilities. The on-site urban parks and plazas should provide active and passive recreational opportunities to serve the residents, employees, and visitors of the town center. These spaces should be distinguished from streetscape and retail amenities, contribute to the quality of life for users and residents through their function, use, accessibility, facilities, amenities, or other elements. The urban park spaces should be distributed throughout the site and, depending upon function, may be at ground-level or at rooftop locations. Any public recreation space should have clearly denoted public access points. A broad rang of leisure facilities and amenities could include a trail network, off-leash dog parks, plazas, courtyards, outdoor seating areas, playgrounds,

gardens, sports courts, fitness stations, or other active recreational amenities as well as flexible spaces that will accommodate large events such as farmer's markets, community festivals and performances. These diverse spaces, functions, and amenities should be provided to the extent possible at each phase of development.

The location of smaller scale urban plazas around the perimeter of the town center should function to welcome users, provide transparency, and act as gateway features into the town center.

The network of public spaces and plazas should focus on an appropriately scaled signature central public plaza. This central plaza should function as an important civic gathering place for residents, employees, and shoppers of the town center. The provision of a range of auxiliary and connection leisure amenities will support casual and programmed activities and help enliven the area. The central plaza should provide a link between at least one external roadway, the main street and the larger community. The form and size of the plaza should encourage and facilitate a variety of outdoor activities and uses. The design should include flexible, programmable open space, outdoor seating, landscaped space, and unique place-making features, such as water, public art, or other interactive elements. The plaza should relate to the surrounding buildings with buildings aligned to the space and entrances opening onto it. The design of the plaza should promote safe usage by the pedestrian by limited vehicular access. A transit stop and drop-off area should be provided to encourage pedestrian access to this site and promote activity.

Transportation – It is essential that the impacts of the town center development be offset through a combination of additional roadway capacity, intersection traffic mitigation, circulation and access improvements, transit, pedestrian and bicycle connectivity enhancements, and implementation of effective transportation demand management (TDM) programs. These improvements should be provided in accord with the guidance set forth below:

Trip Generation – Detailed traffic impact analyses should be performed to determine the improvements needed to mitigate the impacts of the proposed development on the transportation system. These analyses should incorporate consideration of all modes of transportation appropriate to addressing capacity, circulation, access and connectivity to the town center. These impact analyses should demonstrate that traffic has been adequately mitigated, and there is sufficient multi-modal transportation capacity to address projected demands on the system, at interim phases of site development and at site build out.

Trip reduction levels should be identified in the traffic impact study and realized through a TDM program with a detailed monitoring process. These reductions are predicated upon provision of attractive, safe, and convenient pedestrian and bicycle connections between the town center and transit centers, adjacent

commercial areas and residential neighborhoods, and street improvements that further these objectives. A shuttle bus circulator will be proposed to connect the town center to the Van Dorn WMATA station.

Traffic Level of Service – To avoid degradation of traffic levels of service (LOS), land use and transportation should be kept in balance throughout the phasing of the development. ALOS E standard should be applied, in general, to determine mitigation needed at critical approach intersections. This standard is established in recognition that offsetting improvements are made to the town center to create a more multi-modal transportation system serving the area, including transit, pedestrian and bicycling connectivity improvements. In exchange for adopting a lower vehicle LOS measure for determining traffic mitigation, commitments should be made to help bring about the evolution of the current property into a more transit-oriented and walkable town center.

At locations where a LOS E standard cannot be attained or maintained, remedies should be considered and provided to offset impacts, using a tiered approach as described below. Land use changes, off-site improvements, and/or contributions toward future improvements in lieu of intersection mitigation should be considered. These remedies should help reduce or mitigate area traffic, and/or improve the future accessibility or capacity of the roadway system serving the town center area.

Mitigation of problem location should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is possible.

2. Failing that, decrease future site-generated traffic by: reducing the intensity of development, changing the mix of land (e.g., replacing office or retail uses with residential use), increasing transit use through provision of additional and improved services, and/or optimizing the application of TDM measures which might include greater transit use, walking and bicycling.

3. Failing that, provide appropriate contributions to a fund for eventual mitigation of problem locations.

Traffic Mitigation – Applying the LOS guidance described above, intersections in and around the town center should be improved to the extent possible. Modifications to intersection geometry, land configurations, timing and operation of signals, and pedestrian and bicycle accommodations should be provided at these intersections to improve access to the town center and minimize congestion.

Circulation and Access – In order to improve vehicular access and circulation within and through the town center, and to facilitate pedestrian movement within and through the town center, an interconnected network of local streets should be provided that includes wide sidewalks on both sides of most streets, delineated pedestrian pathways, and pedestrian crossings. A pedestrian circulation system should be developed on the property that interconnects the interior portions of the town center with major destinations and places on and surrounding the property where people congregate. Logical pathways should be provided that connect to external crossing points. Pedestrian movement and safety in the town center should be facilitated, in association with implementation of a wayfinding signage plan.

On the edges of the property, wider sidewalks should be planned to allow for safer and more active pedestrian movement. Safe and pedestrian-friendly crossings to and from the town center should be planned to be incorporated into the redesign of streets around the property, accommodating full pedestrian movements wherever possible. Pedestrian enhancements might include delineated crosswalks, signal retimings, intersection sidewalk extensions (bulb-outs), and other features designed into the street section with the goal of reducing conflicts with vehicles and improving safety, as allowed by VDOT.

Transit, Pedestrian, and Bicycle Connectivity – Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. To support the increased density and mix of uses access to the area should be maximized by all means available. Transit, pedestrian, and bicycle connectivity to the town center should be improved in order to achieve the objectives of increasing transit usage, including reverse ridership on the Metro, and creating a walkable and bike-able town center.

The following transit, pedestrian, and bicycle connectivity improvements should be provided as part of the redevelopment process:

- Provide bus shuttle service between the town center and Van Dorn WMATA station – Bus circulator service should be provided that will interconnect the town center to the Van Dorn WMATA station. This service would extend the influence of the mass transit to a larger area and provide connectivity across I-395 and between various nodes of activity within the area. The expanded circulator service would improve connectivity to the town center for employees, shoppers, visitors and residents.

Transportation Demand Management (TDM – A transportation demand management (TDM) program should be established that encourages the use of transit and non-motorized transportation, and utilizes a variety of measures to

reduce automobile trips. The TDM program should achieve specified trip reduction targets identified for phases of the development. It should ultimately be maintained and funded by residents and business owners once the town center development is complete. The TDM program should be designed to work in conjunction with and complement the transit, pedestrian and bicycle connectivity improvements. TDM measures employed should facilitate and complement these physical improvements and urban design features. The TDM program adopted should identify a full complement of measures that could be implemented, including alternative transportation services, support facilities and/or programs, and pricing measures, and should include enforcement, evaluation, and penalty provisions in the event trip reduction thresholds are not achieved.

Commensurate with the trip reduction levels identified in the traffic impact study, the TDM program should achieve a minimum level of 30 percent reduction in residential peak hour trips and a minimum level of 20 percent reduction in office interim phases of development, to be determined at the time of rezoning. The TDM program should be provided by the applicant, and implemented during the early phases of the town center development.

Phasing – Although phasing of the ultimate development should be flexible, the "main street" character should be established in the initial phase of development. This phase should include vertically-integrated land uses with ground-floor retail and other activity generating uses located continuously along the street, as described previously. The design should create a dynamic streetscape and promote pedestrian safety and activity. Establishing this main street and the improved connectivity in the early phases of redevelopment should establish the identity of the place as a walkable, pedestrian-scaled, mixed-use area.

Stormwater Management – Innovative stormwater management techniques should be utilized, which may include retention and detention, infiltration measures, or other means to reduce the impacts of stormwater run-off. These techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other "green" and sustainable features within this redevelopment.

LEED Certification – At a minimum, LEED Certification or other comparable third-party certification should be achieved for all parts of the new development.

Schools – The impact of development on schools should be mitigated. The redevelopment should work with the community and Fairfax County Public Schools to identify the appropriate commitments to address projected impacts.

Statement of Justification

Please consider this document to be our statement of justification for the proposed APR amendment to the comprehensive plan for the site known as Plaza at Landmark. We believe the proposal would better achieve the Plan objectives than what is currently in the adopted plan as follows:

Land Use – The redevelopment of Plaza at Landmark will transform this single use site into a walkable mixed-use community with an aesthetic mix of residential, commercial office and retail uses. The redeveloped site with its streetscape environment and diversity of open spaces will achieve the Land Use goals of the County by creating an attractive and pleasant quality of life for its residents and visitors.

Further, the redeveloped site is envisioned to become the heart of the larger community surrounding the site by providing employment, neighborhood services and community oriented retail as well as public open space and programmed community events. In doing so, the transformed site will achieve the goal of sustaining the economic and social well-being of the County and provide a high quality of life for County residents.

Transportation – The redevelopment of the site will utilize and enhance the existing transportation framework. The existing intersections at North Chambliss Street, Lincolnia Road and along Little River Turnpike will not only remain but be improved and beautified. Additional access points will be added creating a grid of streets. The street grid will allow traffic to be more evenly dispersed to and from the site. Reducing the excessive reliance on the automobile will be a cornerstone of the project. A network of generous sidewalks and pedestrian walkways will be created allowing the pedestrian to traverse the site both internally and to the greater urban context. The mix of use contemplated will reduce the peak traffic demand and foster a 24 hour live, work and play environment. A keystone of the redevelopment will be a shuttle bus system connecting the site to mass transit and the larger network of transportation, public facilities and employment areas.

