



2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

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: Molly Novotny Daytime Phone: (703) 456-8105
Address: 11951 Freedom Drive, Suite 1500 Reston, VA 20190
Nominator E-mail Address: mnovotny@cooley.com

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: BOS directed acceptance 10-19-09
Planning District:
Special Area:

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

Molly Novotny

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: 2

Total aggregate size of all nominated parcels (in acres and square feet): 3.147 acres 137,071 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 8 1/2 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: The land unit is planned for a mix of office and hotel uses at an intensity up to 0.50 FAR.

Integrated accessory uses such as banks and restaurants may also be appropriate.

b. CURRENT PLAN MAP RECOMMENDATION: Office

c. CURRENT ZONING DESIGNATION: C3, C4 & C7

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). Please see attached Comprehensive Plan text.

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?) Uses would be integrated into one or two signature buildings supported by a combination of surface and structured parking.

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: 274,142

Categories	Percent of Total FAR	Square feet
Office & Hotel	55% & 10%	151,000 & 28,000
Retail	5%	14,000
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	30%	83,000
<b>TOTAL</b>	<b>100%</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      20-30
- 4 - 5 du/ac

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached	0		
Townhouse	0		
Low-Rise Multifamily (1-4 stories)	0		
Mid-Rise Multifamily (5-8 stories)	83		
High-Rise Multifamily (9 + stories)			
<b>TOTAL:</b>	<b>83</b>		

