

**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: Mark C. Looney Daytime Phone: (703) 456-8652

Address: Cooley Godward Kronish LLP, One Freedom Square, Reston Town Center  
11951 Freedom Drive, Reston, VA 20190-5656

Nominator E-mail Address: mlooney@cooley.com

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

Mark C. Looney

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

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

THIS BOX FOR STAFF USE ONLY	
Date Received:	<u>9/1/09</u>
Date Accepted:	<u>9-29-09 ARR</u>
Planning District:	_____
Special Area:	_____

**PART 2. GENERAL INFORMATION**

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

Total number of parcels nominated: 38

Total aggregate size of all nominated parcels (in acres and square feet): 27.71 acres 1,206,922 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: Please See Attached

b. CURRENT PLAN MAP RECOMMENDATION: Industrial Use up to 0.5 FAR; Two Mixed-Use options up to or greater than 1.0 FAR

c. CURRENT ZONING DESIGNATION: I-5 (Industrial General) and I-I (Industrial Institutional)

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). 0.5 FAR of Industrial Use; Transit-oriented Mixed-Use option up to 4.0 FAR with Residential, Retail, Office, and Hotel uses

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?) Transit-oriented, Mixed-use development with Residential, Retail, Office and Hotel uses

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: 4.0 TOTAL Gross Square Feet: 4,820,000

Categories	Percent of Total FAR	Square feet
Office	5 - 15%	241,000 - 723,000
Retail	5 - 20%	241,000 - 964,000
Public Facility, Govt & Institutional	0%	0
Private Recreation/Open Space	0%	0
Industrial Hospitality	10 - 20%	482,000 - 964,000
Residential*	60 - 80%	2,892,000-3,856,000
<b>TOTAL</b>	<b>100%</b>	<b>4,820,000</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>135 - 145</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)			
High-Rise Multifamily (9 + stories)	3,050	1,200	3,660,000
<b>TOTAL:</b>	<b>3,050</b>	<b>1,200</b>	<b>3,660,000</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

**CAPITOL TRANSIT PARTNERS LLC – VAN DORN TRANSIT STATION AREA  
COMPREHENSIVE PLAN AMENDMENT  
PROPERTY OWNER LIST**

<b>Tax Map Number</b>	<b>Street Address of Parcel</b>	<b>Property Owner</b>	<b>Property Owner Mailing Address</b>	<b>Acres</b>	<b>Postmarked Certified Mail Receipt Number</b>
81-2 ((4)) 1	5708 Vine Street Alexandria, VA 22310	Washington Metropolitan, Area Transit Authority	600 5 <sup>th</sup> Street NW Washington, DC 20001	0.693	7006 0810 0001 0370 0021
81-2 ((4)) 2	5704 Vine Street Alexandria, VA 22310	Fairfax County Board of Supervisors	12000 Government Center Parkway Suite 533 Fairfax, VA 22035	0.464	7006 0810 0001 0370 0038
81-2 ((4)) 3	5700 Vine Street Alexandria, VA 22310	Fairfax County Board of Supervisors	12000 Government Center Parkway Suite 533 Fairfax, VA 22035	0.460	7006 0810 0001 0370 0038
81-2 ((4)) 4	5620 Vine Street Alexandria, VA 22310	Vine Street Associates, LC	5621 Vine Street Alexandria, VA 22310	0.455	7006 0810 0001 0370 0045
81-2 ((4)) 5	5616 Vine Street Alexandria, VA 22310	Vine Street Associates, LC	5621 Vine Street Alexandria, VA 22310	0.451	7006 0810 0001 0370 0045
81-2 ((4)) 6	5612 Vine Street Alexandria, VA 22310	Vine Street Associates, LC	5621 Vine Street Alexandria, VA 22310	0.447	7006 0810 0001 0370 0045
81-2 ((4)) 7	5608 Vine Street Alexandria, VA 22310	Domingos C. and Maria G. Costa	8350 Greensboro Drive, #306 McLean, VA 22102	0.442	7006 0810 0001 0370 0052
81-2 ((4)) 8	5604 Vine Street Alexandria, VA 22310	Despina Pitsoulakis, c/o Spiridon Pitsoulakis	P.O. Box 21551 St. Petersburg, FL 33742	0.438	7006 0810 0001 0370 0069
81-2 ((4)) 9	5600 Vine Street Alexandria, VA 22310	Chao Q. Wu and Cui M. Nie	1805 Olney Road Falls Church, VA 22043	0.434	7006 0810 0001 0370 0076
81-2 ((4)) 10	5520 Vine Street Alexandria, VA 22310	James F. Delano	7831 Southdown Road Alexandria, VA 22308	0.406	7006 0810 0001 0370 0083
81-2 ((4)) 11	5516 Vine Street Alexandria, VA 22310	Amparo E. Aragon	P.O. Box 1874 Coamo, Puerto Rico 00769	0.425	7006 0810 0001 0370 0090
81-2 ((4)) 12	5512 Vine Street Alexandria, VA 22310	Amparo E. Aragon	P.O. Box 1874 Coamo, Puerto Rico 00769	0.421	7006 0810 0001 0370 0090
81-2 ((4)) 13	5508 Vine Street Alexandria, VA 22310	Wayne M. and Mary L. Whitlow	2053 Jeffress Trail Alton, VA 24520	0.416	7006 0810 0001 0370 0106