Energy Conservation – A goal of Fairfax County is to promote energy efficiency and energy conservation within the public, commercial, residential, and industrial sectors. All buildings at the Plaza at Landmark site will seek LEED, leadership in Energy and Environmental Design, Certification.

Open Space – The current uses on the site are entirely retail served by large areas of surface parking and a multi-story parking structure. Landscaped islands represent the predominate respite from the parking and stores. The

RTKL DC Associates PC
2101 L Street, NW
Washington, DC 20037

202 833 4400
FAX 202 887 5168

character of Plaza at Landmark will be vastly improved through redeveloped. From an open space perspective the site will enjoy a variety of open space venues. There will be a substantial passive open space for neighborhood uses. This space will allow for neighborhood activities as well as provide visual and scenic relief. A public plaza will be provided surrounded by street oriented retail. This space is intended for active community events as well as public gathering. Throughout the plan will be a well appointed streetscape environment complete with evenly spaced street trees; landscape features; pedestrian scale lighting; benches and furnishings; graphics and signage; public art; etc. Additionally the housing typology envisioned for the site is mid-rise. Each housing group will have its own private courtyard. The variety and scale of the open space distributed throughout the redeveloped site will achieve the goals set forth by the County in its Policy Plan.

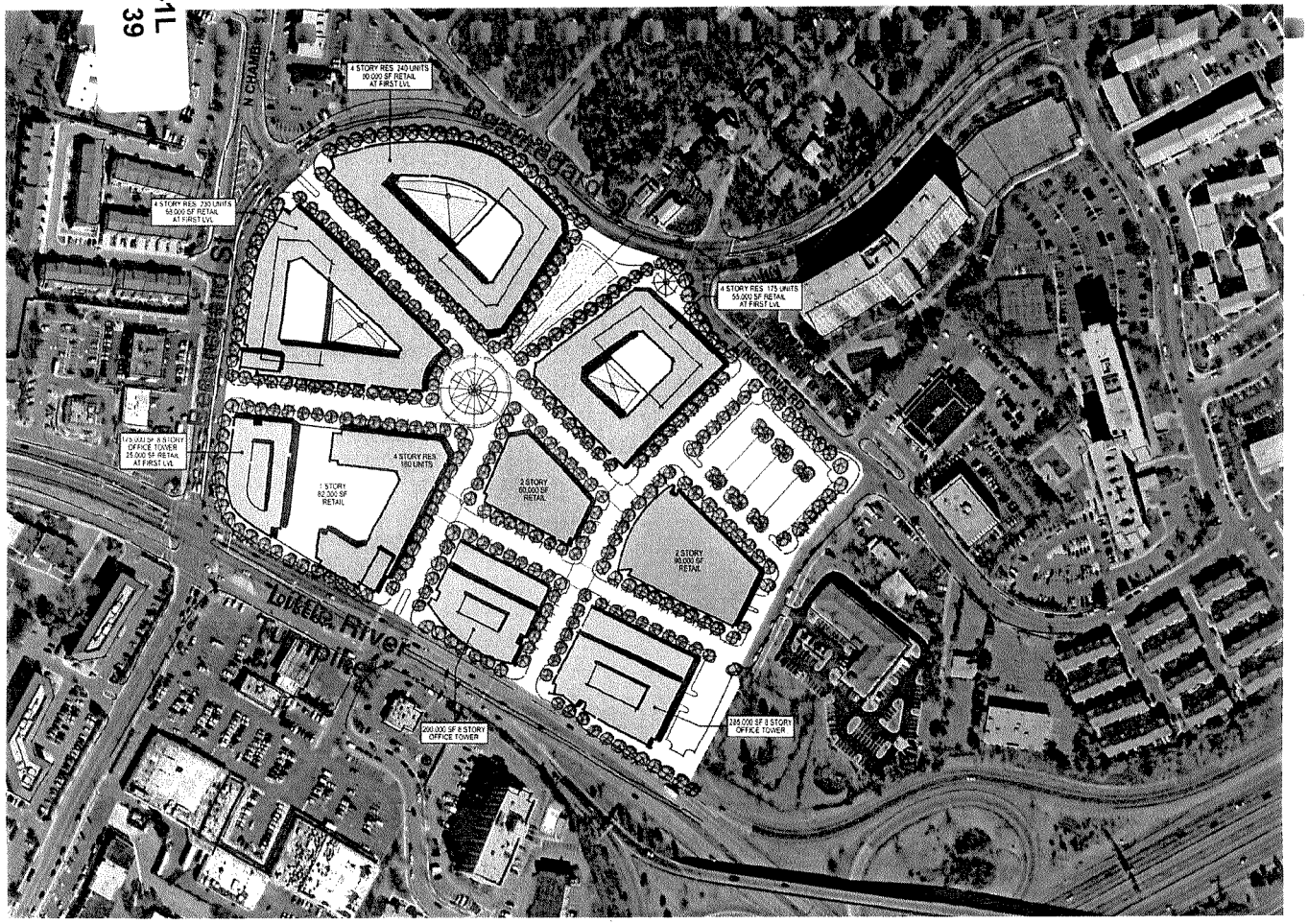
Revitalization – One of the goals of Fairfax County is to encourage and facilitate the revitalization of older commercial and residential areas. Revitalization at Plaza at Landmark will encourage business development, promote public and private investment and reinvestment, and prevent or eliminate the negative effects of deteriorating commercial and industrial areas.

Culture and Recreation – One of the goals of the Policy Plan of Fairfax County is to "provide local systems and participate in regional programs for safe, accessible and enjoyable parks (including active, passive, and historical parks); recreational programs; libraries; and cultural programs and facilities. Fairfax County should also support and encourage the identification and preservation of its heritage resources for the aesthetic, social, and educational benefits of present and future citizens." As part of the redevelopment of the site, a strong commitment will be made to include a public art component. The public art feature(s) is envisioned to be a focal point to one of the public open space portions of the masterplan.

Affordable Housing – One of the stipulated goals of the County is to provide "opportunities to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means." The affordable housing goals of the County will be met on site as Plaza at Landmark is redeveloped.

Public Participation – As the plans for the redevelopment of the site move to next steps, the community will be encouraged to take an active role in the shaping of plans that will affect the environment in which they live and work.

Plaza at
Landmark
LITTLE RIVER TURNPIKE
N. BEAUREGARD ST
395
RT. 236
RTKL



Option A

Residential:

- +/- 801,000 GSF
- Approximately 763 units,

Office:

- +/- 611,000 GSF
- Three eight story buildings,

Retail:

- +/- 470,000 GSF

Open space: Plaza and green only

- 1.75 acres

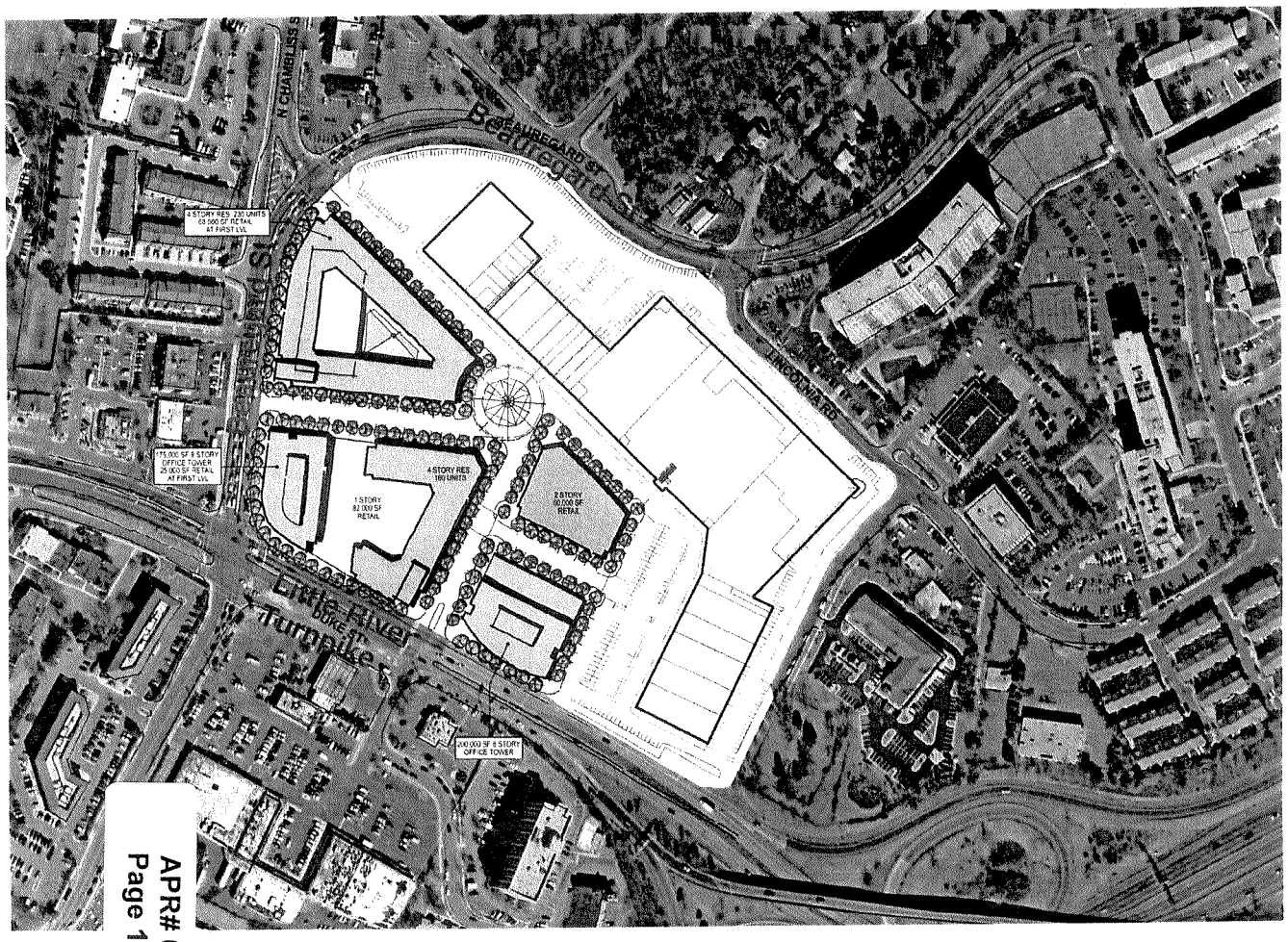
Total Density:

- +/- 1,882,000 GSF

RTKL

Option A

Macro Urban Context



Option A - Phase One

Residential:

- +/- 344,250 GSF
- Approximately 328 units,

Office:

- +/- 355,750 GSF
- Two eight story buildings,

Retail:

- +/- 228,750GSF

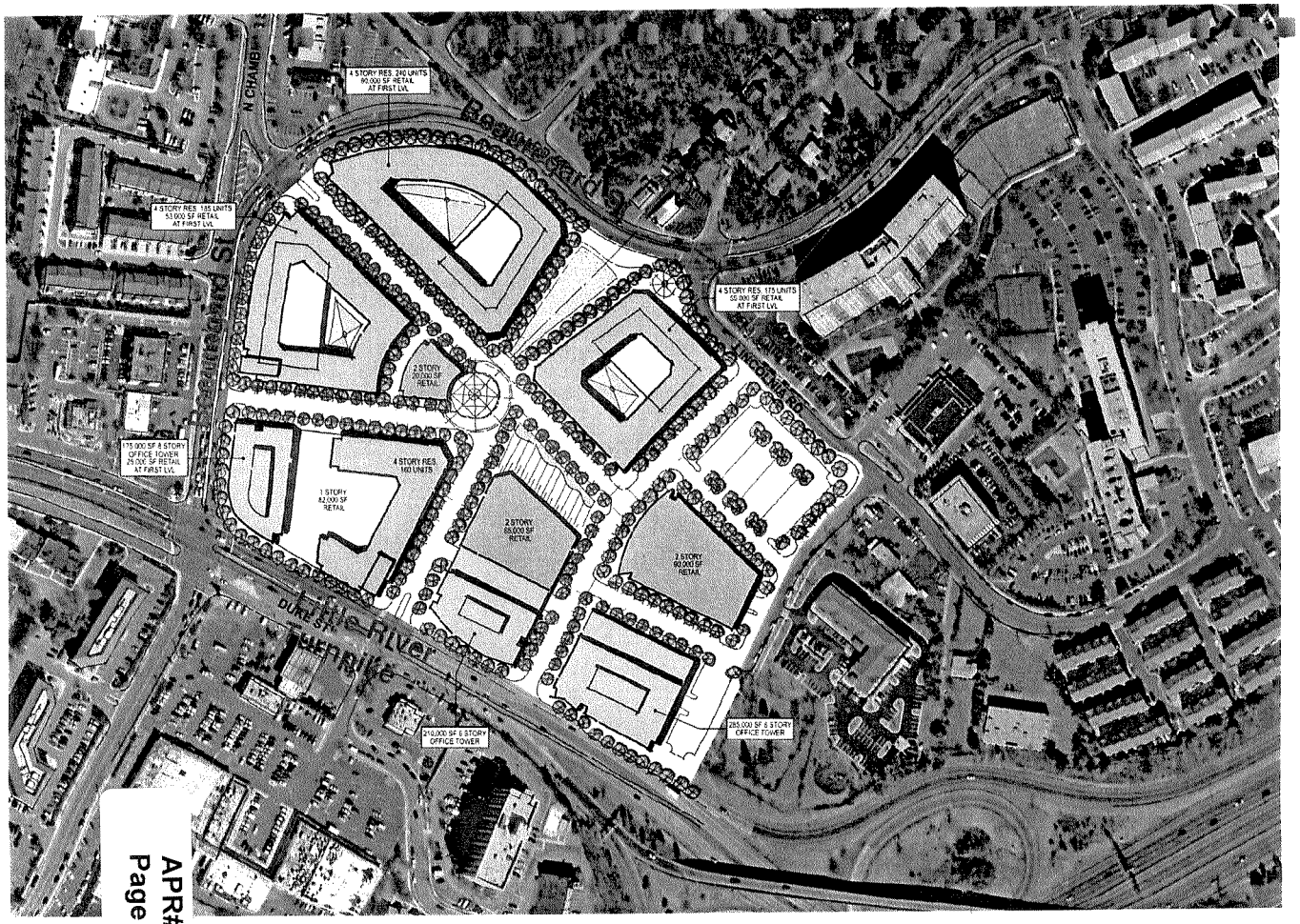
Open space: Plaza only

- +/- 0.4 acres

Total Density:

- +/- 928,750 GSF

RTKL



Option B

Residential:

- +/- 750,000 GSF
- Approximately 715 units,

Office:

- +/- 611,000 GSF
- Three eight story buildings,

Retail:

- +/- 470,000 GSF

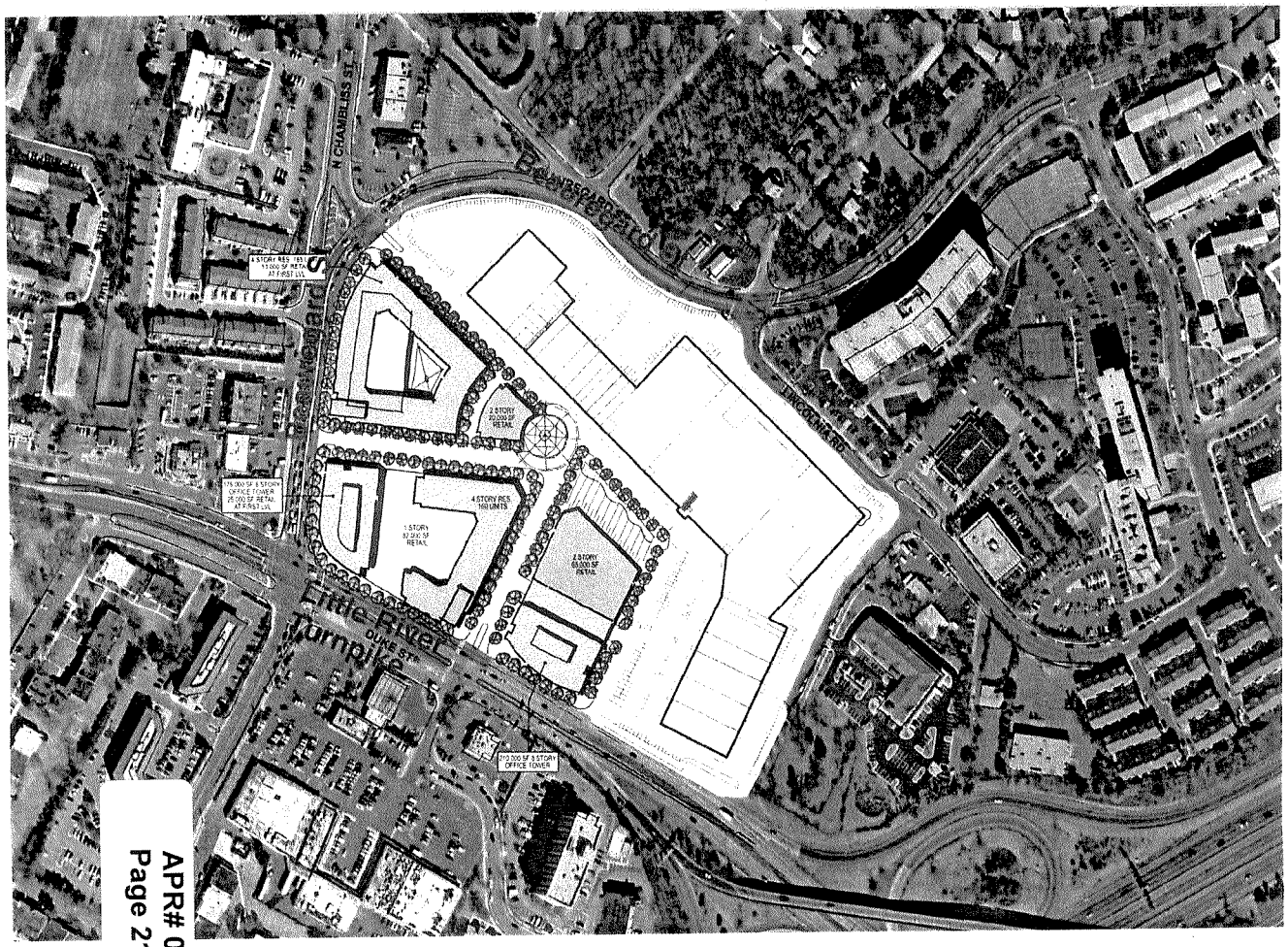
Open space: Plazas and green only

- 2.75 acres

Total Density:

- +/- 1,831,000 GSF

RTKL



Option B - Phase One

Residential:

- +/- 344,250 GSF
- Approximately 328 units,

Office:

- +/- 365,750 GSF
- Two eight story buildings,

Retail:

- +/- 232,750 GSF

Open space: Plazas only

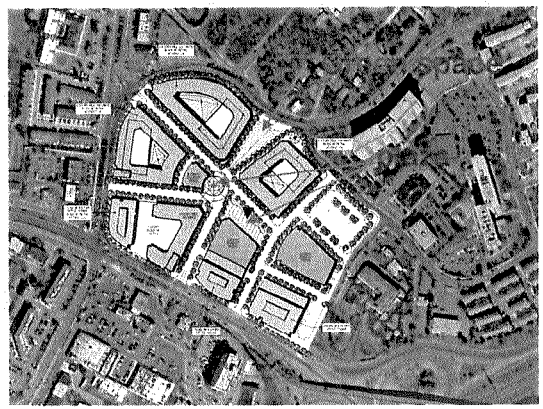
- +/- 1.0 acres

Total Density:

- +/- 942,750 GSF

RTKL

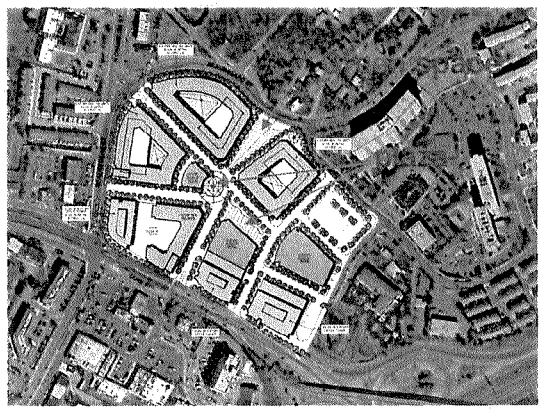
Typologies – plazas & green space



site plan

RTKL

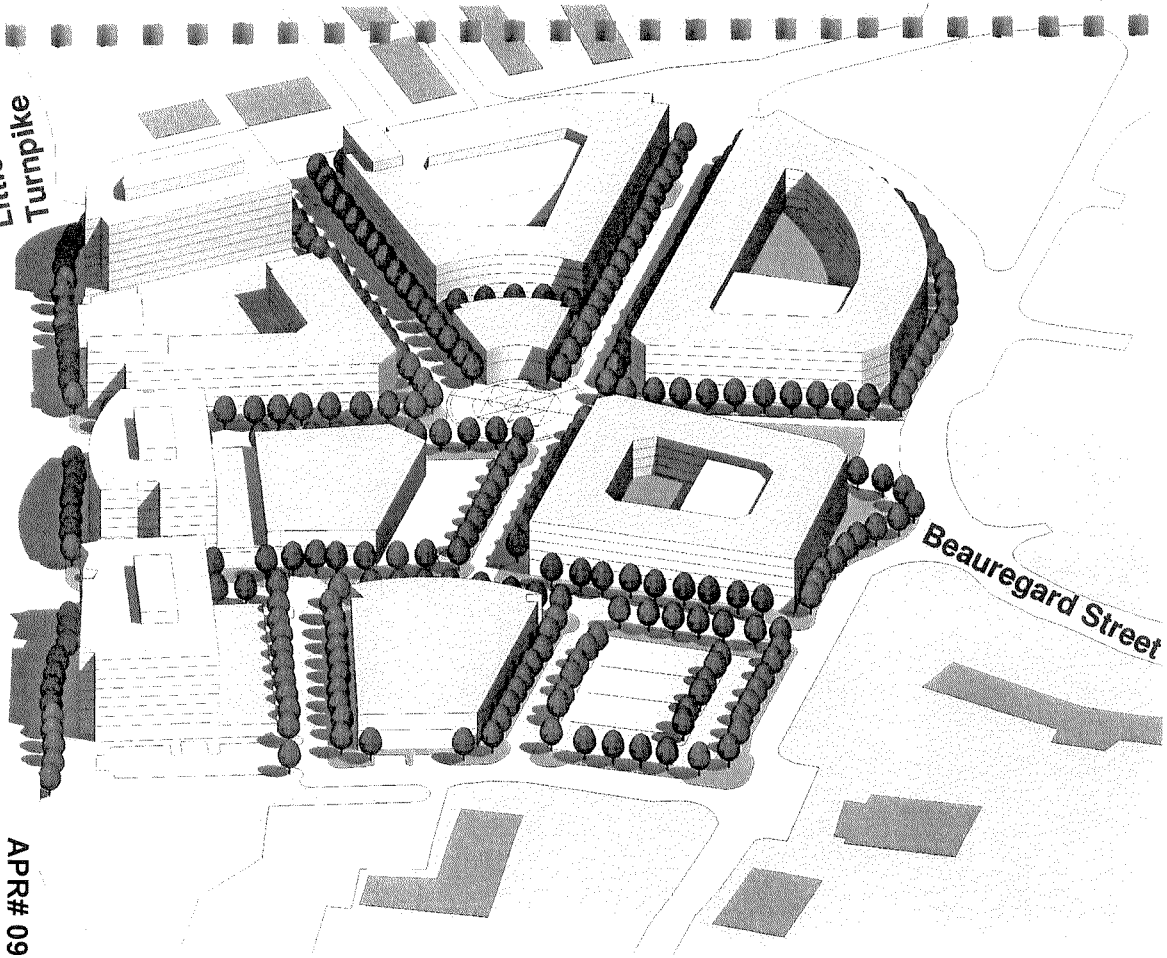
Typologies – passive green space



site plan

RTKL

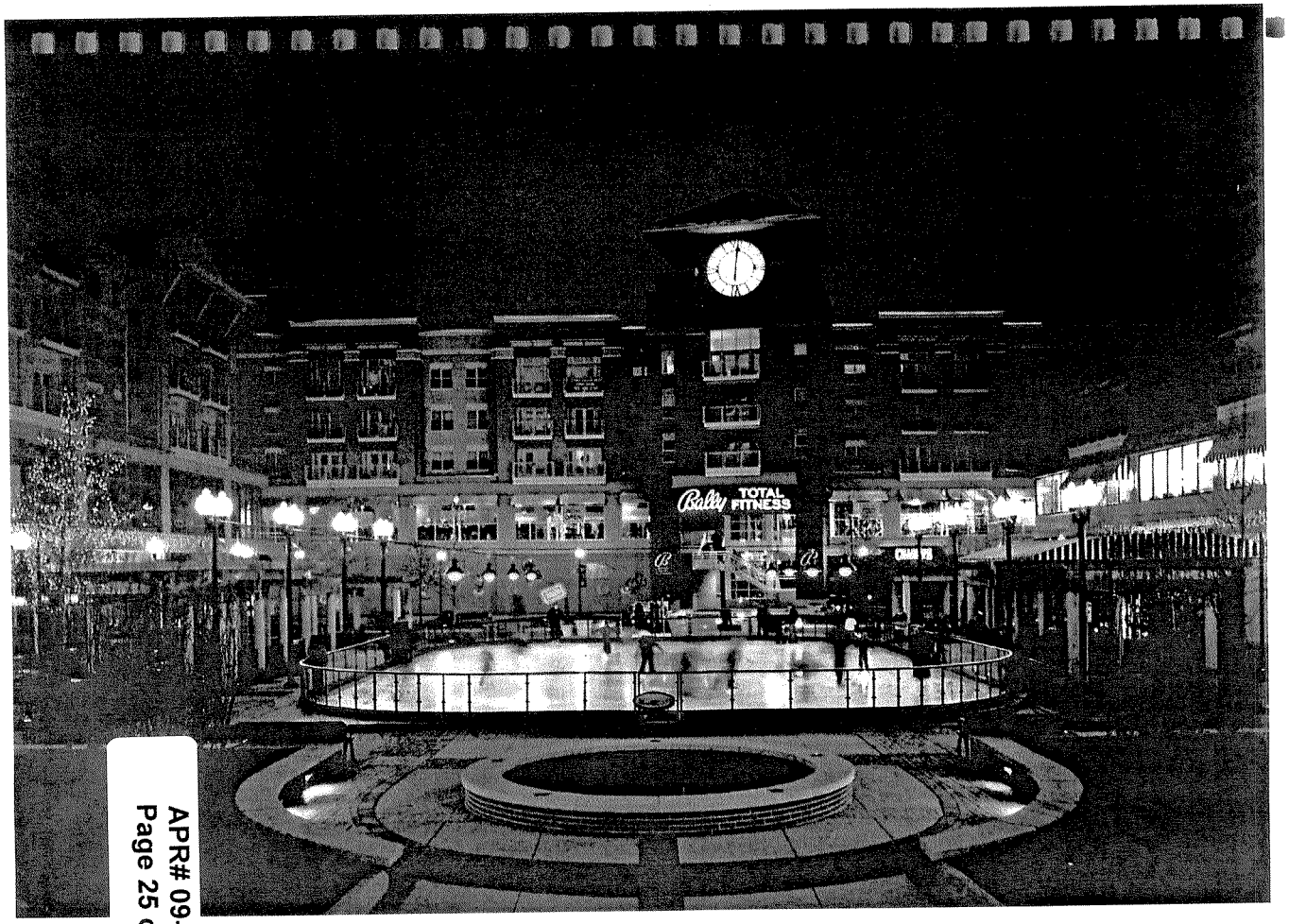
Option B - views

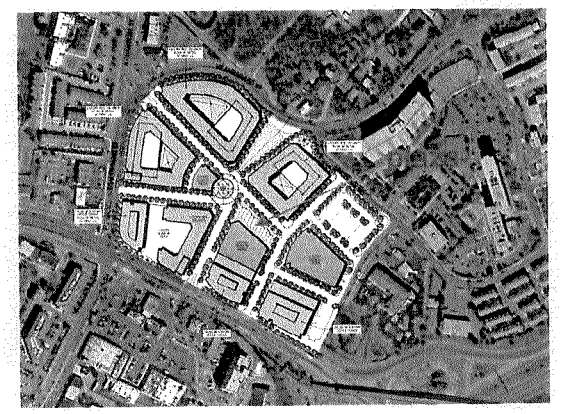


Plaza image

RTKL

Typologies – active plazas

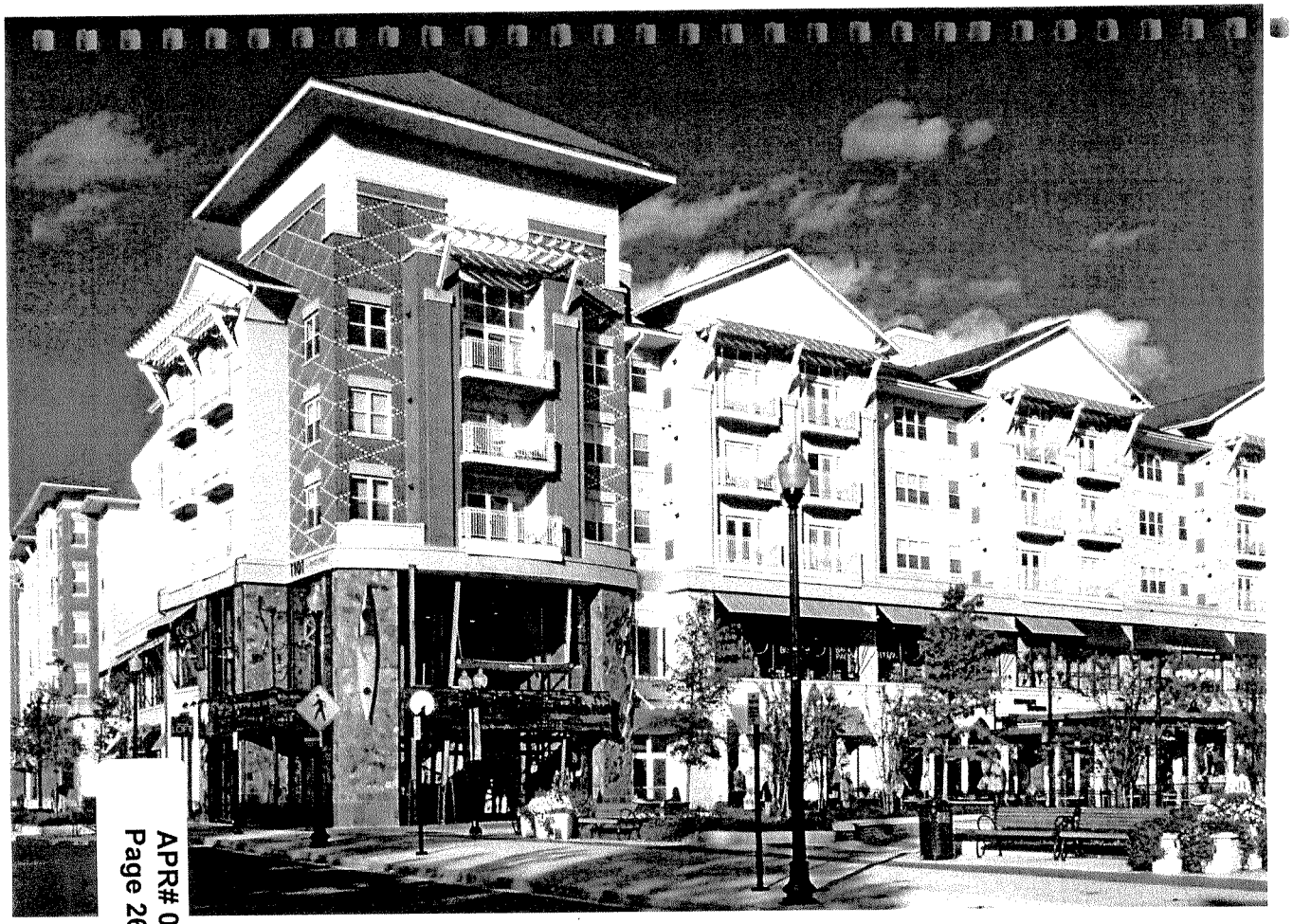


