



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: Brian J Winterhalter Daytime Phone: 703-456-8186
Address: Cooley Godward Kronish LLP
11951 Freedom Drive, Reston, Virginia 20190-5656
Nominator E-mail Address: bwinterhalter@cooley.com
Signature of Nominator (NOTE: There can be only one nominator per nomination):

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9-21-09 corr
Planning District: MV
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: 1
Total aggregate size of all nominated parcels (in acres and square feet): 0.5 acres 21,784 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/dpzi) for your citation. It is the most current version: See attached Plan text.
b. CURRENT PLAN MAP RECOMMENDATION: Residential uses at 16-20 du/ac.
c. CURRENT ZONING DESIGNATION: R-4 (Residential District, Four Dwelling Units/Acre)

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 proposed 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?) Mixed use development including residential or office and ground floor retail up to 3.0 FAR with 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: 3.0 TOTAL Gross Square Feet: 65,352

Categories	Percent of Total FAR	Square feet
Office		
Retail	5%	3,352 s.f.
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	95%	62,000 s.f.
<b>TOTAL</b>	<b>100%</b>	<b>65,352</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                    | <u>120-130</u>                      |
| 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)	62	1,000	62,000
High-Rise Multifamily (9 + stories)			
<b>TOTAL</b>	<b>62</b>	<b>1,000</b>	<b>62,000</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

**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
83-1 ((01)) 32	2509 Huntington Avenue	WSD-2509 Huntington Avenue	8230 Leesburg Pike, Suite 800 Vienna, VA 22182 c/o Thomas F Dungan III	0.5 Acres	7008-1140-0003- 2482-9405

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COMPREHENSIVE PLAN TEXT  
Mount Vernon Planning District  
MV1-Huntington Community Planning Sector

CURRENT

**Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)**

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan; and

- Adherence to the adopted Transit Oriented Development Guidelines contained in Appendix 11 of the Land Use section of the Policy Plan.

Land Unit H contains highway-oriented retail use located at the intersections of Telegraph Road with North Kings Highway and Huntington Avenue. Land Unit H is planned for retail use up to .35 FAR. A significant portion of this land unit may be required as right-of-way for the planned roadway and interchange improvements of the Telegraph Road/North Kings Highway/Huntington Avenue intersections. Therefore, no substantial redevelopment or new development should occur prior to the construction of the planned road improvements.

South and east of the Telegraph Road/North Kings Highway/Huntington Avenue intersection is an area of stable residential development, shown as Land Units I and J in Figure 22.

The Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

COMPREHENSIVE PLAN TEXT  
Mount Vernon Planning District  
MV1-Huntington Community Planning Sector

PROPOSED

**Land Units G, H, I, J, and K (Telegraph Road/North Kings Highway/Huntington Avenue Area)**

This area is comprised of land units that lie generally to the south and east of the intersection of Telegraph Road and North Kings Highway (Land Units G, H, I, J, and K). The major land uses in this area are highway-oriented retail uses and stable residential subdivisions.

Land Unit G is a triangle of land that is bounded by Huntington Avenue, Cameron Run and the Metrorail guideway. It is developed with office and industrial uses and, except as noted below, is planned for redevelopment to office use with an FAR up to .30 and a maximum height of 40 feet. This reflects the majority of current development in this land unit. The uses on Parcel 45 are currently industrial uses. A significant portion of this lot may be acquired for right-of-way for planned roadway and interchange improvements to the Telegraph Road/North Kings Highway/Huntington Avenue intersections. If any publicly owned land remains after the interchange is built, it should be retained as public open space.

Parcel 83-1 ((1)) 34C falls within the Transit Development Area. This parcel is planned for a mixture of residential, office and restaurant/retail uses at 2.0 to 3.0 FAR, and a maximum height of 165 feet. The residential component should be limited to approximately one-half of the total development. Redevelopment of the site should include, at a minimum, the following elements:

- Provision of high-quality architecture and pedestrian focused site design, which should include street oriented building forms and mitigation of visual impacts of structured parking;
- Provision of on-site affordable and workforce housing;
- Restoration and revegetation of the Resource Protection Area;
- Integration of an urban park as a wayside area along the planned Cameron Run Trail;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, and adequate lighting;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
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The Crider Park subdivision is located along Kathryn Street between North Kings Highway and Huntington Avenue and should be maintained as a stable neighborhood at a planned density of 3-4 dwelling units per acre. The use of Kathryn Street for non-local "cut-through" traffic should be discouraged. The remainder of Land Unit J is comprised of Fort Lyon Heights subdivision on the west side of North Kings Highway. This subdivision of single-family detached homes is planned for residential use at a density of 3-4 dwelling units per acre. Huntington Club Condominiums (Land Unit I) is planned for 16-20 dwelling units per acre. Both of these subdivisions should be maintained as stable residential neighborhoods.

As an option, the parcel identified as Tax Map # 83-1 ((1)) Parcel 32 in Land Unit I is appropriate for office or residential uses, which may also include ground-floor retail, up to 3.0 FAR.