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Tax Map Number	Street Address of Parcel	Property Owner	Property Owner Mailing Address	Acres	Postmarked Certified Mail Receipt Number
81-2 ((4)) 14	5504 Vine Street Alexandria, VA 22310	Wayne M. and Mary L. Whitlow	2053 Jeffress Trail Alton, VA 24520	0.412	7006 0810 0001 0370 0106
81-2 ((4)) 15	5500 Vine Street Alexandria, VA 22310	Wayne M. and Mary L. Whitlow	2053 Jeffress Trail Alton, VA 24520	0.408	7006 0810 0001 0370 0106
81-2 ((4)) 16	5424 Vine Street Alexandria, VA 22310	Wayne M. and Mary L. Whitlow	2053 Jeffress Trail Alton, VA 24520	0.404	7006 0810 0001 0370 0106
81-2 ((4)) 17	5416 Vine Street Alexandria, VA 22310	Flaherty Iron Works Inc.	5416 Vine Street Alexandria, VA 22310	0.399	7006 0810 0001 0370 0113
81-2 ((4)) 18	5410 Vine Street Alexandria, VA 22310	Jorge E. Gutierrez	236 Jewell Road Dunkirk, MD 20754	0.383	7006 0810 0001 0370 0120
81-2 ((4)) 19	5408 Vine Street Alexandria, VA 22310	Jorge E. Gutierrez	236 Jewell Road Dunkirk, MD 20754	0.353	7006 0810 0001 0370 0120
81-2 ((4)) 20	5409 Vine Street Alexandria, VA 22310	PNT Enterprises LLC	5409 Vine Street Alexandria, VA 22310	1.277	7006 0810 0001 0370 0137
81-2 ((4)) 23	5421 Vine Street Alexandria, VA 22310	PMF Investment NOVA, LLC <sup>1</sup>	P.O. Box 10400 Alexandria, VA 22310	0.415	7006 0810 0001 0370 0144
81-2 ((4)) 24	5501 Vine Street Alexandria, VA 22310	PMF Investment NOVA, LLC <sup>1</sup>	P.O. Box 10400 Alexandria, VA 22310	0.415	7006 0810 0001 0370 0144
81-2 ((4)) 25	5505 Vine Street Alexandria, VA 22310	Steven and Steven R. Delonga	5505 Vine St. Alexandria, VA 22310	0.395	7006 0810 0001 0370 0151
81-2 ((4)) 26	5509 Vine Street Alexandria, VA 22310	Timothy E. and Barbara J. Rizer	5905 River Drive Lorton, VA 22079	0.395	7006 0810 0001 0370 0168
81-2 ((4)) 27	5513 Vine Street Alexandria, VA 22310	Higham Co. Inc.	5513 Vine Street Alexandria, VA 22310	0.406	7006 0810 0001 0370 0175
81-2 ((4)) 28	5517 Vine Street Alexandria, VA 22310	Metropolitan Funeral Service, Inc.	5517 Vine Street Alexandria, VA 22310	0.406	7006 0810 0001 0370 0182
81-2 ((4)) 29	5521 Vine Street Alexandria, VA 22310	Metropolitan Funeral Service, Inc.	5517 Vine Street Alexandria, VA 22310	0.395	7006 0810 0001 0370 0182