Units may be integrated into mixed-use buildings

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:*

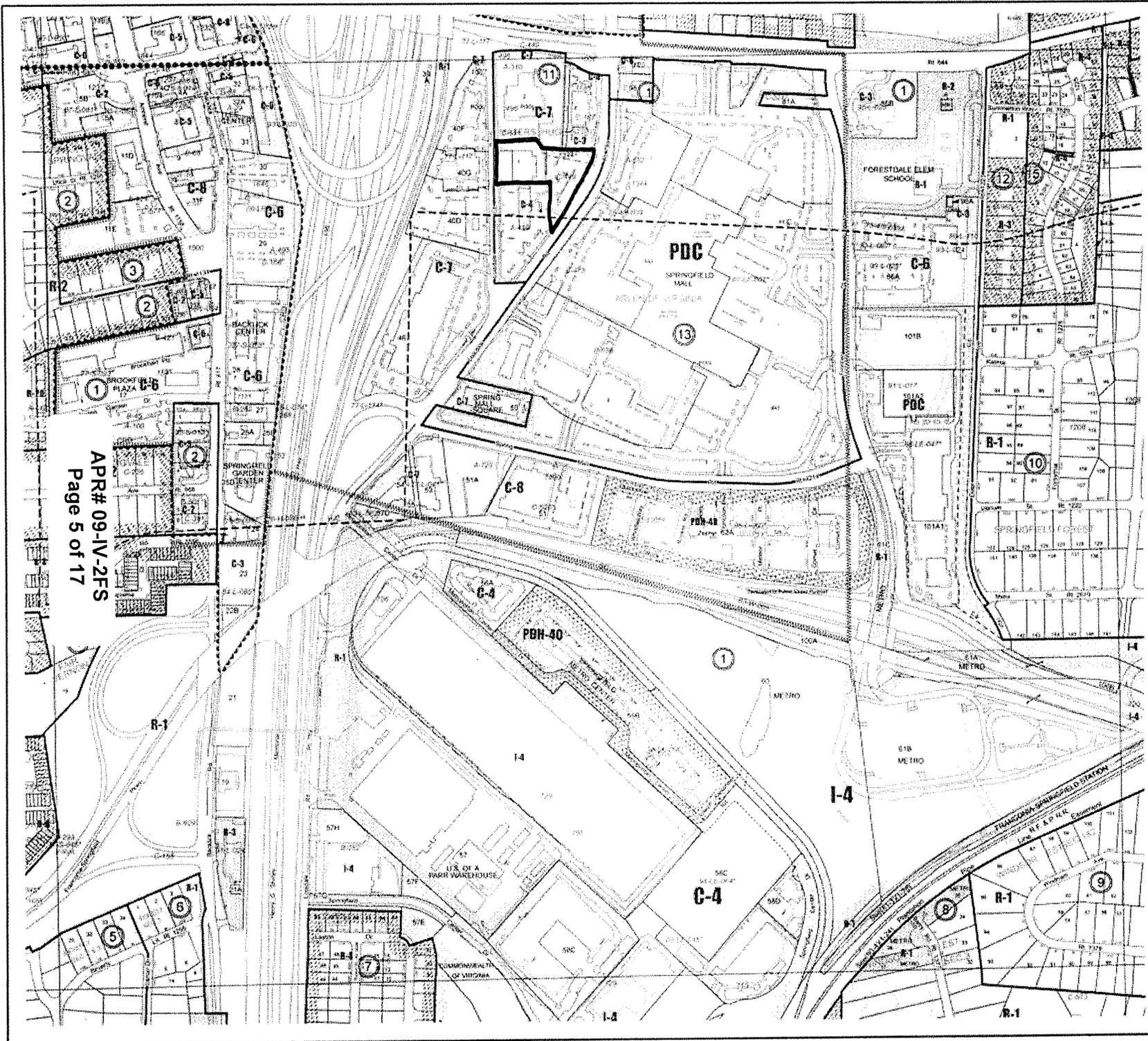


Fairfax County Planning Commission Office  
Government Center Building  
12000 Government Center Parkway, Suite 330  
Fairfax, Virginia 22035-5505

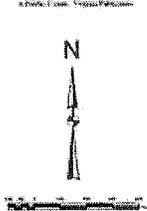
**Franconia-Springfield Transit Station Area -- Property Information Table  
Comprehensive Plan Amendment: Sub Unit A1**

<b>Tax Map Number</b>	<b>Street Address</b>	<b>Name of Property Owner</b>	<b>Mailing Address of Owner</b>	<b>Acres</b>	<b>Certified Receipt Number</b>
90-2 ((11)) 1	6501 Loisdale Ct. Springfield, VA 22150	Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc	2101 E. Jefferson St. c/o Laurie Brooks Rockville, MD 20852	1.502	7006 0810 0001 0369 9981
90-2 ((11)) 3A	6501 Loisdale Ct. Springfield, VA 22150	Danny Lee Paul, Trustee	159 Division St. Atria Harbor Hill East Greenwich, RI 02818	1.645	7006 0810 0001 0369 9998

416144 v1/RE



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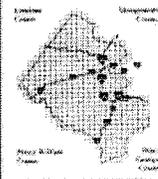
**GENERAL NOTES**

1. This map is a zoning map and does not constitute a contract or warranty of any kind. It is subject to change without notice and is not to be construed as a guarantee of any kind.

2. The zoning code is the authority for the zoning of any property. The zoning code is available on the City of Fairfax website at [www.fairfaxva.gov](http://www.fairfaxva.gov).

3. The zoning code is the authority for the zoning of any property. The zoning code is available on the City of Fairfax website at [www.fairfaxva.gov](http://www.fairfaxva.gov).

4. The zoning code is the authority for the zoning of any property. The zoning code is available on the City of Fairfax website at [www.fairfaxva.gov](http://www.fairfaxva.gov).



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90-3	90-4	91-3

**METADATA**

**PROPERTY MAP ZONING**  
**90-2**

Revised to : 09 - 08 - 2009

Prepared by:  
The City of Fairfax, Virginia  
Department of Planning and Economic Development  
Planning and Economic Development  
10000 Lee Highway, Suite 100  
Fairfax, VA 22031  
Tel: 703.246.1234  
Fax: 703.246.1235

## FRANCONIA-SPRINGFIELD TRANSIT STATION AREA

### CHARACTER

The Franconia-Springfield Transit Station Area is located south of Franconia Road between I-95 and the CSX Railroad tracks. The Transit Station Area includes the Joe Alexander Transportation Center; Springfield Crossing; Springfield Station; the Springfield Mall; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the Federally-owned Parr Warehouse; and the Springfield Center Industrial Park. It also includes the Springfield Forest, Greenwood townhouses, and New Charleston residential communities. Most of the housing in the area is comprised of single-family detached units.

