APR Area Plans Review

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 Winterhalter Daytime Phone: (703) 456-8168

Address: Cooley Godward Kronish LLP, 11951 Freedom Drive, Reston VA 20190

Nominator E-mail Address: bwinterhalter@cooley.com

Signature of Nominator (NOTE: There can be only one nominator per nomination): Brian J. Winterhalter

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9-22-09 cak
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: 2

Total aggregate size of all nominated parcels (in acres and square feet): 7.19 acres 313,628 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: Please see attached Plan text.

b. CURRENT PLAN MAP RECOMMENDATION: Residential: 2-3 dwelling units per acre

c. CURRENT ZONING DESIGNATION: R-1

Continued

Substituted - AK
10-5-09

NOMINATION FORM

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). Designate property on Comprehensive Plan Map as planned for residential development at 12-16 dwelling units per acre. Please see proposed Plan text 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?) Development of townhouse units at 12-16 dwelling units per acre.

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		
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	100%	
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (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	115		
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:	115		

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

Comprehensive Plan Amendment
P2 Main Branch Community Planning Sector

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
0893 01 0039	7421 Swope Lane	Lawanda Swope	7421 Swope Lane, Springfield, VA 22153	5	7008-1140-0003-2482 9368
0893 01 0042	7407 Gambrill Road	Helen M. Hall	15452 Wellington Drive King George, VA 22485	2.19	7008 1140 0003 2482 9375

415916 v1/RE

P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

CHARACTER

This sector encompasses over 6,500 acres in the eastern portion of the Pohick Planning District. It is one of the more intensely developed sectors within Pohick. While most of the area has been developed since the mid-1960s, some older housing, typical of the area's rural history, remains. A number of neighborhood-serving commercial uses, as well as public facilities and institutional uses, are also located in this sector.

The sector includes the Sideburn and Rabbit Branches of the Pohick Creek watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. In addition, a remarkable amount of treed landscape remains in older neighborhoods which, when combined with the stream valleys, contributes to the rural character of the residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Burke Methodist Church/Burke Station and Silas Burke House are two of these resources which are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector.

Major roads in this sector are Braddock Road, Ox Road, Rolling Road, Burke Lake Road, Guinea Road, Zion Drive, Sideburn Road, Burke Road, Old Keene Mill Road and Pohick Road. Ox Road (Route 123), Braddock Road, and Rolling Road are major arterials bordering the sector.

CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is classified as Suburban Neighborhood. Uses in the sector are generally consistent with the uses outlined for the Suburban Neighborhood category. Generally, retail uses are intended to be neighborhood-serving. However, the Rolling Valley Mall is of a size and scale that indicate that it might serve a wider community than a typical neighborhood-serving retail use.

RECOMMENDATIONS

Land Use

The Main Branch Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Further infill development in the vicinity of the Pohick Creek tributaries should be compatible with adjacent residential development as well as provide a balance between the built and natural environments.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provides for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 14 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

Zion Drive/Guinea Road Area

In general, this area should be planned for single-family residential uses that are compatible with existing development. The residential densities should be generally distributed as follows:

1. Parcels 68-3((1))8A, 9A, 10A, 11A and 12A along the east side of Ox Road, north of the intersection with Zion Drive, are planned for residential use at 1-2 dwelling units per acre as shown on the Comprehensive Plan map. Consolidation of these parcels is encouraged to limit the number of access points to Ox Road through a service road or common drive. Severe drainage problems exist in the area. Any development should include steps to mitigate existing drainage problems on these properties.

2. Parcel 68-3((1))7A in the northeast quadrant of the intersection of Zion Drive and Ox Road contains an existing service station and is planned for retail use in order to retain the existing service station use for a neighborhood-oriented market. Hours of operation should be limited to be compatible with adjacent residential uses, and design should be architecturally compatible with the neighborhood. Expansion of the service station use may be appropriate provided it:

   - Develops in conjunction with modernization/renovation of the existing establishment;
   - Retains its neighborhood orientation by minimizing visual impacts through appropriate landscaping and screening;
   - Provides access to the site as far from the intersection as practicable; and
   - Is compatible with the surrounding residential community.