<sup>1</sup> Formerly Hopke Family of Virginia, Limited Partnership

Tax Map Number	Street Address of Parcel	Property Owner	Property Owner Mailing Address	Acres	Postmarked Certified Mail Receipt Number
81-2 ((4)) 30	5601 Vine Street Alexandria, VA 22310	Nicola Martinelli and Sening Reinhard	9909 Indian Queen Point Ft. Washington, MD 20744	0.406	7006 0810 0001 0370 0199
81-2 ((4)) 31	5605 Vine Street Alexandria, VA 22310	Oakwood Road Associates LLC	5404 Oakwood Road Alexandria, VA 22310	0.394	7006 0810 0001 0370 0205
81-2 ((4)) 32	5609 Vine Street Alexandria, VA 22310	Francis M. Becker, Trustee	7216 Marine Drive Alexandria, VA 22307	0.813	7006 0810 0001 0370 0212
81-2 ((4)) 33	5617 Vine Street Alexandria, VA 22310	Herbert R. Spears, Sr.	5617 Vine Street Alexandria, VA 22310	0.395	7006 0810 0001 0370 0229
81-2 ((4)) 34	5621 Vine Street Alexandria, VA 22310	Vine Street Associates, LC	5621 Vine Street Alexandria, VA 22310	0.414	7006 0810 0001 0370 0045
81-2 ((4)) 35	5701 Vine Street Alexandria, VA 22310	William E. Boyd, Jr.	7901 Lobelia Lane Springfield, VA 22152	0.312	7006 0810 0001 0370 0236
81-2 ((4)) 36A	5705 Vine Street Alexandria, VA 22310	Fairfax County Board of Supervisors	12000 Government Center Parkway Suite 533 Fairfax, VA 22035	0.259	7006 0810 0001 0370 0038
81-2 ((4)) 36C	5705 Vine Street Alexandria, VA 22310	Fairfax County Board of Supervisors	12000 Government Center Parkway Suite 533 Fairfax, VA 22035	0.227	7006 0810 0001 0370 0038
81-2 ((3)) 9A	5635 S. Van Dorn Street Alexandria, VA 22310	A&Y Properties LLC	5635 S. Van Dorn Street Alexandria, VA 22310	0.886	7006 0810 0001 0370 0243
81-2 ((1)) 22	5621 S. Van Dorn Street Alexandria, VA 22310	CSX Transportation Inc.	C/O Tax Department, J910 500 Water Street Jacksonville, FL 32202	5.040 <sup>2</sup>	7006 0810 0001 0370 0250
81-2 ((1)) 25A	N/A	Capitol Transit Partners LLC <sup>3</sup>	3919 Old Lee Highway, Suite 82A Fairfax, VA 22030	6.146	7006 0810 0001 0369 9967

<sup>2</sup> We are only nominating 5.04 acres of the CSX parcel. A majority of the parcel contains rail lines and is undevelopable; therefore we are only including the 5.04 acres that are developable (per Marianne Gardner's instruction)

<sup>3</sup> Formerly Diamond Eisenhower, LLC

**Van Dorn Transit Station Area  
Comprehensive Plan Amendment  
Land Unit B**

**Existing Comprehensive Plan**

**Land Unit B**

The parcels along Vine Street are either vacant or utilized for a variety of industrial and office uses. Some of the land at the western end of Vine Street will be needed for interchange improvements that may sever the connection of Vine Street and South Van Dorn Street. Design of any development should allow for construction of the interchange. Much of the narrow eastern portion of the land unit may also be taken for I-95/495 improvements. Infill development of industrial uses up to .50 FAR is planned for the land unit.

As an option, office or mixed-use development with uses such as hotel, office, and residential with support retail at an intensity up to 1.0 FAR may be considered for this land unit if the following conditions are met:

- Adequate access from the arterial road system and Metro is provided, including contribution towards the design and construction of a new bridge connection to Oakwood Road, to supplement or replace the current connection of Vine and South Van Dorn Streets (see Figure 9);
- Dedication for interchange improvements is provided;
- A transportation study is provided which demonstrates that access and road capacity is adequate to support a change from industrial uses to office and/or mixed-use development no worse than Level of Service "E";
- Extensive consolidation of the land unit is achieved, including possible relocation of part or all of Vine Street so developable land is mainly or totally consolidated on one side of Vine Street and significant terrain variations along Vine Street can be better addressed;
- Development provides high quality site and architectural design, landscaping, and development amenities with a strong pedestrian focus. Amenities including usable open space in the form of urban plazas with benches and other outdoor furniture are encouraged;
- Pedestrian access to the Metro station is provided, including use of the knock-out panel to the station; and
- Appropriate parking structure(s) is provided.

