

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: Patrick Rea Daytime Phone: 703-358-3322

Address: c/o MVCCA P O Box 203  
Mount Vernon, VA 22121

Nominator E-mail Address: Prea1@cox.net

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

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>9/15/09</u>
Date Accepted:	<u>9.29.09 car</u>
Planning District:	<u>MV</u>
Special Area:	_____

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

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

**PART 2. GENERAL INFORMATION**

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

Total number of parcels nominated: 4

Total aggregate size of all nominated parcels (in acres and square feet): 15.29 acres 666,122 square feet

Is the nomination a Neighborhood Consolidation Proposal?  Yes  No

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

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

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

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

**PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS**

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web ([www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)) for your citation. It is the most current version: North Gateway Sub Unit A-1 attachment 1 Comprehensive Plan Edition 2007 Area IV  
page 30 -33

b. CURRENT PLAN MAP RECOMMENDATION: Alternative uses

c. CURRENT ZONING DESIGNATION: C-8

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). attachment 2

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?) attachment 3 North Gateway sub-unit A-1

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: 2.0 TOTAL Gross Square Feet: 1,332,310

Categories	Percent of Total FAR	Square feet
Office	75%	999,232
Retail	5%	66,615.5
Public Facility, Govt & Institutional	20% HOTEL	266,462
Private Recreation/Open Space		
Industrial		
Residential*		
<b>TOTAL</b>	<b>100%</b>	<b>1,332,310</b>

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

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

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

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

**PART 5: MAP OF SUBJECT PROPERTY**

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

**PART 6: JUSTIFICATION**

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

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

*All completed nomination forms must be submitted between 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

**ATTACHMENT 1**  
**2009-2010 APR-CP NOMINATION**  
**North Gateway CBC Sub Unit A-1**  
**Current Plan Language (pages 30-32)**

**Attachment #1**  
**Sub-unit A-1 Current Plan Language**

The area along the west side of Richmond Highway between the Capital Beltway and Old Richmond Highway is planned for retail, office and/or residential uses up to .50FAR.

As an option, mixed-use development up to 1.0 FAR may be appropriate if the following conditions are met:

- A mix of uses, which may include office, retail and residential, is provided;
- Substantial and logical parcel consolidation is achieved;
- Pedestrian and vehicular connections are provided;
- Project design and layout provide a high quality development;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service no less than Level of Service D;
- An efficient internal vehicular circulation system is provided. Access points are consolidated, and placed away from existing intersections and operate at levels of service no less than Level of Service D;
- Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- A pedestrian circulation system which encourages pedestrian traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;
- Adequate measures to mitigate against environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
- Urban design elements, such as public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, streetscaping, landmarks or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.

As an alternative option, future redevelopment of Sub-unit A-1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high-rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required. See land use recommendations for Sub-units A-2 and B-2 for additional options.

Atch 2

North Gateway Sub-unit A-1

Recommended Changes to Comprehensive Plan Language

APR 2009-2010

Interim land uses for the land units located at North Gateway CBC are not appropriate because they may delay achievement of the overall desired redevelopment goals.

Except where specifically excluded for North Gateway CBC, in cases where desired consolidation with other parcels is not feasible, consider interim land uses which result in significant public benefits, improvements in circulation or access, parking, landscaping, site design or building design and that provide public benefits which outweigh any adverse effects of the change in use.

The area along the west side of Richmond Highway between the Capital Beltway and Old Richmond Highway is planned for retail, hotel and office and/or residential uses up to .50 FAR.

As an option, mixed office, full service hotel and ground level retail uses developed up to 2.0 FAR ~~mixed use development up to 1.0 FAR~~ may be appropriate if the following conditions are met.

~~As an option,~~ The 2.0 FAR option ~~mixed use development up to 1.0 FAR~~ may be appropriate in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.

- A mix of uses, which may include a full service hotel, visitor center, office, table service restaurants and retail and residential, is provided;
- Substantial and logical parcel consolidation is achieved; with Sub-units A-1 and A-2
  - Compatible pedestrian, bicycle and vehicular connections are provided;
  - A pedestrian circulation system which encourages pedestrian and bicycle traffic within the development, to adjacent developments and to the Huntington Metro Station is provided;