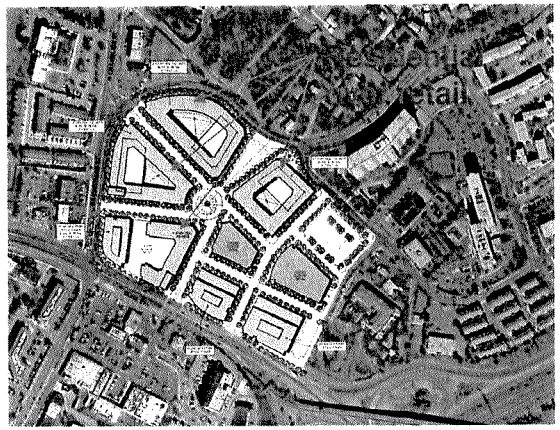


site plan

RTKL

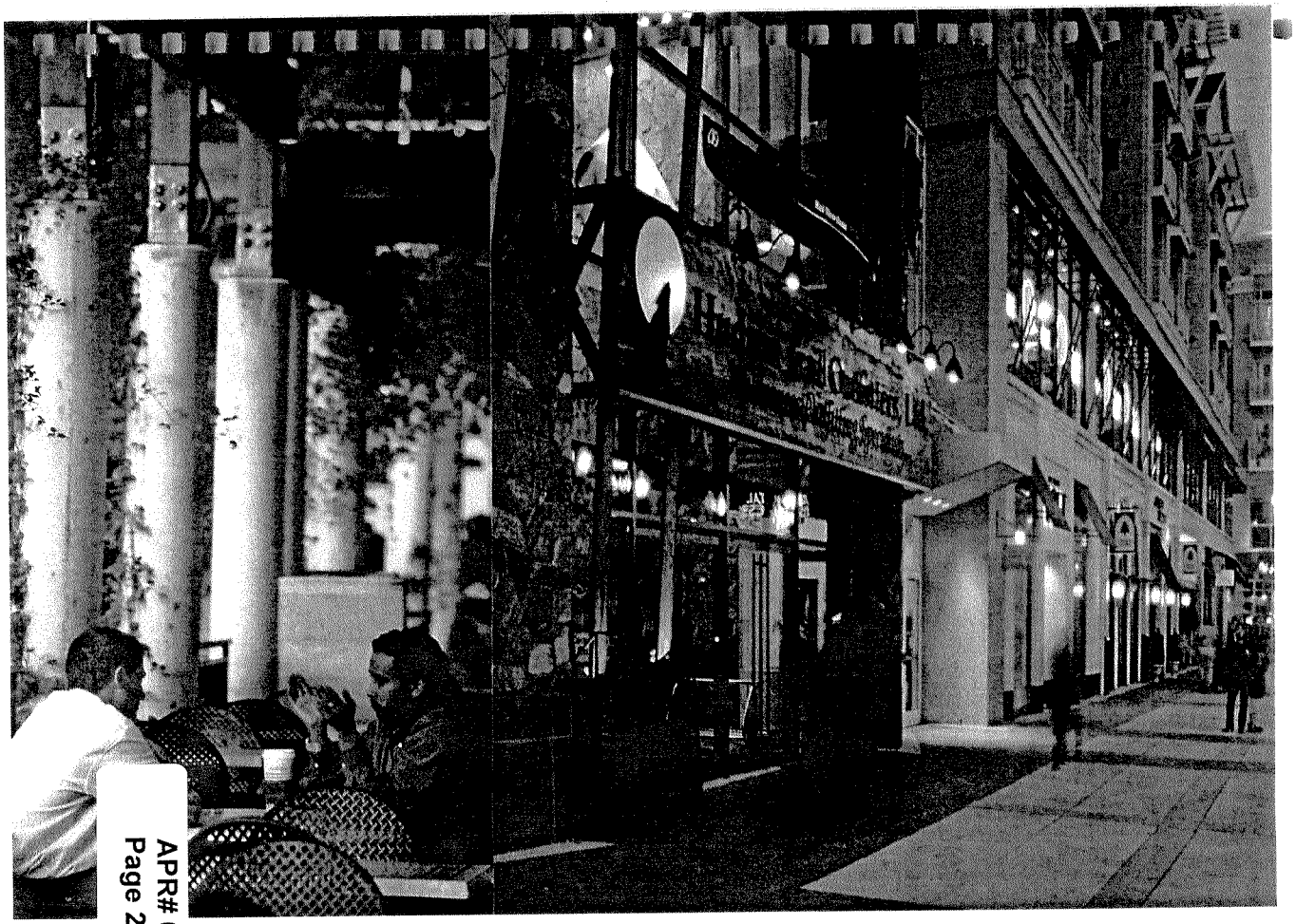
Typologies – residential over retail



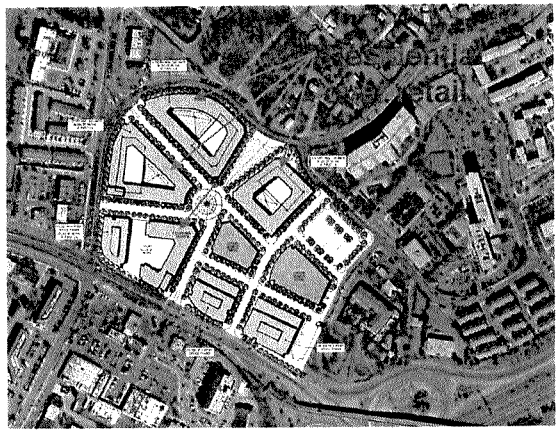


site plan

RTKL



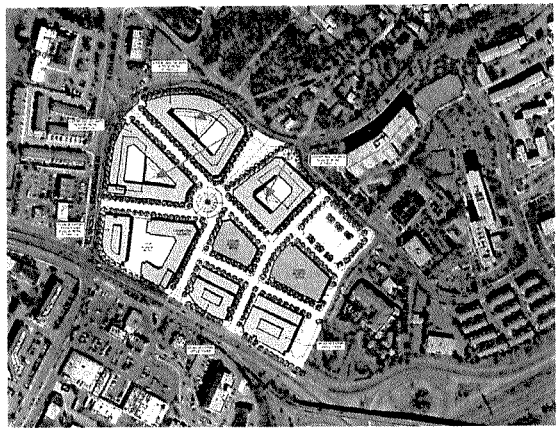
Typologies – residential over retail



site plan

RTKL

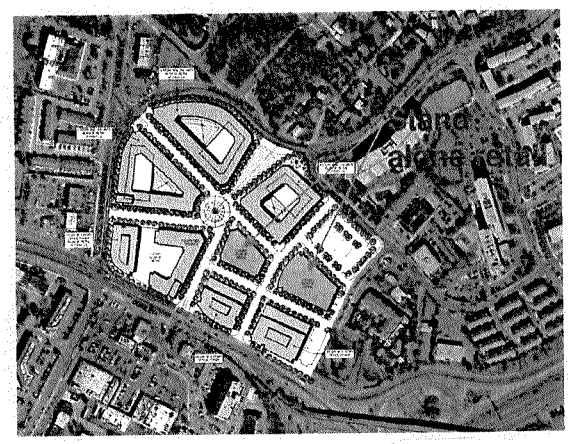
Typologies – residential courtyard



site plan

RTKL

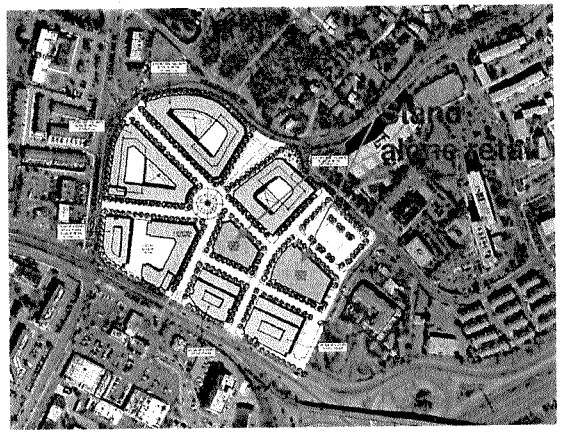
Typologies – stand alone retail



site plan

RTKL

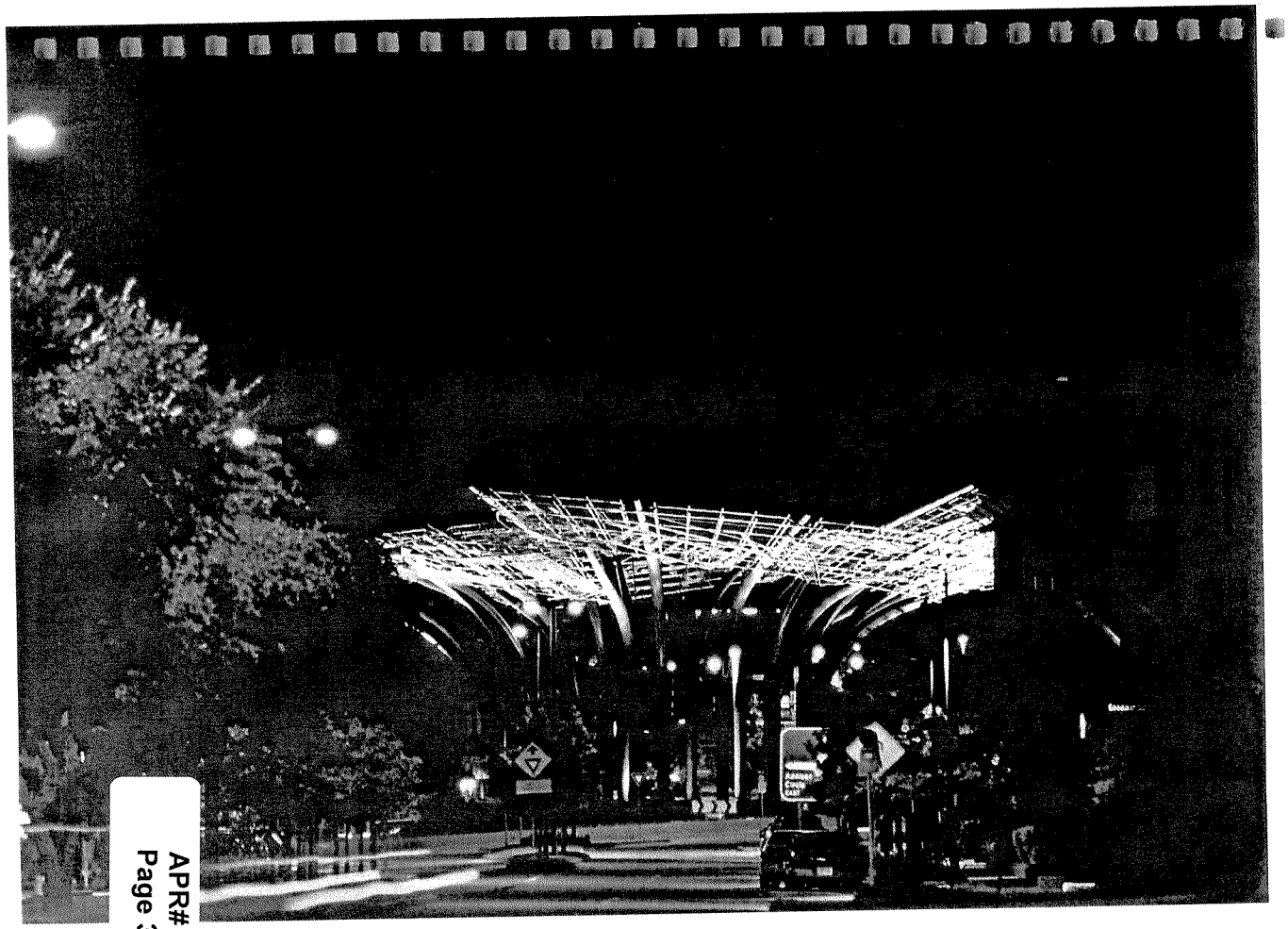
Typologies – stand alone retail

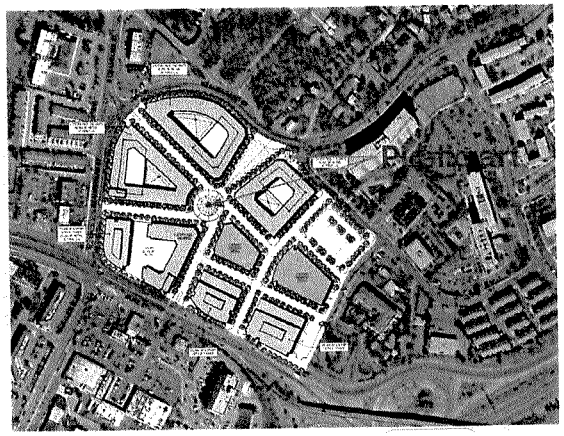


site plan

RTKL

Typologies – public art

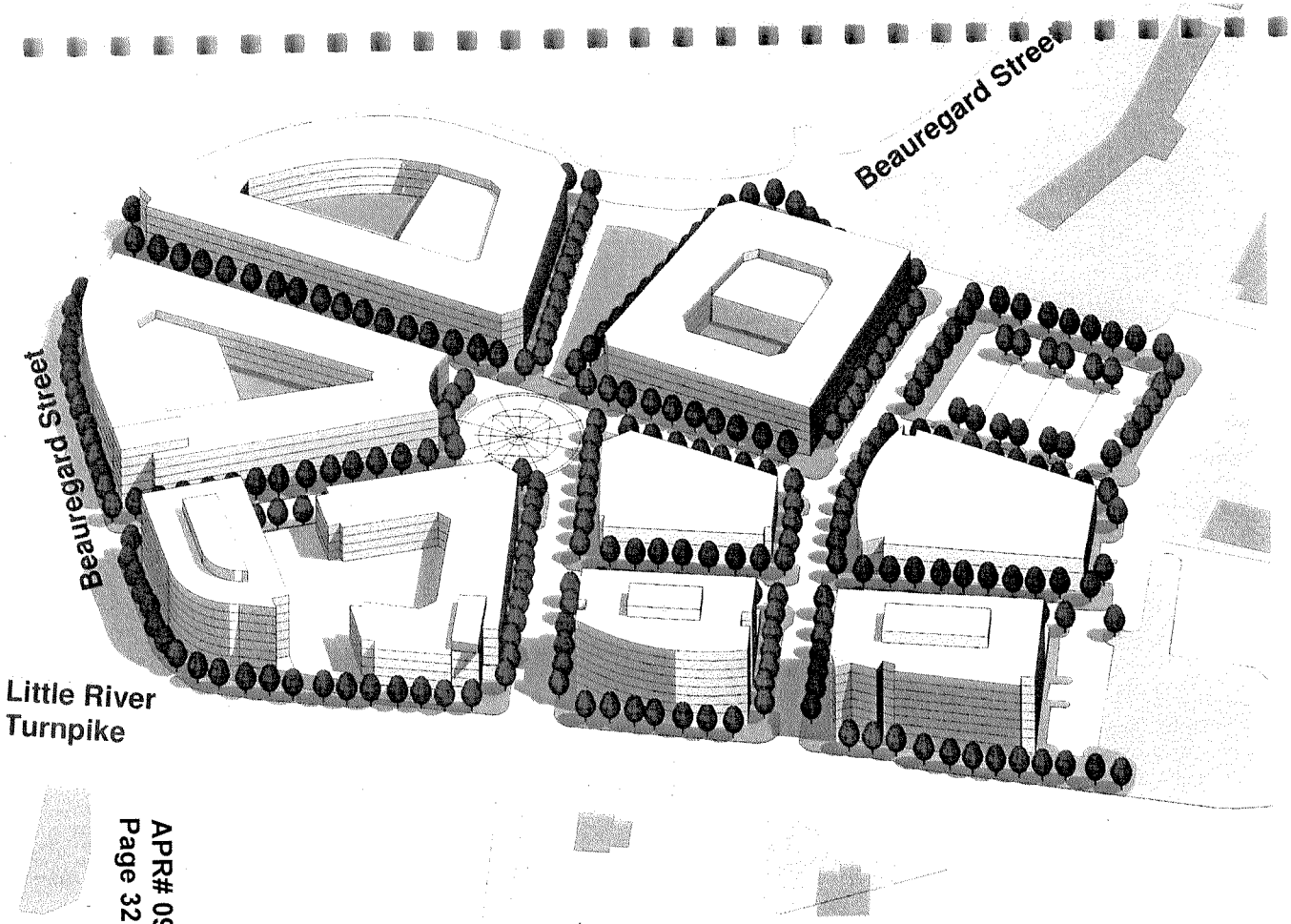


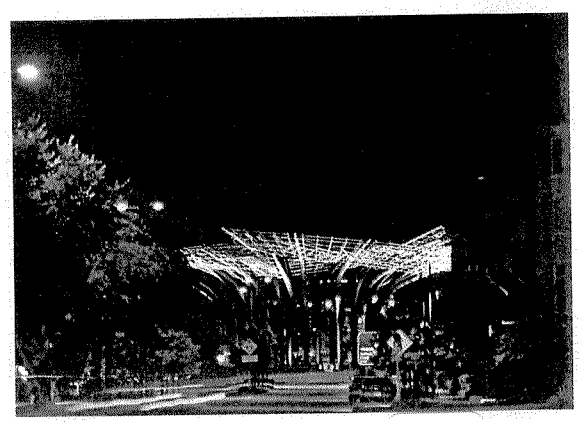