Intensity greater than 1.0 FAR may be considered if the following additional conditions are met:

- The proposed use or uses minimizes the need for vehicular access and parking and encourages the use of Metro;
- Substantial contribution towards the construction of the bridge connection to Oakwood Road is provided; and
- Support for transit services and/or transportation demand management strategies, which include transit service sufficient to mitigate adverse impacts on the adjacent roadway network is provided.

**Van Dorn Transit Station Area  
Comprehensive Plan Amendment  
Land Unit B**

**Proposed Comprehensive Plan**

**Land Unit B**

The parcels along Vine Street are presently either vacant or utilized for a variety of industrial and office uses. A portion of the land at the western end of Vine Street may be needed for interchange improvements that may sever the connection of Vine Street and South Van Dorn Street. Design of any development within Land Unit B should allow for construction of the interchange. Much of the narrow eastern portion of the land unit may also be taken for I-95/495 improvements. Infill development of industrial uses up to .50 FAR is planned for the land unit.

As an option, Land Unit B may be appropriate for redevelopment as a mixed-use, transit-oriented center that integrates retail, residential, office, and hotel uses. Redevelopment should transform the character of the land unit from an industrial area into a mixed-use, walkable place that acts as a catalyst for transit-oriented development in the Van Dorn Transit Station Area. Such transit-oriented development should encourage ridership at the currently underutilized Van Dorn Metro Station.

With substantial parcel consolidation, the mixed-use center is planned for an intensity of up to 4.0 FAR. The redevelopment should focus on the integration of the residential neighborhoods to the south, the Van Dorn Metro Station, and the Landmark/Van Dorn Corridor in the West End of the City of Alexandria. In particular, the mixed-use development should enhance multi-modal links to the surrounding neighborhoods and the Metro Station and take advantage of internal synergy among the land uses to discourage reliance on the automobile. The following paragraphs outline the conditions for the mixed-use center redevelopment option.

*Public Financing:* All public funding or financing options available for revitalization and redevelopment in Fairfax County may be considered to provide the financial assistance and incentive to construct the public improvements contemplated by such a redevelopment.

*Land Uses:* Land uses should be distributed across the site to create the mixed-use center and should contain the following types of uses:

*Residential Use-* Residential uses should have convenient access to open space, recreational space, community-serving retail uses, and other services. Affordable and workforce housing should be provided through compliance with the Affordable Dwelling Unit Ordinance and other County policies.

*Retail Use-* Retail uses should be located in the ground-floors of the residential, office, or hotel buildings. These uses should have direct public access and display windows oriented toward pedestrian walkways. To the extent possible, the retail uses should be in locations that will activate the mixed-use center, reduce vehicular traffic, and be convenient for Metro users. Examples of appropriate retail uses include local-serving uses, such as cafés, restaurants, bookstores, boutiques, pharmacies, dry cleaners, health clubs, and professional storefront offices.

*Office and Hotel Uses-* Office and hotel uses should be located so that the impact on traffic is minimized and so that their locations may also act as noise and visual buffers from the Capital Beltway and rail lines for residential uses. Active and passive recreation opportunities should be provided for use by the employees within the mixed-use center.

*Main Street Concept-* Redevelopment of Land Unit B under the mixed-use option should consider a re-alignment of Vine Street to form the basis of an outdoor, “main street” for the development. The main street should incorporate ground-floor retail and similar uses with entrances from the main street and dynamic streetscape elements, such as store-front windows, awnings, and outdoor seating areas. The design should activate the length of the street, create diverse and vibrant street-life, and encourage activity beyond the typical work day. Residential, office, and hotel uses should be integrated into the main street, above the retail uses, to provide the opportunity for residents, employees, or visitors to live, work, shop, play, and exercise on the site.

*Urban Design-* The redevelopment should incorporate high quality site design, architecture, landscaping, and lighting. These design elements should create an urban environment that balances the public realm with private space, and functionality with visual appeal. The buildings should align and relate to the internal streets and open space areas. A variety of building heights should be provided for visual interest. Signature buildings with greater building heights should be used as “gateway” features.