   If the service station is no longer viable, the property should be redeveloped as residential use at 1-2 dwelling units per acre.

3. The area north and south of the segment of Zion Drive between Ox Road and the western boundary of the Glen Cove subdivision should be generally developed at a density of 1-2 dwelling units per acre. With substantial land consolidation that benefits circulation and limits access, single-family detached housing at a density of 2-3 dwelling units per acre may be considered.

4. Parcels 77-2((1))14-18 along the west side of Zion Drive are planned for residential use at 2-3 dwelling units per acre. To reach the high end of the density range, total consolidation and a single access to Zion Drive opposite Hillard Lake Road is required. With or without parcel consolidation, consolidated access is encouraged to reduce the number of entrances onto Zion Drive, and all access should be limited to Zion Drive.

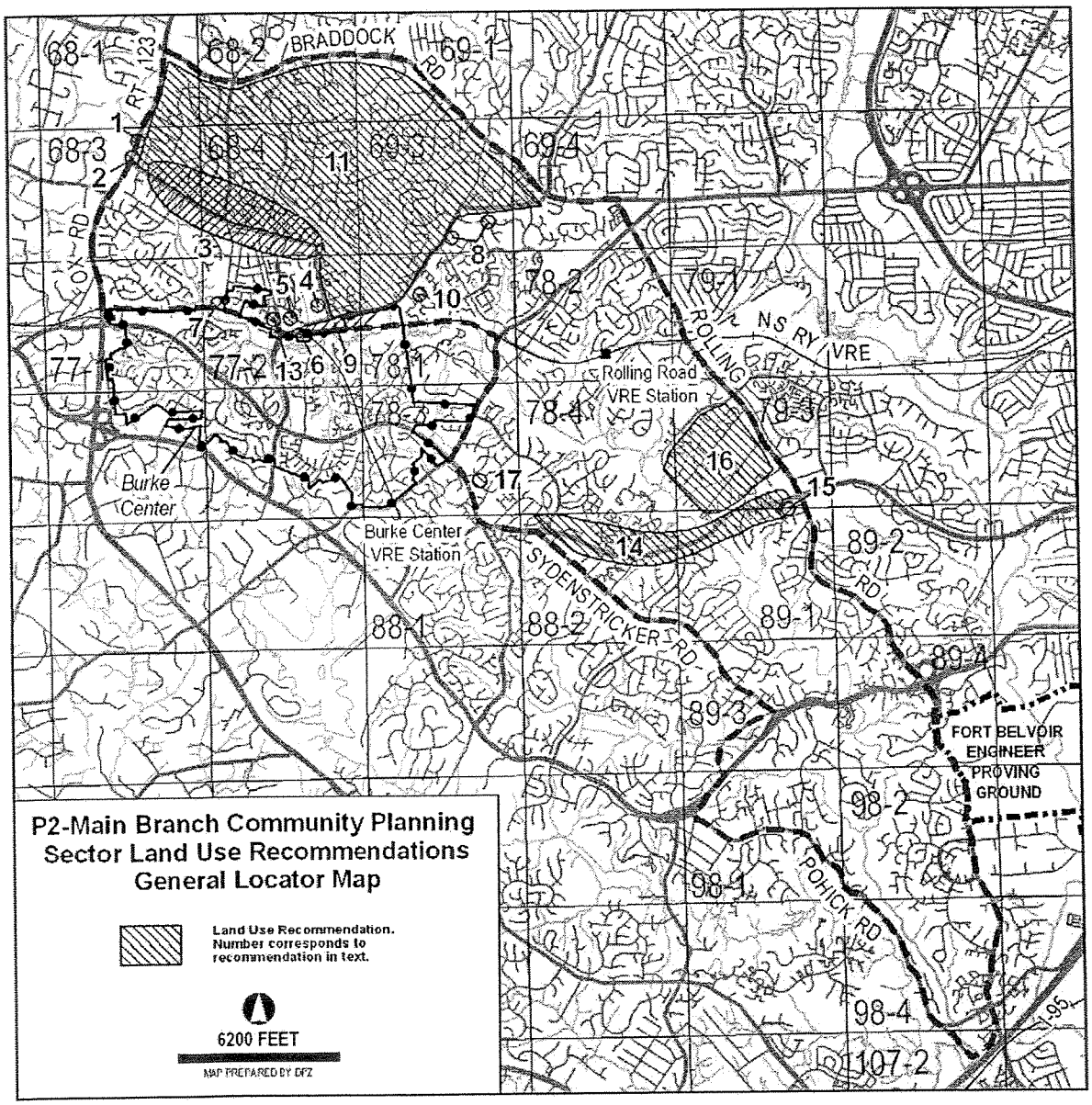

BRADDOCK RD
ROLLING RD
NS RY
VRE
Rolling Road
VRE Station
Burke
Center
Burke Center
VRE Station
SYDENSTRICKER RD
POHICK RD
FORT BELVOIR
ENGINEER
PROVING
GROUND
FOX RD
RT 123
P2-Main Branch Community Planning
Sector Land Use Recommendations
General Locator Map
Land Use Recommendation.
Number corresponds to
recommendation in text.
6200 FEET
MAP PREPARED BY DPZ

FIGURE 14

5. Should the existing retail use be no longer viable, parcel 77-2((1))13C should be developed with residential use at 5-8 dwelling units per acre.

6. Parcel 77-2((1))35 is planned for public open space and is used for wetlands mitigation. A trail linking the area to the north to the Burke Centre VRE may be appropriate if the site's environmental features are not adversely impacted.

7. The parcel between Bonnie Brae Elementary School and the Southern Railroad tracks should be planned for the right-of-way of Guinea Road extension to Ox Road. The remainder of this parcel should be planned as parkland to connect with the existing stream valley.

8. Parcels 69-3((6))D and E are open space and shall continue to remain as open space. Because of the parcels' prominent topographic location and the residential character of the surrounding area, any vertically-oriented land use, such as a telecommunications structure, has the potential to significantly detract from the residential character of the area and is therefore inappropriate.