The Joe Alexander Transportation Center is located at a site south of the Franconia-Springfield Parkway adjacent to the CSX Railroad right-of-way. The Transportation Center includes a Metro Station, a Virginia Railway Express commuter rail station, a Greyhound bus station, approximately 5,000 parking spaces, and local bus transfer facilities.

The stream valleys of the upper tributaries of the Long Branch of Accotink Creek cover most of the central and eastern portion of the Planning District. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system. Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils.

In this planning sector was Oak Grove, a plantation house built around 1820. It was located along Franconia Road, on the current site of the Sunrise Assisted Living Facility. Major undeveloped areas along the CSX Railroad have a high potential for significant heritage resources.

### CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies this as a Transit Station Area where mixed-use, transit-oriented development is to be encouraged. The focus of this area is the Joe Alexander Transportation Center, and the area around the Springfield Mall.

Figure 11 shows the Franconia-Springfield Transit Station Area divided into land units for the purpose of organizing land use recommendations. There are nine land units designated for the Transit Station Area, represented on the map by the letters A through I. These land units will be referred to in the remainder of the Plan.

### MAJOR OBJECTIVES

The major planning objectives for the Franconia-Springfield Transit Station Area include:

- Provide opportunities for high density residential development in proximity to the Joe Alexander Transportation Center;

- Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;
- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Encourage and implement a coordinated program of transportation system management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel;
- Preserve the stable single-family detached residential character of the areas that surround the Transit Area, such as Windsor Estates (located in Sector S9), Loisdale Estates, Greenwood, Springfield Forest, and New Charleston, (located in Sector S7) through appropriate screening and buffering at transition boundaries;
- Protect the Accotink Environmental Quality Corridor system.

## RECOMMENDATIONS

### Land Use

#### **Urban Design Concept**

Attractive and functional pedestrian systems, complementary architectural themes, and physical landmarks or focal points are a few of the design elements that can help achieve a cohesive and coherent identity and a more apparent "sense of place" for the Franconia-Springfield Transit Station Area. These elements can be created through redevelopment and new development.

The urban design concept for the Transit Station Area consists of text detailing urban design objectives and guidelines, and figures, which depict opportunities to implement these guidelines. (See Figure 12). The urban design goal for the Franconia-Springfield Transit Station Area is to create a cohesive physical and visual environment that is orderly, functional, and aesthetically appealing.

#### **Design Objectives**

The following objectives are formulated to achieve the urban design goals:

- Provide high-quality development that is functionally integrated, orderly, identifiable and attractive.
- Use design features to help establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

- Design development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.
- Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.
- Protect adjacent residential neighborhoods from the impacts of new development by maintaining natural vegetation and/or establishing landscaped buffers and other features. Keep noise, glare and traffic intrusion at a minimum.
- Encourage parcel consolidation in order to realize the benefit of comprehensive urban design and circulation/access principles.
- Protect and enhance environmental and heritage resources, integrating these features into development wherever practicable.

These design objectives should be used in evaluating development proposals for land units within the Transit Station Area.