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

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

*On-site Urban Parks and Recreation-* At least one publicly accessible urban plaza should be included in the mixed-use center. The on-site urban park should provide active and passive recreational opportunities to serve the residents, employees, and visitors of the development. Examples of such recreational opportunities include a trail network, off-leash dog park, outdoor seating area, playground, gardens, sports courts, fitness stations, or other active recreational amenities.

*Transportation* – It is essential that the impacts of the redevelopment allowed under this option be offset through a combination of additional roadway and bridge capacity, intersection traffic

mitigation, circulation and access improvements, transit, pedestrian and bicycle connectivity enhancements, and implementation of an effective transportation demand management (TDM) program. These improvements should be provided in accord with the guidance set forth below:

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

Trip reduction levels should be identified in the traffic impact study and realized through a TDM program with a detailed monitoring process. These reductions are predicated upon provision of attractive, safe, and convenient pedestrian and bicycle connections between the mixed-use center and the Van Dorn Metro Station, enhanced bus transit service between the mixed-use center, the Van Dorn Metro Station, adjacent commercial areas and residential neighborhoods, and street improvements that further these objectives.

*Traffic Circulation* – Any redevelopment should provide contributions to regional facilities needed to mitigate impact and improve access. These regional facilities will serve as critical components of the transportation system serving the transit station area:

- *Vine Street/Oakwood Road Bridge* – The design and construction of a new bridge over the Capital Beltway linking Oakwood Road and Vine Street will improve traffic circulation in and through the mixed-use center. The bridge will integrate the residential neighborhoods to the south of the Beltway into the mixed-use center and encourage Metro ridership to and from the Van Dorn Metro Station.
- *Vine Street/Eisenhower Avenue Road* – The design and construction of new local circulation routes linking Eisenhower Avenue and Vine Street will integrate the development with the West End of the City of Alexandria, which is expected to be planned for mixed-use, transit-oriented development in the coming years. The new roads will improve traffic circulation in and through the mixed-use center, providing additional entry/exit points into the development while improving access to the Metro Station.

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

Contributions to or construction of the following transit, pedestrian, and bicycle connectivity improvements should be provided as part of the redevelopment process:

- *Establish a pedestrian/bicycle connection between the Van Dorn Metro Station and the mixed-use center* – Constructing such a connection will facilitate and increase walk and bike trips

between the Van Dorn Metro Station and the mixed-use center. By encouraging transit ridership, auto travel to the area can be reduced.

- *Improve pedestrian experience along Vine Street* - The improvement of the pedestrian experience on Vine Street should include wide sidewalks, street crossings, enhanced lighting, public art and other aesthetic treatments, street furniture, and related enhancements. All improvements should promote pedestrian safety within and around the mixed-use center, in conjunction with adoption of a pedestrian circulation plan for the development.
- *Construct a new Vine Street bus transit station* – A new bus transit station should provide bus service that will interconnect the mixed-use center to the surrounding neighborhoods and areas south of the Van Dorn Transit Station Area.

*Transportation Demand Management (TDM)* – A transportation demand management (TDM) program should be established that encourages the use of transit and non-motorized transportation, and utilizes a variety of measures to reduce automobile trips. The TDM program should achieve specified trip reduction targets identified for phases of the development. It should ultimately be maintained and funded by residents and business owners once the mixed-use center development is complete. The TDM program should be designed to work in conjunction with and complement the transit, pedestrian and bicycle connectivity improvements. TDM measures employed should facilitate and complement these physical improvements and urban design features. The TDM program adopted should identify a full complement of measures that could be implemented, including alternative transportation services, support facilities and/or programs, and pricing measures, and should include enforcement, evaluation, and penalty provisions in the event trip reduction thresholds are not achieved. The TDM program should be provided by the applicant, and implemented during the early phases of the development.

*Noise-* Transportation noise generated from the CSX and Metro rail lines to the north and the Capital Beltway to the south may have an effect on the mixed-use center. A noise study should be completed as part of any rezoning application to determine the actual extent of noise impacts on the proposed noise sensitive uses for existing and future predicted conditions. Modifications of the Zoning Ordinance requirements for setbacks from rail lines and interstates may be appropriate upon demonstration that proper noise mitigation is included in the development. Building height, location, orientation, and shielding are factors that should be used to mitigate the potential for noise impacts.