- Project design and layout provide a high quality development, and should make a statement that this is a “Gateway”;
- The traffic impact of the proposed development is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service no less than Level of Service D;
  - An efficient internal vehicular circulation system is provided;
  - Access points are consolidated, and placed away from existing intersections
  - A Transportation Demand Management (TDM) program including such options as shuttle bus service, vanpools, metro rail subsidies, secured bicycle parking areas, and/or carpool matching services should be implemented;
  - Adequate right-of-way is provided for the adjacent intersection improvements and road widenings;
- Adequate measures to militate against environmental impact should be provided. The related floodplain and wetland areas should be protected in accordance with Plan objectives, as well as, other applicable guidelines and regulations; and
  - Construction of the portion of the Huntington Trail along Cameron Run that borders this section of the property to match up with the section to be built at A-3
  - Restoration of the portion of the resource protection area (RPA) along Cameron Run associated with this sub-unit.
- Urban design elements such as:
  - landscaped open spaces, pedestrian plazas, cultural/recreation facilities, public art and streetscaping;
  - pedestrian walking/biking paths that connect through the site, to the Huntington Trail and to the Huntington Metro, and
  - Landmarks and/or building designs which will denote this area as a focal point of the North Gateway Community Business Center are included. The urban design recommendations found at the end of this Plan should be used as a guide.
- LEED silver or higher certification should be encouraged

~~As an alternative option, future redevelopment of Sub-unit A-1 northwest of Old Richmond Highway for residential use up to 30 dwelling units per acre to be compatible with the surrounding high rise residential uses may be appropriate. Substantial parcel consolidation, minimization of access points, provision of an efficient internal circulation pattern and mitigation of environmental and transportation impacts are required. See land use recommendations for Sub-units A-2 and B-2 for additional options~~

- See land use recommendations for Sub-units A-2, ~~B-1~~ and ~~B-2~~ for additional options/uses.

~~As an option, mixed office and retail with the emphasis on ground level retail uses developed up to 3.0 FAR based upon a 2005 ULI report may be appropriate if the same conditions above under 2.0 FAR options are followed.~~

**Attachment # 3**

**NORTH GATEWAY CBC and SURROUNDS**

**VISION and JUSTIFICATION**

North Gateway CBC is located at the entrance to the Richmond Highway Corridor at the Woodrow Wilson Bridge and at Fairfax County and City of Alexandria line. It lies in a prominent position at the northern most end of Richmond Highway in Fairfax County's Mount Vernon District. As such it should offer a major presence for the Mount Vernon District's commercial and retail corridor.

Its close proximity to existing high end residential areas, the Potomac River, Cameron Run and Huntington Metro offers it a perfect location to act as the "Gateway" to Mount Vernon District.

It is envisioned that this CBC and its surrounding neighborhoods along Huntington Ave and within the CBC itself, would consist of mixed-use high-rise residences, town-homes (rental and ownership), corporate offices, neighborhood-serving offices and retail as well as quality table service restaurants and cafes and a full service hotel. This area should also offer a visitors center that provides information about the historic nature/locations of the Mount Vernon District and locations along the Richmond Highway.

Furthermore, the proximity to Cameron Run and the Potomac River would allow for well designed inviting urban open spaces and plazas and walking and biking paths suitable for human activity. Cameron Run and its associated RPA should be restored to an environmentally successful habitat.

Structured parking should be provided along with shuttle/bus access to the Metro.

The redesigned areas of A-1, A-2, B-1 and B-2 should ensure that traffic congestion onto Richmond Highway and Huntington Ave would not fall below level of service D. An integrated and well designed internal pedestrian and auto traffic movement plan/circulation pattern that ensures the auto and the pedestrian do not mingle in an unsafe and unfriendly manner will be essential. Walking and biking will be encouraged throughout the CBC and to the Huntington Metro station approximately ½ mile away.

While this complex is slightly over the current ½ mile distance approved by the BOS for a transit oriented development it is felt that the circumstances have changed and a distance of over ½ mile is not unreasonable for pedestrians or bikers to travel to reach a metro station.

Side walks are available and additional BRAC approved developments offer a comfortable safe urban environment conducive to walking or biking to a metro station. It is highly recommend that the BOS reconsider its current police regarding what constitutes a transit oriented development.

To encourage non-motorized movement to and from the metro it is important that the sidewalks along Huntington Ave be improved so that bikers and walkers can easily move together in a safe manner. Secure bike parking at the Metro and at the offices in the CBC should be provided. Furthermore, sidewalk lighting along Huntington Avenue is a must.

The urban and integrated design should take into consideration the vistas towards MD and DC as well as along the Cameron Run. Developers of both sides of the highway A-1, A-2 and B-1 and B-2 should take this collaborative integrated vision into mind when planning their segments of this CBC.

LEED Silver or above in all categories is desired by the citizens of the Mount Vernon District.

A prominent Gateway feature should be located within this CBC on the Richmond Highway side and perhaps at the B-2 sub-unit. It is envisioned that sub-unit B-2 could be transformed into an open space consisting of a grove of trees honoring the Districts historic heritage. While we are not nominating land units B-1 or B-2 at this time it is hoped that our vision will prompt the land owners of these parcels to embrace this vision, work with the MVCCA, and make nominations on their own.