site plan

RTKL

Option A - views

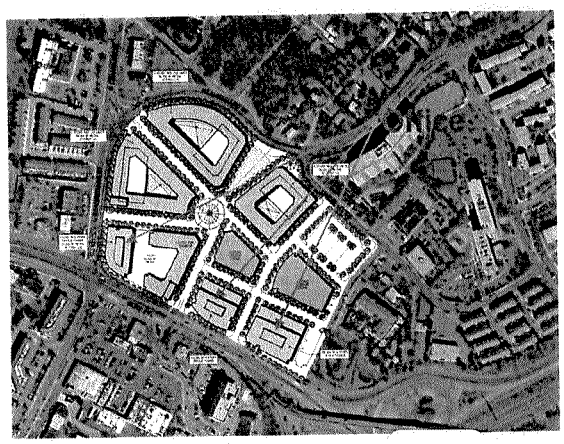




Image

RTKL

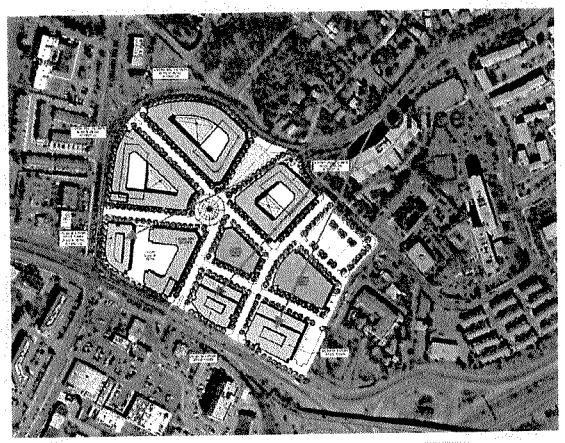
Typologies – office building



site plan

RTKL

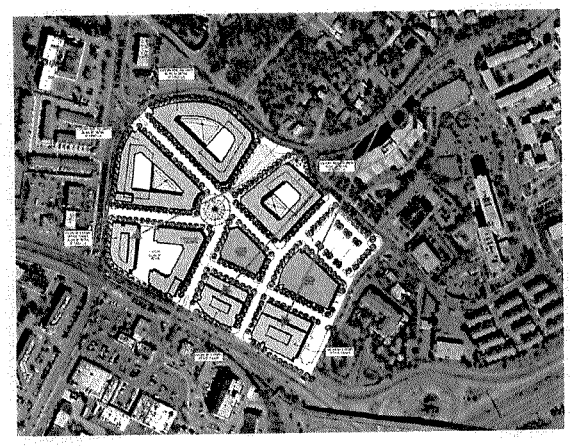
Typologies – office building



site plan

RTKL

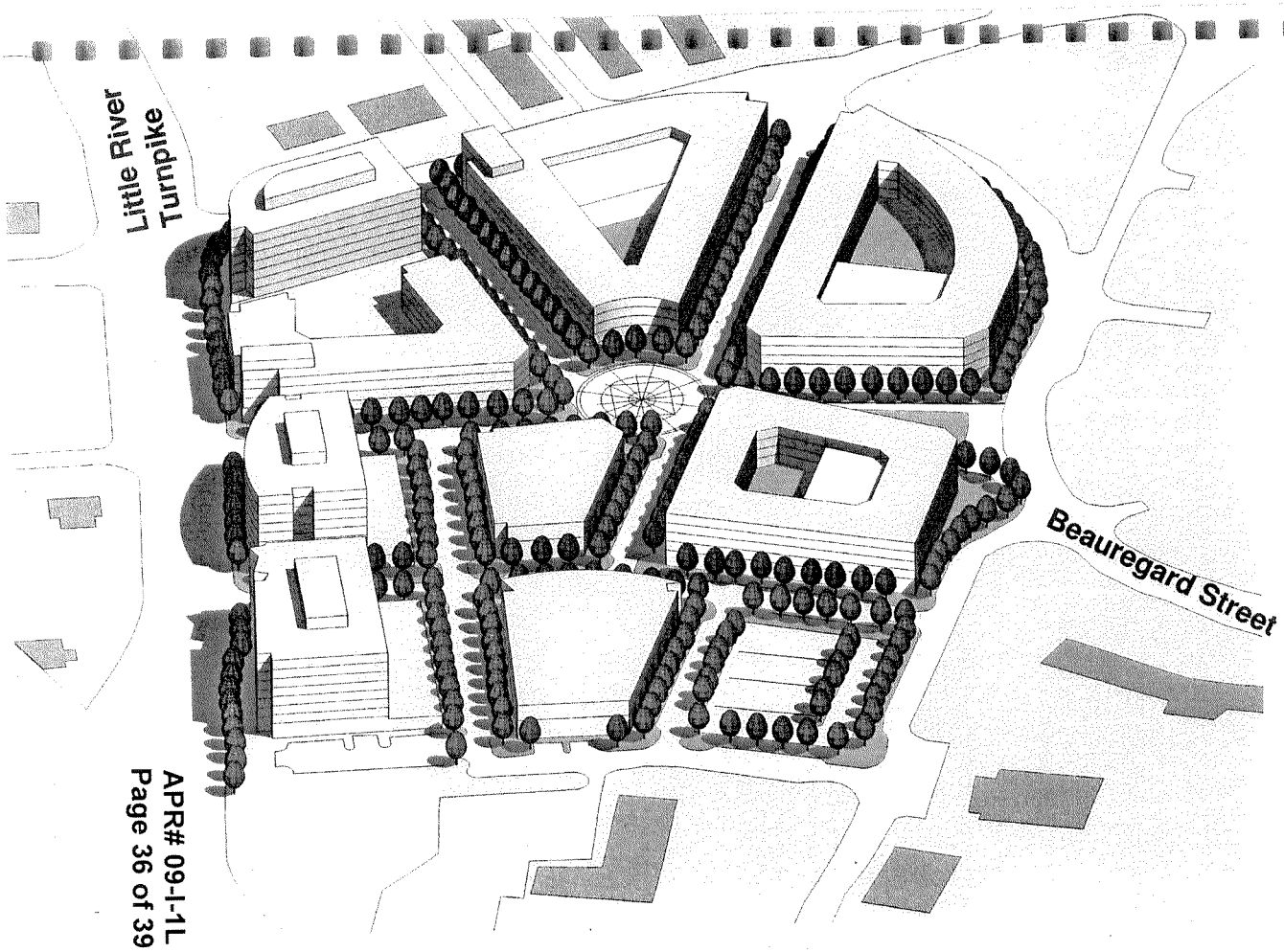
Typologies – office building

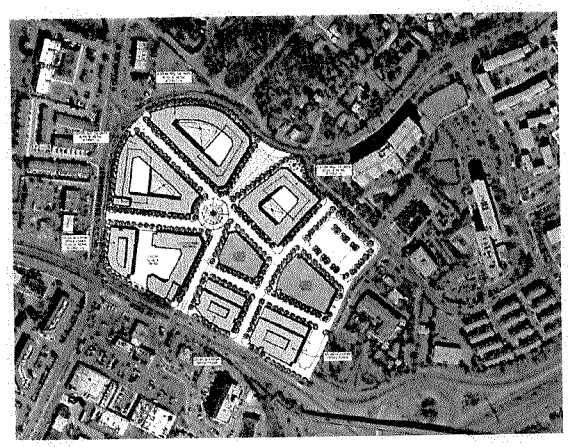


site plan

RTKL

Option A - views

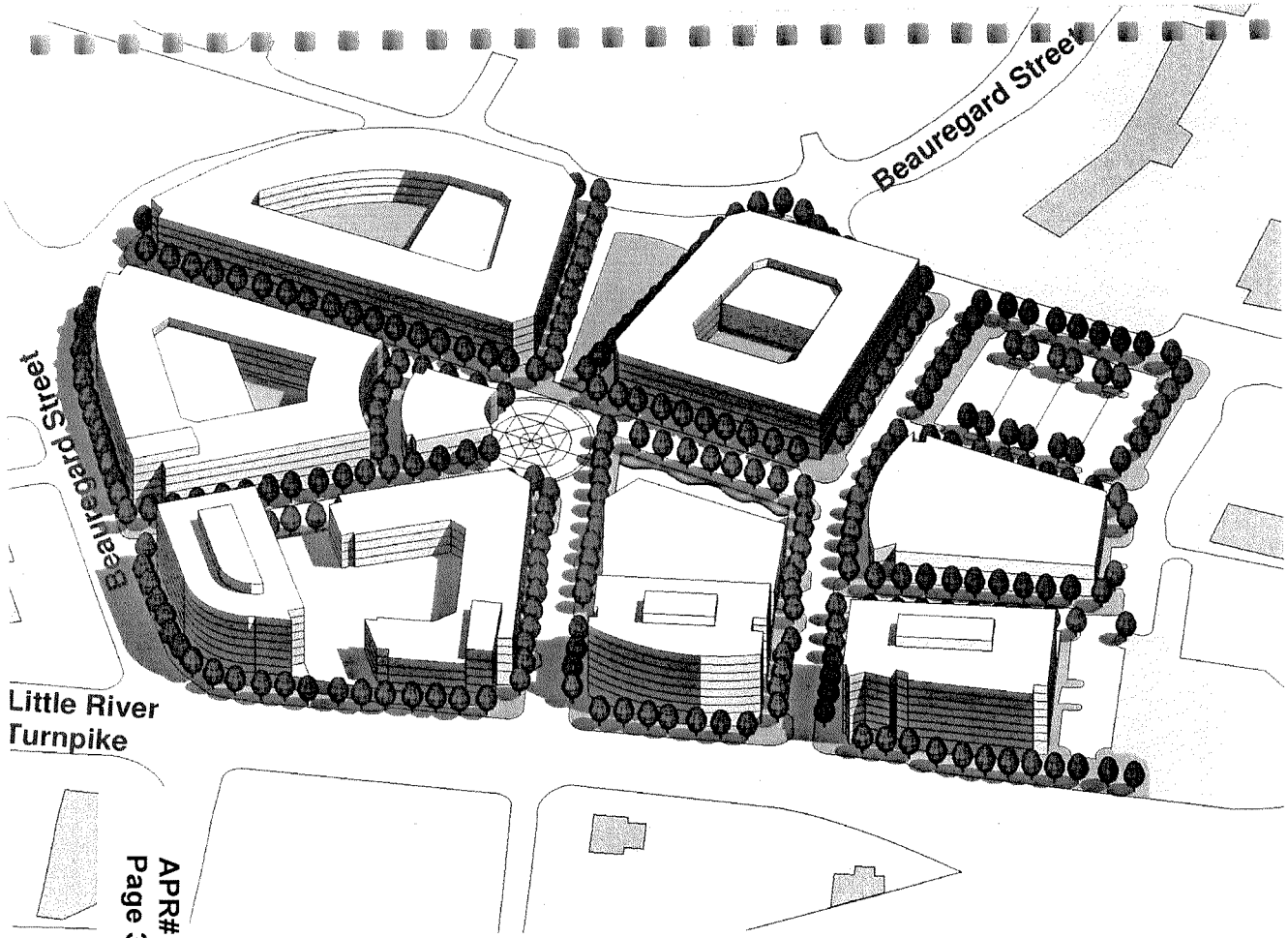


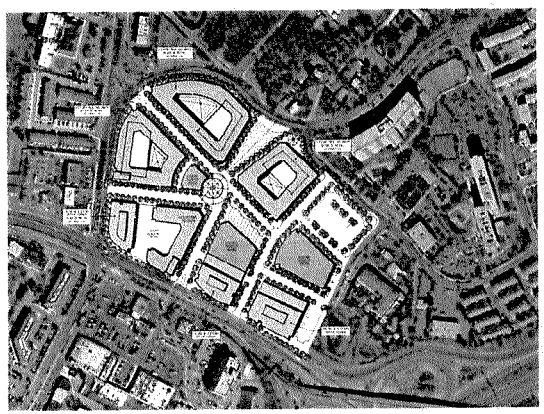


site plan

RTKL

Option B - views





site plan

RTKL

Plaza at
Landmark
LITTLE RIVER TURNPIKE
N. BEAUREGARD ST
I-395
RT. 236
RTKL

Suchicital, Bernard S.

From: William Barnes Lawson [blawson@lawsontarter.com]