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

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

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



**VAN DORN TRANSIT STATION AREA  
COMPREHENSIVE PLAN AMENDMENT  
LAND UNIT B**

**STATEMENT OF JUSTIFICATION**

**I. Introduction**

Capitol Transit Partners LLC, formally Diamond Eisenhower, LLC (the “Applicant”), is the owner of property at the eastern terminus of Vine Street between the CSX and Metro rail lines to the north and the Capitol Beltway (I-95/495) to the south and identified on the Fairfax County Tax Map as 81-2 ((1)) 25A. On behalf of the Applicant, Cooley Godward Kronish LLP (the “Nominator”) proposes to amend the Comprehensive Plan for the properties identified on the Fairfax County Tax Map as 81-2 ((4)) 1-20, 81-2 ((4)) 23-35, 36A and 36C, 81-2 ((3)) 9A, and 81-2 ((1)) 22 and 25A (the “Property”). The Nominator requests approval of a Comprehensive Plan Amendment that provides additional guidance for achieving higher densities of transit-oriented, mixed-use development for properties located in close proximity to the Van Dorn transit station.

**II. Comprehensive Plan Amendment**

The Property is located within Land Unit B of the Van Dorn Transit Station Area. The Van Dorn Transit Station Area is located in the northwest portion of the Bush Hill Community Planning Sector in the Rose Hill Planning District of the Fairfax County Comprehensive Plan. The Comprehensive Plan currently recommends baseline development of industrial uses at 0.50 FAR. The Plan also contains transit-related development options recommending mixed-use development up to 1.0 FAR with the construction of certain transportation improvements, consolidation of existing parcels and establishment of pedestrian access to the Van Dorn transit station. Another option provides for development greater than 1.0 FAR with the construction of additional transportation improvements and the implementation of transportation demand management strategies.

**A. Rail-Oriented Mixed-Use Development**

The current Comprehensive Plan recommendations for the Property provide general guidance regarding transit-oriented, mixed-use development in Land Unit B of the Van Dorn Transit Station Area. However, the current Comprehensive Plan language does not describe the specific criteria required to achieve development greater than 1.0 FAR; nor does it indicate the magnitude of density above a 1.0 FAR that could be achieved. Such detailed criteria for higher densities are needed to provide incentives and certainty for redevelopment in the transit-oriented, mixed-use manner that Fairfax County envisions.

The Property’s location gives it enormous potential to help redefine the Van Dorn Transit Station Area. Land Bay B is located to the immediate south of the transit station and is currently developed with older industrial uses that do not encourage use of the transit station. Instead of supporting Metro ridership, these industrial uses discourage transit riders who are unable to access the station directly. The Property is essentially an island, being isolated by the Capitol

Beltway to the south and east, the CSX and Metro rail lines to the north and east, and Van Dorn Street to the west. Despite the Property's current condition, with the proper guidance and incentives, a redeveloped Land Bay B could eliminate the barriers to transit access, integrate the surrounding areas, and revitalize the area in a transit-oriented, mixed-use manner.

The proposed Comprehensive Plan language provides the enhanced guidance needed to encourage such rail-oriented mixed-use development. The development of a mix of uses including office, hotel, residential, and retail up to 4.0 FAR with no height limits and proper noise mitigation creates the incentives needed to help offset the public infrastructure costs Fairfax County anticipates will be needed to serve the Property. Turning a revitalized Vine Street into a mixed-use, transit-oriented area will encourage use of the underutilized Van Dorn transit station and help it to become both an origination and destination station. Such a pedestrian-friendly, urban-style development will not only serve to integrate the residential neighborhoods to the south, but also the Eisenhower area immediately adjacent to the north in the City of Alexandria that is and will be planned for transit-oriented development over the next several decades.

### **B. Pedestrian Network Improvements**

The proposed Comprehensive Plan language supports the establishment of a well-designed pedestrian network that is critical to achieving successful transit-oriented, mixed-use development. By encouraging substantial consolidation of the parcels within Land Unit B, the proposed Plan language provides an opportunity to establish a coordinated system of pedestrian connections to facilitate access to the planned transit station and a connection to the Eisenhower area of the City of Alexandria to the north. Such a pedestrian network would be enhanced by street-level retail space and substantially improved streetscaping to encourage greater pedestrian movement through and within the Property and the Van Dorn Transit Station Area.

### **C. Transportation Network Improvements**

A Comprehensive Plan Amendment provides Fairfax County the opportunity to better define the transportation infrastructure improvements it envisions in the Van Dorn Transit Station Area. Such improvements include a reconstructed interchange at Van Dorn Street and the Capitol Beltway and a bridge connection to Oakwood Road, among others. These transportation projects will facilitate better traffic circulation for the Van Dorn Transit Station Area.