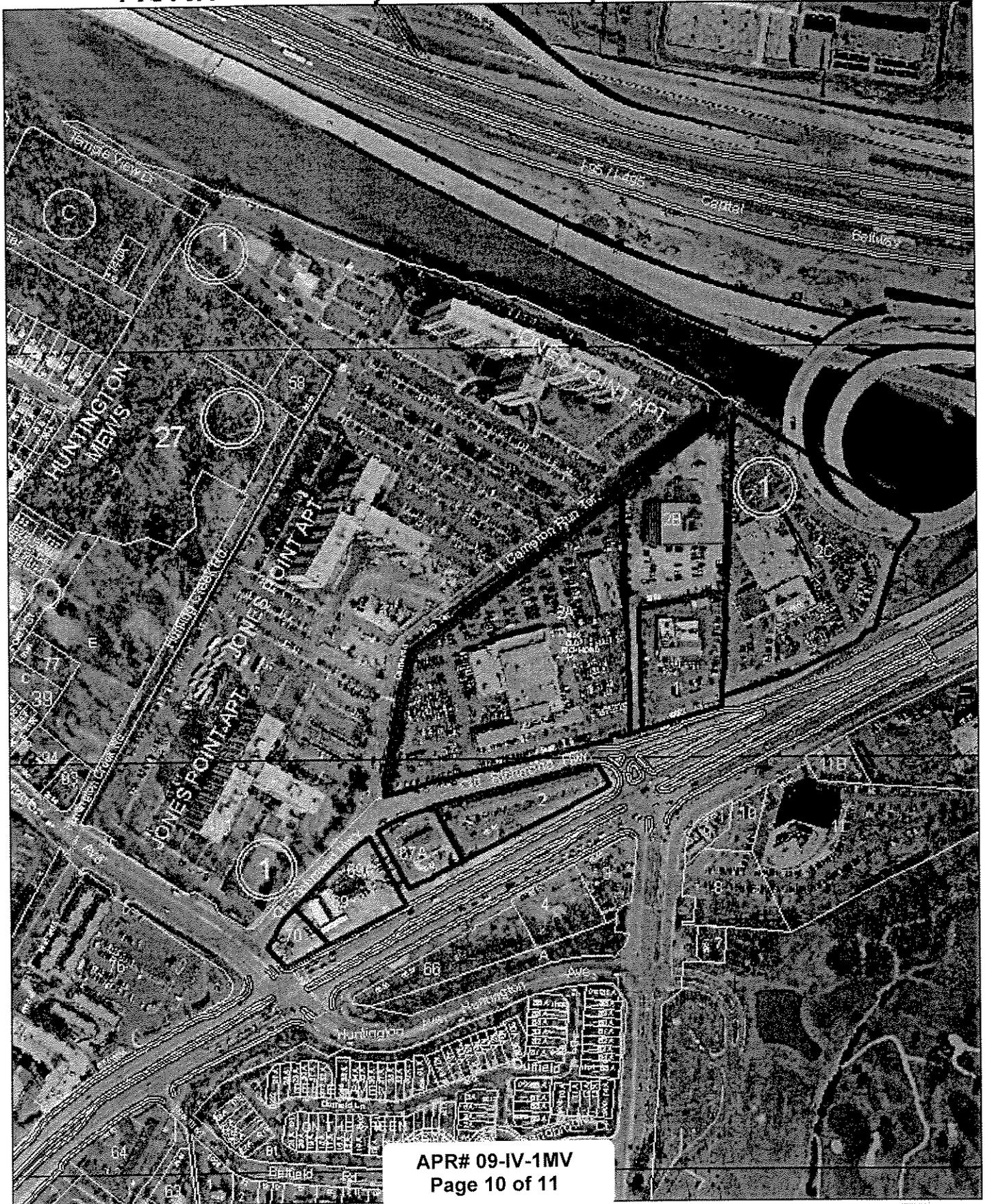
The development rights for sub-unit B-2 can be transferred to B-1 as needed.

Additionally, the sidewalk/path along Ft Hunt Rd should be completed in order to give safe and complete pedestrian access from the neighboring communities to the south along Ft Hunt Rd to the North Gateway CBC.

Land Unit A-3 will be the focal point of the residential aspects of this community.

The rehabilitation and improvements envisioned for these two land units will have a major positive impact on the surroundings stable communities ensuring that they do not become degraded.

# North Gateway Community Business Center



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**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
0832 01 0002A	1800 Richmond Hwy	The Collins Alexandria	P O Box 187 Dowell MD 20629	6.24	7008 1300 0000 5167 6907
0832 01 0002B	5904 Richmond Hwy	Hunting Creek LLC	3263 Juniper Ln Falls Church 2204	2.53	7008 1300 0000 5167 6921
0832 01 0002C	5900 Richmond Hwy	Orsiman Dodge Inc	5900 Richmond Hwy Alexandria	5.16	7008 1300 0000 5167 6938
0834 01 0001	5902 Richmond Hwy	A & Y Properties	5635 South Van Dorn St Alexandria	1.36	7008 1300 0000 5167 6914