9. Any future redevelopment of industrially zoned parcels 77-2((1))29A through 34 should be sensitive to local environmental features and resources, including the mapped Chesapeake Bay Resource Protection Area along the southern and eastern boundaries of the parcels, and to the residential character of the surrounding neighborhoods, at a minimum maintaining the natural screening already in place and meeting all conditions of the Chesapeake Bay Preservation Ordinance. No redevelopment shall be allowed to intrude into existing vegetative screening. Future redevelopment should also be of a neighborhood-serving character and not of a regionally-oriented scope.

10. Portions of Parcels 78-1((1))1A and 1B will be consumed by the proposed widening of Guinea Road from two to four lanes. Surplus right-of-way of parcels 1A and 1B should be deeded to the New Lakepointe Home Owners Association (HOA) as permanent open space buffering or transferred to the Fairfax County Park Authority for use as permanent open space.

11. Infill development south of Braddock Road, north of Zion Drive, between Route 123 and Guinea Road, should be developed as single-family detached dwellings at a density of 2-3 dwelling units per acre. The southeastern quadrant of the intersection of Braddock and Twinbrook Roads, Tax Map 69-3((1))23,26,27,28,29,29A, and 69-3((10))C, is planned for residential use at 2-3 dwelling units per acre with screening and buffering from Braddock Road and no access to Braddock Road. To reach the upper end of the density range, consolidation of parcels 23,26,27,28 and C should be provided with access limited to Twinbrook Road. It is desirable, but not required, that parcels 29 and 29A be consolidated if the church use does not continue. If only parcels 27 and 28 are consolidated, they may be considered at the lower end of the density range and access should be limited to Twinbrook Road. If only parcels 23 and 26 are consolidated, they may be considered at the lower end of the density range and access should be limited to Harrowhill Lane with no provision for interparcel access or road connections to either Braddock or Twinbrook Roads.

12. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exception or special use permit approval should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

- Access for the use is oriented to an arterial;
- The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
- Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]

13. A Kiss & Ride, pedestrian bridge and trail should be considered for the area located north of the railroad tracks to facilitate access to the Burke Centre VRE parking garage and connect communities to the north of the VRE station. The currently unused right of way on Guinea Road south of the Target store should be evaluated as a portion of this facility. The paths/trails and pedestrian bridge should not negatively impact the wetland mitigation area.