## **III. Conclusion**

The proposed Comprehensive Plan Amendment better defines the criteria needed to achieve transit-oriented, mixed-use development within Land Bay B of the Van Dorn Transit Station Area. The proposed language encourages the mixed-use redevelopment of the Property Fairfax County envisions while transforming the Van Dorn transit station into both an origination and destination station better serving the residents of Fairfax County and the City of Alexandria. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.

**Rybold, Kimberly M.**

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**From:** Custis, John [jcustis@cooley.com]  
**Sent:** Friday, October 23, 2009 3:23 PM  
**To:** Rybold, Kimberly M.  
**Cc:** Looney, Mark; Novotny, Molly  
**Subject:** FW: 2009-2010 South County APR Nomination PC 2009-001  
**Attachments:** APR Supplemental Info Ltr.pdf

Ms. Rybold,

I hope this message finds you well. Please find attached to this email a letter supplying your office with the requested clarification for South County APR Nomination PC 2009-001. At your earliest convenience, could you please verify receipt of this information? The original letter is being mailed to you today.

Many thanks and please let us know if you have any questions. Have a great weekend.

Best Regards,  
John Custis

**John P. Custis**

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**From:** Rybold, Kimberly M.  
**To:** Looney, Mark  
**Sent:** Tue Oct 13 14:57:00 2009  
**Subject:** 2009-2010 South County APR Nomination PC 2009-001

Mark C. Looney  
Cooley Godward Kronish LLP  
11951 Freedom Drive  
Reston, VA 20190

RE: South County APR Nomination: 27.71 acres in the Van Dorn Transit Station Area, Land Unit B

Dear Mr. Looney:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-001, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

**APR# 09-IV-3RH**  
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- In Part 4g: Total Floor Area Ratio and Gross Square Feet Proposed, you have given ranges of square feet for each proposed use. In order to accurately evaluate the resulting character and impact, please specify no more than two discrete land use options for the uses indicated in the table. Be sure to indicate the percent of total FAR and square feet of each use for the options.

**This information should be provided to the Department of Planning and Zoning as soon as possible. Failure to do so by October 27, 2009 may cause the nomination to be rejected.**

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at [kimberly.rybold@fairfaxcounty.gov](mailto:kimberly.rybold@fairfaxcounty.gov).

Sincerely,

**Kimberly M. Rybold**

Fairfax County Department of Planning & Zoning  
Planning Division  
12055 Government Center Pkwy, Suite 730  
Fairfax, Virginia 22035  
703.324.1380 (office)  
703.324.3056 (fax)

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Mark C. Looney  
(703) 456-8652  
mlooney@cooley.com

October 23, 2009

Ms. Kimberly M. Rybold  
Fairfax County Dept. of Planning & Zoning  
Planning Division  
12055 Government Center Pkwy, Suite 730  
Fairfax, VA 22035

**RE: South County APR Nomination PC 2009-001  
Van Dorn Transit Station Area, Land Unit B**

Dear Ms. Rybold:

I hope this letter finds you well. On October 13, 2009, your office requested clarification of Part 4(g) of the South County APR Nomination referenced above. As an alternative to the ranges for the proposed uses in the chart, your office requested two discrete options instead. In satisfaction of this request, I respectfully submit the following two discrete options as supplemental information for the table in Part 4(g) of the nomination form:

**Option 1:**

Categories	Percent of Total FAR	Square Feet
Office	10%	482,000
Retail	5%	241,000
Public Facility, Govt. & Inst.	0%	0
Private Rec. / Open Space	0%	0
Hospitality	10%	482,000
Residential	75%	3,615,000
<b>TOTAL</b>	<b>100%</b>	<b>4,820,000</b>

Ms. Kimberly M. Rybold  
October 23, 2009  
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**Option 2:**

Categories	Percent of Total FAR	Square Feet
Office	20%	964,000
Retail	10%	482,000
Public Facility, Govt. & Inst.	0%	0
Private Rec. / Open Space	0%	0
Hospitality	10%	482,000
Residential	60%	2,892,000
<b>TOTAL</b>	<b>100%</b>	<b>4,820,000</b>

Thank you for your consideration of this information. Please do not hesitate to call me if you have questions or need additional information.

Sincerely,

*Mark C. Looney*  
Mark C. Looney

419198 v1/RE