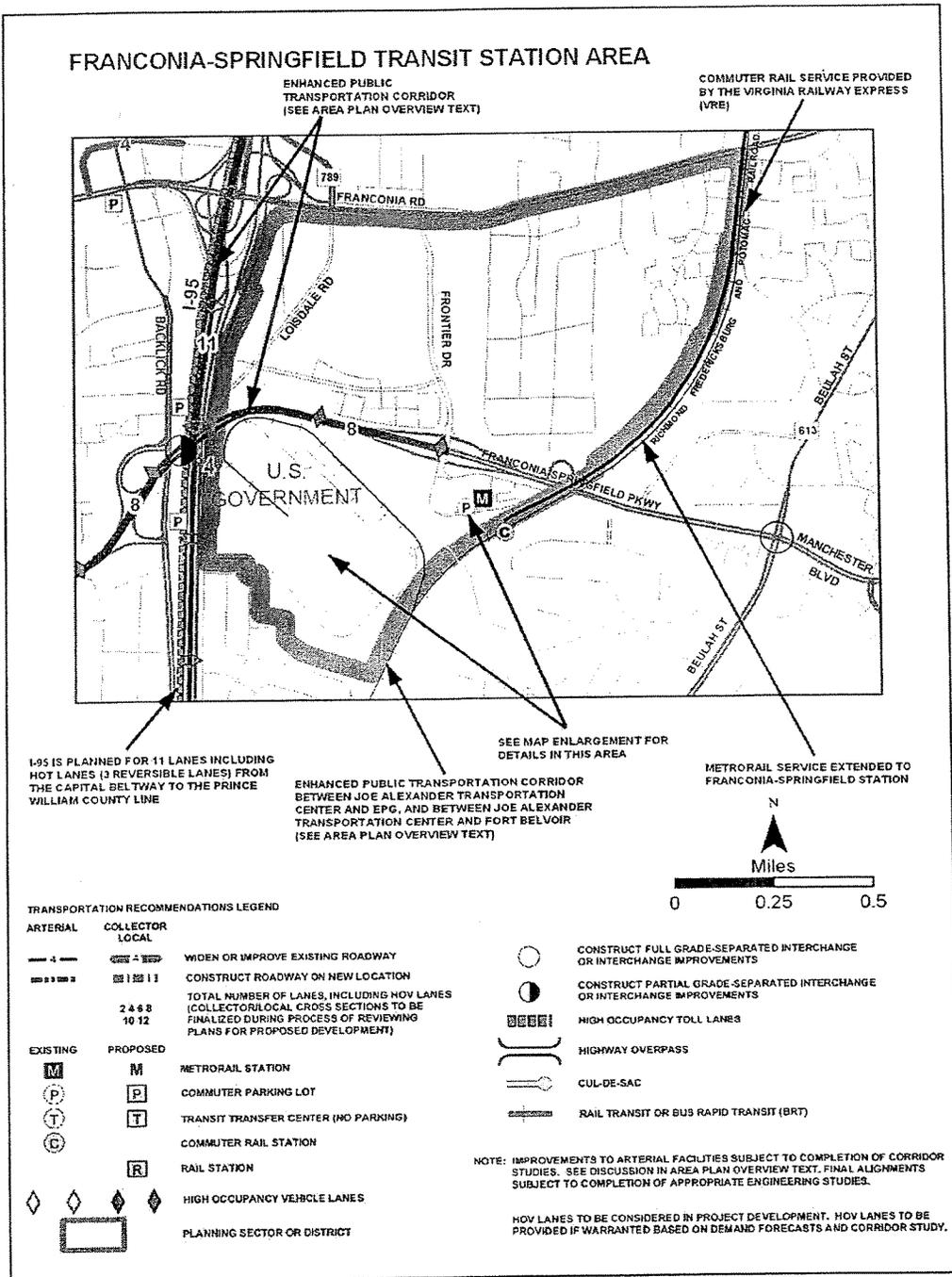
#### Transportation

With its proximity to the Capital Beltway (I-95/I-495) and to Shirley Highway (I-95), the Franconia-Springfield Transit Station Area is provided extensive access to the regional highway network. Access to the Interstate system is provided at the interchange of Old Keene Mill Road/Franconia Road with I-95. Major east-west movement is provided by Franconia Road, and by the Franconia-Springfield Parkway, which also permits high-occupancy vehicle (HOV) access to I-95. Transit service is provided by a number of Fairfax County Connector and Metro bus routes.