Old Keene Mill Road Area

14. Prohibit strip commercial development along Old Keene Mill Road, west of Rolling Road. Additional commercial uses are inappropriate because they would have adverse effects on traffic flow, safety, pedestrian circulation, and the visual and functional character of the area, which is closely associated with existing residential development.

15. The southwestern quadrant of the intersection of Old Keene Mill Road and Rolling Road is planned for residential development at 4-5 dwelling units per acre. An option for residential development at 5-8 dwelling units per acre may be considered if there is parcel consolidation that results in coordinated development and the provision of an effective, internal circulation system, as well as coordinated vehicular access to existing median breaks on Old Keene Mill Road and Rolling Road. No road access, however, should be provided from this development to the Kenwood Oaks subdivision. The office use located on Parcel 79-3((5))19A should not be expanded and no further commercial uses should be located in this quadrant.

Other Areas

16. The land that generally lies between Hillside Road, the Timbers townhouse subdivision, Rolling Road, Bauer Drive and Old Keene Mill Road, excluding the commercial/retail office center, has a varied but established residential character that should be enhanced. Land within this area should be planned as follows:

    a. Land north of Center Road should be developed as single-family detached houses at a density of 2-3 dwelling units per acre. In recognition of the mixed character of this sector, development may be permitted at a density of 3-4 dwelling units per acre if substantial consolidation of adjacent parcels is provided to ensure coordinated development.

    b. Residentially planned parcels located north and west of Bauer Drive and south of Center Road, with the exception of the West Springfield Mews and West Springfield Terrace townhouses should be developed using single-family detached dwellings at a density of 2-3 dwelling units per acre, as shown on the Plan Map. The low-end of the Plan range will most effectively maintain the existing character of the stable, interior portion of the community and this density is recommended. However, the high-end of the Plan range may be considered if the following conditions are met in addition to the residential development criteria:

- Substantial consolidation of adjacent parcels to ensure coordinated development; and

- Provision of an interior circulation system that is coordinated with adjacent properties so that the remaining acreage can develop in a unified fashion.

c. The parcels that front on the north side of Bauer Drive, northeast of the West Springfield Terrace townhouses, are distinct from the remainder of the Fairfax Park community due to the existing development patterns in the vicinity. These parcels may be considered for development at the high-end of the 2-3 dwelling units per acre range, and as attached dwellings, if there is:

- No vehicular access to the north; and

- An effective transitional open space buffer along the northern edge of the property to ensure no adverse impact upon the Fairfax Park community.

In view of its transitional location, an option for residential use at 5-8 dwelling units per acre may be considered for those parcels which front on Bauer Drive upon compliance with the above conditions and if there is substantial consolidation of adjacent parcels to ensure coordinated development.

17. The two small parcels of land (Tax Map 78-3((1))7A, 7B) currently zoned C-5 on Lee Chapel Road south of the Burke Elementary School are planned for residential use at 2-3 dwelling units per acre, which is a compatible use and density with the surrounding residential development.

18. Recommendations for Burke Village are found in Sector P6, Recommendations 8 and 9. [Not shown]

Transportation

Transportation recommendations for this sector are shown on Figures 15, 16, 17, 18 and 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