At the intersection of Telegraph Road and Farmington Drive, Land Unit K is planned for retail use up to .25 FAR where retail uses currently exist and residential use at 3-4 dwelling units per acre where existing residential development is located and as shown on the Plan map.

**HUNTINGTON TRANSIT STATION AREA – LAND-UNIT I  
COMPREHENSIVE PLAN AMENDMENT  
STATEMENT OF JUSTIFICATION**

**I. Introduction**

WSD-2509 Huntington Avenue LLC is the owner of the property identified on the Fairfax County Tax Map as 83-1 ((1)) Parcel 32 (the “Property”). On behalf of WSD-2509 Huntington Avenue LLC, Cooley Godward Kronish LLP (the “Nominator”) requests approval of a Comprehensive Plan Amendment to provide opportunities for higher-density, mixed-use development directly adjacent to the Huntington Metro station.

**II. Current Comprehensive Plan Provisions**

The Property is within Land Unit I of the Huntington Transit Station Area portion of the Fairfax County Comprehensive Plan (the “Plan”). The Plan currently recommends residential development at 16 - 20 dwelling units per acre for the properties within Land Unit I, and the Huntington Club condominiums to the west of the Property are developed in accordance with this Plan recommendation. For the properties in other land units adjacent to the Huntington Metro station, the Plan recommends higher-intensity, mixed-use development with office, residential, hotel, and retail uses.

**III. Proposed Comprehensive Plan Amendment**

The Property’s location directly adjacent to the Kiss & Ride lot on the northern side of the Huntington Metro station provides a significant opportunity to develop a residential or office building with ground-floor retail that is designed not only to serve the buildings employees or residents, but also enhances the transit accessibility of the existing residential development within Land Unit I and would include additional convenient retail options for Metro riders. In order to provide for such development, the Nominator proposes to amend the Comprehensive Plan to recommend residential or office uses with ground-floor retail up to a 3.0 FAR.

**A. Compatible Transit-Oriented Development**

The Nominator’s proposed Comprehensive Plan language is consistent with the intent of the Plan recommendations for the adjacent Transit Development Area and would encourage development that is compatible with the uses and intensities planned in surrounding land units. The current Plan recommends development of the Transit Development Area with office, hotel, residential, and retail uses in recognition of the opportunity for successful transit-oriented development proximate to the Huntington Metro station. Although the Property is not located within the Transit Development Area, it could nonetheless provide beneficial and transit-oriented development for the area due to its location directly adjacent to the transit station.

The Nominator’s proposed Comprehensive Plan Amendment would allow compatible development because the relatively small size of the Property would not permit a substantial amount of residential or office development even at a 3.0 FAR. For example, the proposed

Comprehensive Plan language would allow up to approximately 62 dwelling units or 62,000 square feet of office space with 3,352 square feet of retail space. Development under the proposed Comprehensive Plan language, therefore, would not involve the same scale of development as the County envisions for the areas to the north and south of the Metro station.

#### **B. Additional Retail Options for Metro Patrons**

The Property's meaningful frontage to a highly-traveled area at the Metro station provides a unique opportunity to enhance the adjacent Metro station by incorporating a retail component into development of the Property. Currently, patrons of the Huntington Metro station and the adjacent Huntington Club community have only limited access to retail stores in the vicinity. The proposed Comprehensive Plan language would allow retail services to serve Metro station patrons. The location of the Property provides a natural stopping place for pedestrians entering the Metro station. The proposed retail space would be designed to meet the needs of Metro patrons and would provide convenient, accessible retail choices for the benefit of transit riders and the adjacent community.

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

The proposed development of the Property also could provide an enhanced pedestrian connection between the Huntington Club condominiums and the Huntington Metro station. The Property is well-situated to provide more convenient access to the Metro station by residents of the Huntington Club condominiums because it lies directly between the center of the condominium development and the station's Kiss & Ride lot, which has existing connections to the Metro station platform. The inclusion of ground-floor retail in the proposed development of the Property would generate additional pedestrian activity and encourage greater use of transit by the Huntington Club condominium residents.

#### **D. Minimal Traffic Impact**

The proposed Comprehensive Plan Amendment is not likely to generate a substantial peak hour traffic impact due to the Property's direct access to the Huntington Metro station and the modest scope of the potential development. The Property's location would discourage vehicle trips by providing commuters direct and convenient access to the Metro station. The modest amount of development permitted under the proposed Plan language, therefore, is not likely to have a substantial impact on the road network in the vicinity of the Property.

#### **IV. Conclusion**

The proposed Comprehensive Plan Amendment improves upon the current Plan recommendations by encouraging mixed-use development that would provide a benefit for the adjacent community and a convenient retail option for Metro patrons. The Property's location provides an opportunity for higher-intensity development directly to an existing transit station and could enhance transit accessibility for the neighboring community. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors for the proposed Comprehensive Plan Amendment.