#### **Existing Conditions**

Despite the enhanced accessibility afforded by these regional transportation facilities, traffic demand on most facilities in the Transit Station Area during peak hours of travel matches or exceeds the existing capacity of the roadway system. Locations exhibiting the most congested conditions, in terms of volume-to-capacity ratios, include Commerce Street, Loisdale Road, and Franconia Road in the vicinity of the I-95 ramps. These facilities currently operate at Level of Service (LOS) F, indicating forced flow conditions with long delays. However, the completion in 1992 of the Franconia-Springfield Parkway provided much needed additional roadway capacity to the area. As a result, overall there is currently sufficient highway capacity to accommodate existing peak hour traffic volumes. However, this condition does not reflect localized congestion such as that described above.

Relatively few people who work or shop within the Transit Station Area utilize public transportation or other high occupancy vehicles for these trips. The area exhibits a transit/HOV mode split typical of most suburban activity centers in Fairfax County, generally about 10 percent.



**TRANSPORTATION RECOMMENDATIONS** **FIGURE 13**

combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.

- Dedication of Rights-of-Way

Implementation of identified roadway and circulation improvements for the Transit Station Area will require dedication of rights-of-way where such improvements are required. Rights-of-way may be required for major highway and transit projects, subject to the completion of appropriate studies. To ensure that options for undertaking necessary transportation improvements are not foreclosed, such dedication should occur as new development is approved.

### Roadway and Circulation Improvements

The roadway and circulation plan for the Transit Station Area addresses improvements to: (1) arterial roads; (2) interchanges and (3) collector and local streets. The specific recommendations contained in the adopted Fairfax County Transportation Plan are:

- Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the Joe Alexander Transportation Center and the I-95 HOV/future HOT lanes.

### Public Transportation Improvements

The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage should be substantially higher than the HOV/transit mode split goal of 15 percent. Recommended public transportation improvements for the Transit Station Area are described below:

- Transit Improvements

The Joe Alexander Transportation Center is located in Land Unit G, south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center is located at the interchange of Frontier Drive with the Parkway. A secondary entrance is provided from a partial interchange located at the Parkway along the eastern boundary of the site. This facility consolidates in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, a Greyhound Bus Station, and 5,000 parking spaces. Additional parking is being constructed on the site. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center.

An Enhanced Public Transportation Corridor has been designated that runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.

**FRANCONIA-SPRINGFIELD TRANSIT STATION AREA – LAND UNIT A-1  
APR NOMINATION – PROPOSED COMPREHENSIVE PLAN**

**Land Unit A-1**

This land unit is planned for a mix of office and hotel uses at an intensity up to a 0.5 FAR. Accessory uses such as banks and restaurants may also be appropriate provided they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Mall and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit.

Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a bus system.

As an option, the parcels identified as Tax Map Numbers 90-2 ((11)) 1 and 90-2 ((11)) 3A in Land Unit A-1 are appropriate for redevelopment at an intensity up to a 2.0 FAR to accommodate the integration of office, retail, hotel and residential uses. This redevelopment would be integrated and designed to complement the planned town center in Land Unit B and further support the desired revitalization of the Springfield area.

416147 v1/RE

**FRANCONIA-SPRINGFIELD TRANSIT STATION AREA  
LAND UNIT A-1  
COMPREHENSIVE PLAN AMENDMENT  
STATEMENT OF JUSTIFICATION**

**I. Introduction**

Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. (“Kaiser”) and Danny Lee Paul, Trustee are the owners of two parcels bounded by Franconia Road, Loisdale Road and Loisdale Court, which are identified on the Fairfax County Tax Map as parcels 90-2 ((11)) 1 and 90-2 ((11)) 3A (the “Property”), respectively. On behalf of Kaiser, Cooley Godward Kronish LLP (the “Nominator”) requests approval of a Comprehensive Plan Amendment to enable the development of a mix of office, residential, retail and hotel uses on the Property for a total FAR of 2.0.

**II. Current Comprehensive Plan Provisions**

The Property is within Land Unit A-1 of the Franconia-Springfield Transit Station Area of the Fairfax County Comprehensive Plan (the “Plan”). The Plan currently recommends a combination of office and hotel uses in Land Unit A-1 at an intensity of 0.50 FAR. Although the Plan permits the inclusion of restaurants and banks into the office or hotel buildings, it does not recommend residential or retail uses and therefore precludes the Property from evolving into a vibrant multipurpose destination.