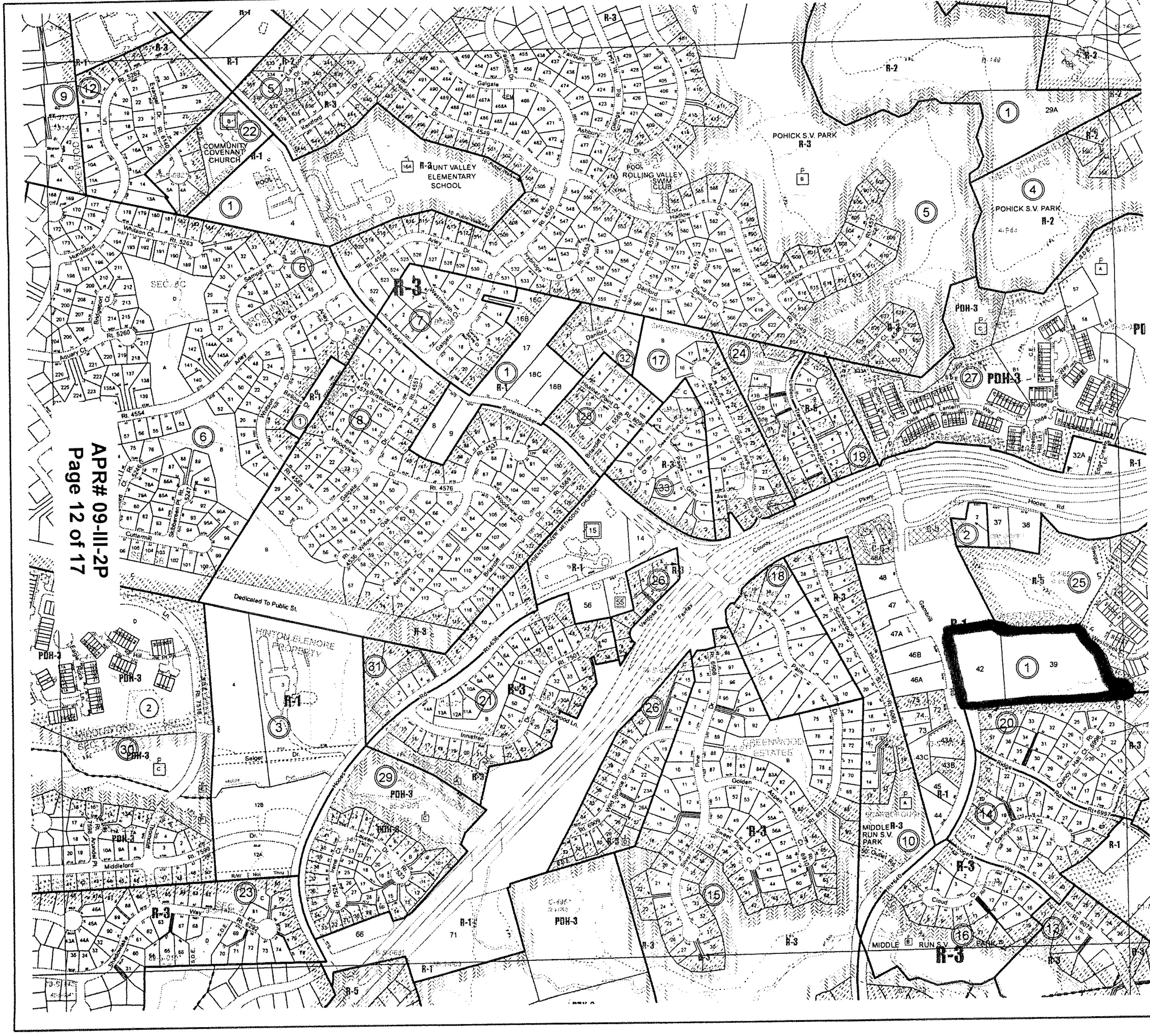
1. Braddock Road from Guinea Road to Route 123 was widened to four lanes in 1990. There are few, if any, opportunities to add highway capacity on this stretch of Braddock Road. A Corridor Study must be done before additional lanes can be considered. This study should explore not only alternative routes, but also additional transit services and carpooling incentives.

2. Commuter parking facilities are needed along Braddock Road. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.

Other Areas:

20. The area immediately south and southeast of the Gambrill Road Park and Ride facility, identified as Tax Map 89-3 ((1)) Parcels 39 and 42, is planned for single-family attached residential use at 12-16 dwelling units per acre. To reach the upper end of the density range, consolidation of parcels 39 and 42 should be provided with access to Gambrill Road. An effective transitional open space buffer shall be provided on the southern property boundary to mitigate potential impacts on the residential community located on the north side of Ridge Road (Route 6997).