Sent: Friday, October 23, 2009 10:22 AM
To: Suchicital, Bernard S.
Subject: RE: South County APR

Mark just got back with me. Our proposal is 30.25 units per acer, So I would guess the best category would be 20+ du/ac. because we are asked to specify a 10 unit range, I would suggest 25 - 35 du/ac. or it should start with 30, then 30 - 40 du/ac.

William Barnes Lawson, Jr.
Lawson, Tarter & Charvet, P.C.
6045 Wilson Boulevard, Suite 100
Arlington, Virginia 22205
(703) 534-4800

www.lawsontarter.com

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From: Suchicital, Bernard S. [mailto:Bernard.Suchicital@fairfaxcounty.gov]
Sent: Thursday, October 22, 2009 2:40 PM
To: William Barnes Lawson
Subject: South County APR

Good afternoon Mr. Lawson,

I am the Planning Liaison assigned to the 2009-2010 Mason District South County APR cycle. I reviewed your nomination for parcels 72-4((1))3, 5 and 5A, and have one question that I would like to clarify with you. On section *h. Residential Component* of the application form, you did not circle the density range that you desire for the parcels. Could you please contact me with the appropriate density so that I may make the correction?

Thank you for your time and I look forward to working with you in this process.

Bernie

Bernard S Suchicital
Planner II
Environmental & Development Review Branch
Department of Planning & Zoning
County of Fairfax, Virginia
P: 703-324-1254
F: 703-324-3056