**III. Proposed Comprehensive Plan Provisions**

**A. Mixed-Use Development in Land Unit A-1**

The Property is across Loisdale Road from the Springfield Mall, a nearly 80-acre property that was rezoned this year to promote the integration of office, hotel, residential and retail uses into a unified development plan. That rezoning and related comprehensive plan amendment were important steps forward in transforming this portion of Springfield into a mixed-use, walkable and distinct place. To continue this much-desired revitalization, a wider mix of uses must be permitted on the Property to provide additional amenities in the transit area. The established road network, to-be-expanded bus circulator, planned pedestrian connections and the proximate transit station all contribute to the appropriateness of the Property being developed with a mix of uses and at a higher intensity.

In keeping with the spirit of the Springfield Mall redevelopment, the nominator proposes an increase in intensity to a 2.0 FAR as well as a broadening of the recommended uses to permit retail and residential uses to complement the office, including medical office, and hotel uses that are already planned for the Property.

The Nominator’s proposed Comprehensive Plan Amendment would remove several limitations of the current Plan language, most importantly being that it would allow the owners of the Property to successfully attract office tenants who are looking for the amenities a mixed-

use environment affords their employees. Since the Plan language was last revised for the Property, planning philosophies have gravitated away from Euclidian methods toward the integration of multiple uses on a single site, a concept encouraged in the County's own Springfield Connectivity Study. In addition to encouraging mixed-use developments with residential components, the Connectivity Study also urges infill development, which the proposed Plan language would accomplish by encouraging development of a parcel currently used for surface parking.

The existing Plan recommendation for the Property of a 0.5 FAR is a disincentive for redevelopment as it is a significantly lower intensity than the 2.0 FAR development that currently exists on the Kaiser parcel. Therefore, without revising the Plan language, the 30-year-old stand-alone office building on the Property will remain until Kaiser can be assured redevelopment will result in a project of at least comparable intensity.

#### **B. Proximate Transit Improves Accessibility**

The proximity of the Franconia-Springfield Metro will afford future residents, employees and visitors an alternative means of accessing the Property. Enhanced pedestrian connections between the Metro station and the Mall are already planned and Kaiser will work to continue those improvements on its Property.

A shuttle service from the Metro to the Property exists today and will be expanded as redevelopment occurs across the street, bringing patrons to the site from not only the Metro but also from other areas throughout Springfield. The desired mix of office, retail, restaurant, hotel and residential uses will complement each other as one site visitor can benefit from multiple uses.

#### **C. Pedestrian Improvements**

The Property today is set amid a sea of surface parking and separated from the Springfield Mall by a six-lane Loisdale Road, making the pedestrian experience less than ideal. The proposed Comprehensive Plan Amendment would allow the Property to be redeveloped with improved pedestrian connections on site as well as linking the Property to the planned improvements across Loisdale Road.

#### **D. Conclusion**

The proposed Comprehensive Plan Amendment encourages redevelopment of the Property by increasing the permitted intensity to be comparable with the existing development. Without an increase, revitalization is unlikely to occur as it would result in less development on the Property. The revised Plan language would also allow the Property to complement the planned Town Center at the Springfield Mall, furthering the County's vision for a re-energized Springfield. The Nominator, therefore, respectfully requests the support of the County Staff and the Planning Commission, and approval by the Board of Supervisors for the proposed Comprehensive Plan Amendment.