APR# 09-III-2P
Page 12 of 17



A Fairfax County, Virginia Publication

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GENERAL NOTES

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PROPERTY MAP
ZONING
89-3

Revised to : 01 - 01 - 2009

Prepared by
DEPARTMENT OF INFORMATION TECHNOLOGY
Enterprise Services Division
Geographic Information Services

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COMPREHENSIVE PLAN AMENDMENT
P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

STATEMENT OF JUSTIFICATION

I. Introduction

The parcels that are the subject of this nomination lie immediately south and southeast of the Gambrill Road Park and Ride lot and are identified on the Fairfax County Tax Map as 89-3 ((1)) Parcels 39 and 42 (the "Property"). Cooley Godward Kronish LLP (the "Nominator") requests approval of a Comprehensive Plan Amendment to allow development of the Property with single-family attached units at a density of 12-16 dwelling units per acre.

II. Current Comprehensive Plan Provisions

The Comprehensive Plan map designates the Property as planned for residential development at 2-3 dwelling units per acre, however, the Plan does not contain site-specific recommendations for the Property in the Plan text.

III. Proposed Comprehensive Plan Amendment

The Nominator proposes to amend the Comprehensive Plan to allow the development of the Property with single-family attached dwelling units at a density of 12-16 dwelling units per acre. The Property provides an excellent opportunity to develop higher density townhomes which are both compatible with surrounding communities and benefit from regular and convenient public transportation services.

A. Compatible Townhouse Development

The character of the area in the vicinity of the Property has changed from that of an area predominantly developed with low-density residential uses. However, the Comprehensive Plan language has not addressed these changes. In particular, the construction of the Gambrill Road Park and Ride lot and development of townhome communities has dramatically changed this portion of the district south of the Fairfax County Parkway. The existing mixture of land uses and densities suggest the current Comprehensive Plan recommendation for the Property of 2-3 dwelling units per acre is no longer the most appropriate density for the Property. Further, the development of the Property with townhomes at higher densities would be compatible with the townhome communities immediately east of the Property and on the north side of the Fairfax County Parkway.

The proposed Plan Amendment will allow a logical transition from single family development south of the Property to the Park and Ride facility, land zoned for neighborhood retail uses, and the Fairfax County Parkway. This transition could be achieved through an open space buffer provided on the southern Property boundary to mitigate any potential impact from the proposed Plan Amendment on the residential neighborhoods to the south. It is also important to note that a portion of the Property's southwestern boundary is within a Resource Protection

Area. The preservation of this Resource Protection Area will provide an increased buffer area for the proposed development.

B. Enhanced Transportation Options

The proposed Plan Amendment will help provide a higher density development in close proximity to an important public transportation node. The Property lies adjacent to the Gambrill Road Park and Ride facility, which is connected to the Franconia-Springfield Metro Station by two regular bus services (taking between 8 and 14 minutes). These bus services would provide an excellent public transportation connection for future residents at the Property to access areas in Northern Virginia and in and around Washington, DC without having to use private vehicles. The proposed Plan Amendment would provide particular benefit to military and government agencies, defense contractors, and their employees by providing housing with convenient access to employers relocating to the Springfield area as a result of the Base Realignment and Closure process.

The full potential for maximizing the use of public transportation by residents of the Property would not be realized if it were developed at 2-3 dwelling units per acre as currently planned. The Nominator, therefore, believes the proposed Plan language will help provide additional housing options that can utilize the regular bus connection to the Franconia-Springfield Metro Station.

In addition to proximate public transportation services, the Property has excellent access to the County's road network. The Property is bounded to the west by Gambrill Road (Rt. 640), which connects with the Fairfax County Parkway to the north and is planned to be widened to four lanes. The close proximity of the Property to Fairfax County Parkway will also allow additional traffic generated by the proposed Plan Amendment to be quickly dispersed from the local street network onto the Parkway. The Nominator believes that opportunities exist to provide a trail connection through the northern Property boundary to provide a pedestrian connection from the Property and neighborhoods to the south to the bus services available at the Park and Ride facility.

IV. Conclusion

The proposed Comprehensive Plan Amendment improves upon the Plan's existing recommendations by recognizing the potential to maximize the use of public transportation through the development of the Property with higher density townhomes. The proximity of the Property to the Gambrill Road Park and Ride lot and its regular connections to the Franconia-Springfield Metro Station support this nomination. Further justification for the proposed Comprehensive Plan Amendment has been provided by the development of surrounding townhome communities and the potential for a logical transition to be provided from single family detached units south of the Property to the Park and Ride lot, commercial land, and Fairfax County Parkway to the north. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.

Klibaner, Aaron K.

From: Klibaner, Aaron K.
Sent: Tuesday, October 06, 2009 11:26 AM
To: 'Winterhalter, Brian'
Subject: RE: South County APR nomination

Brian, thank you for responding so quickly. I received everything yesterday. Your nomination is now complete.

Aaron

Aaron Klibaner, AICP
Planner II
Planning Division
Fairfax County Department of Planning & Zoning
703-324-1232 phone
703-324-3056 fax
Aaron.Klibaner@fairfaxcounty.gov

From: Winterhalter, Brian [mailto:bwinterhalter@cooley.com]
Sent: Monday, October 05, 2009 2:34 PM
To: Klibaner, Aaron K.
Subject: RE: South County APR nomination

Aaron,

Per your request, we have revised the APR nomination to propose 115 dwelling units, rather than 86-115 units, and have notified the property owners of the change to the nomination. We are sending the revised nomination form, copies of the property owner notification letters, and copies of the certified mail receipts to you this afternoon. Please let me know if you do not receive the package or if you have any questions.

Thank you,
Brian

From: Klibaner, Aaron K. [mailto:Aaron.Klibaner@fairfaxcounty.gov]
Sent: Wednesday, September 30, 2009 3:10 PM
To: Winterhalter, Brian
Subject: South County APR nomination

Dear Mr. Winterhalter:

I am the planner assigned to review your South County Area Plans Review nomination that concerns properties owned by Lawanda Swope and Helen Hall, located within the Pohick Planning District, P2 Main Branch Community Planning Sector. This message is to notify you that there is a deficiency that needs to be corrected in your nomination submission.

On the second page of the nomination form (page 20) the table at the bottom right corner of the page that lists the type and number of proposed residential units should only list the maximum number of units you intend to propose as part of your nomination. The reason that DPZ requires a single number rather than a range of numbers is that we use this information to evaluate specific impacts on the transportation network, schools, parks and environment of the area within which the proposed nomination is located, and using a range of numbers

would mean that we would have evaluate every permutation of individual numbers with a range (in your case, every singe number of units between 86 and 115) which we do not have the time or staff resources to accomplish within the parameters of the Area Plans Review process.

Please send me a new copy of this page of the nomination form, with a single figure for the proposed number of units. Please be aware that you have ten (10) working days from the date of this message to send me this correction, or your nomination will be rejected. Also, you will have to notify the property owners of the parcels included within the nomination area of the change in the nomination, and submit proof of re-notification as well.

Please contact me if you have any questions.

Thank you,

Aaron Klibaner, AICP
Planner II
Planning Division
Fairfax County Department of Planning & Zoning
703-324-1232 phone
703-324-3056 fax
Aaron.Klibaner@fairfaxcounty.gov

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Cooley
GODWARD KRONISH LLP

Brian J. Winterhalter
(703) 456-8168
bwinterhalter@cooley.com

BY HAND DELIVERY

October 5, 2009

Mr. Aaron K. Kilbaner
Fairfax County Department of Planning & Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

RE: Property Addresses: 7421 Swope Lane & 7407 Gambrill Road

Tax Map: 89-3 ((1)) Parcels 39 & 42

Mount Vernon District

Dear Mr. Kilbaner:

Per your email request on September 30, 2009, we have revised the Area Plans Review ("APR") nomination for the above-referenced properties to propose 115 dwelling units. We have provided the two property owners copies of the revised APR nomination form by certified mail and noted that there are no other changes to the nomination. Enclosed please find the following documents for the nomination:

- A revised official nomination form;
- Copies of the notification letters sent by certified mail to each property owner; and
- Copies of the postmarked certified mail receipts sent to each property owner.

Thank you for your time and attention to this matter. Please do not hesitate to contact me if you have any questions or need additional information.

Respectfully submitted,

Brian J. Winterhalter

Enclosures

418212 v1/RE

ONE FREEDOM SQUARE, RESTON TOWN CENTER, 11951 FREEDOM DRIVE, RESTON, VA 20190-5656 T: (703) 456-8000 F: (703) 456-8100 WWW.COOLEY.COM