**Cerdeira, Lilian**

**From:** Ransom, Sara Robin  
**Sent:** Friday, October 02, 2009 8:31 AM  
**To:** 'mnovotny@cooley.com'  
**Cc:** Cerdeira, Lilian; Van Dam, Meghan; Gardner, Marianne; Lipa, Barbara J.  
**Subject:** Formal nonacceptance notice of South County APR Nomination PC 2009-056  
**Importance:** High

(m))

PC 2009-056: Land Unit A-1 of the Franconia-Springfield Transit Station Area; Map 90-2 ((1)) 1, 3A

Good Morning Ms. Novotny:

The purpose of this email (a copy of which will be retained for the record) is to provide formal notice that the above referenced South County APR Nomination has been received by the Planning Commission Office. After reviewing the nomination and seeking clarification with the Department of Planning & Zoning (DPZ), it has been determined that PC 2009-056 does not meet the submission requirements set forth in the *2009-2010 South County Area Plans Review Guide*. On page 6 of the *Guide*, under "Scope of the APR Process", it states, in part:

"There are limitations on what properties can be proposed for a Comprehensive Plan change. The following areas and types of proposals are excluded from the APR process:

- Land areas that are subject of any pending Plan amendment of special studies, including but not limited to Loisdale Road Study"

I have been informed that the properties you nominated are within the bounds of the Springfield Connectivity Study (S09-IV-FS1) which is a pending Plan amendment scheduled for public hearing by the Planning Commission on December 9, 2009; therefore, your nomination is not eligible for inclusion in the 2009-2010 South County APR process. However, at your discretion, you could request the Lee District Supervisor to consider proposing that the Board of Supervisors authorize an Out-of-Turn Plan Amendment for the properties listed above.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Sara "Robin" Ransom (formerly Hardy)  
Assistant Director  
Planning Commission Office  
Main: 703-324-2865  
Direct: 703-324-2966  
Fax: 703-324-3948  
[sara.ransom@fairfaxcounty.gov](mailto:sara.ransom@fairfaxcounty.gov)

46.

SOUTH COUNTY AREA PLANS REVIEW (APR) PROCESS (LEE DISTRICT) (12:30 p.m.)

Supervisor McKay said that several nominations for Comprehensive Plan amendments were submitted to the 2009-2010 South County APR process that are located within the subject area of another, active Comprehensive Plan Amendment S09-IV-FS1. As a result, these nominations were rejected because they did not meet a submission requirement established by the Planning Commission (PC) for the APR process. The requirement states that property is excluded from nomination if the property is subject to any pending Plan amendment or special study. This exclusion ensures that studies may proceed in a timely manner.

However, the nature of Plan Amendment S09-IV-FS1 and the proposed APR nominations are totally different. The pending Plan amendment proposes to update the Overview section, regarding such general policy guidance as urban design, streetscapes, and transportation, for the entire planning area, while the APR nomination proposes specific land use changes for specific land areas. The pending amendment does not propose to address land use or intensity recommendations for the APR subject properties, but may help the review of the APR nominations.

The Plan amendment is scheduled for public hearing before the PC in December of this year and anticipated for public hearing before the Board in January 2010. In January 2010, the APR review will have just begun with the task force meetings. Because the Plan amendment will be concluded essentially at the very beginning of the APR process, it is foreseeable that the APR nominations can be reviewed in a timely and appropriate way within the APR cycle.

Since the land areas nominated in this APR cycle were not previously considered in Base Realignment and Closure (BRAC) or the last South County APR cycle, and the nature of the pending Plan amendment and proposed APRs are different, it would be appropriate to allow review of the APR nominations to implement the updated guidelines for redevelopment and to support the goal of creating a new town center in the Springfield Mall area as expeditiously as possible.

Therefore, Supervisor McKay moved that the Board direct:

- The PC to accept 2009-2010 South County APR nominations PC 2009-056, PC 2009-057, and PC 2009-064 for review as soon as the Board acts upon Plan Amendment S09-IV-FS1.
- Staff to expand the subject area for PC 2009-056 to include its entire land unit, west of Loisdale Road and south of Franconia Road, as this expansion would allow for a more coordinated review.

**APR# 09-IV-2FS**

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This motion shall in no way prejudice the pending re-planning process. The APR nominations would be subject to the same process and scrutiny as any of the other South County APR nominations. Supervisor Smyth seconded the motion and it carried by unanimous vote.

47. **REQUEST FOR CERTIFICATE OF APPRECIATION (LEE DISTRICT)**  
(12:33 p.m.)

Jointly with Chairman Bulova, Supervisor McKay announced that on November 17, Bobbie Mae Johnson, a resident of Lee District and the County for more than 50 years, will celebrate her eightieth birthday.

Supervisor McKay referred to his written Board Matter and outlined Ms. Johnson's accomplishments. He asked unanimous consent of the Board to direct the Office of Public Affairs to prepare a certificate commending Ms. Johnson for her civic engagement and offering the Board's congratulations on her eightieth birthday to be presented to her at the birthday celebration that her family is holding for her on November 21. Without objection, it was so ordered.

48. **NO BOARD MATTERS FOR SUPERVISOR COOK (BRADDOCK DISTRICT)** (12:34 p.m.)

Supervisor Cook announced that he had no Board Matters to present today.

49. **RECOGNIZING THE METROPOLITAN WASHINGTON AREA AIRPORTS AUTHORITY (MWAA) AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) COOPERATION FOR DULLES CORRIDOR EXPRESS BUS SERVICE** (12:35 p.m.)

Supervisor Hudgins said that on February 9, the Board approved a request to the VDOT to review use of the shoulder lane on the Dulles Connector Road (DCR) during the morning rush hour. Additional congestion was being experienced by Fairfax Connector Bus drivers who were dealing with further delays in trying to stay on schedule because of adjacent construction of the Dulles Corridor Metrorail Project which has a staging area at the DCR. The shoulder lane is used during the evening rush hour and has increased the efficiency of express bus service to the West Falls Church Station. The request was made directly to MWAA which now owns and operates the Dulles Corridor and is building Phase 1 of the rail project. VDOT continues jurisdiction over the DCR.

Therefore, Supervisor Hudgins moved that the Board recognize the cooperation of MWAA and VDOT, especially the contribution of Claudia Llana, for coordinating this request with the MegaProjects' staff by sending a letter to Morteza Salehi, VDOT's Northern Virginia District Administrator, copied to Transportation Secretary Pierce Homer and to Jim Bennett, President and CEO of MWAA. The Fairfax Connector Express Buses are now using the shoulder from 6 a.m. to 10 a.m., thereby reducing the wait time for commuters who make their

**Cerdeira, Lilian**

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**From:** Ransom, Sara Robin  
**Sent:** Tuesday, November 03, 2009 12:27 PM  
**To:** 'mnovotny@cooley.com'  
**Cc:** Gardner, Marianne; Van Dam, Meghan; Lusk, Rodney; Cerdeira, Lilian  
**Subject:** Change in Status for South County APR Nomination PC 2009-056 *REVISED*

Molly M. Novotny  
Cooley Godward Kronish  
11951 Freedom Drive  
Reston, VA 20190

*RE: PC 2009-056: Land Unit A-1 of the Franconia-Springfield Transit Station Area; Map 90-2 ((11)) 1, 3A; Lee District*

Good afternoon Ms. Novotny:

On October 2, 2009, I advised you by email that the above referenced South County APR nomination was not accepted because it nominated property that was specifically excluded in the provisions set forth on page 6 of the *2009-2010 South County Area Plans Review Guide*.

On October 19, 2009, the Board of Supervisors unanimously voted to accept Supervisor McKay's motion directing (1) that the Planning Commission accept nomination PC 2009-056 for review as soon as the Board acts upon Plan amendment S09-IV-FS1; and (2) that the subject area of PC 2009-056 be expanded to include its entire land unit, west of Loisdale Road and south of Franconia Road. The Planning Commission public hearing on S09-IV-FS1 (Springfield Connectivity Study) is currently scheduled on December 9, 2009 at 8:15 p.m. and it is anticipated that the Board's public hearing will be held in January, 2010.

Accordingly, the status of PC 2009-056 has been revised to "accepted for review" and the nomination has been forwarded to the Department of Planning and Zoning (DPZ) for further analysis. Review of this nomination is expected to have the same format and schedule with the other Lee District APR items.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Regards,

Robin

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