APR
Area Plans Review

BRAC Area Plans Review
Staff Report Book

2008 BRAC
Area Plans Review

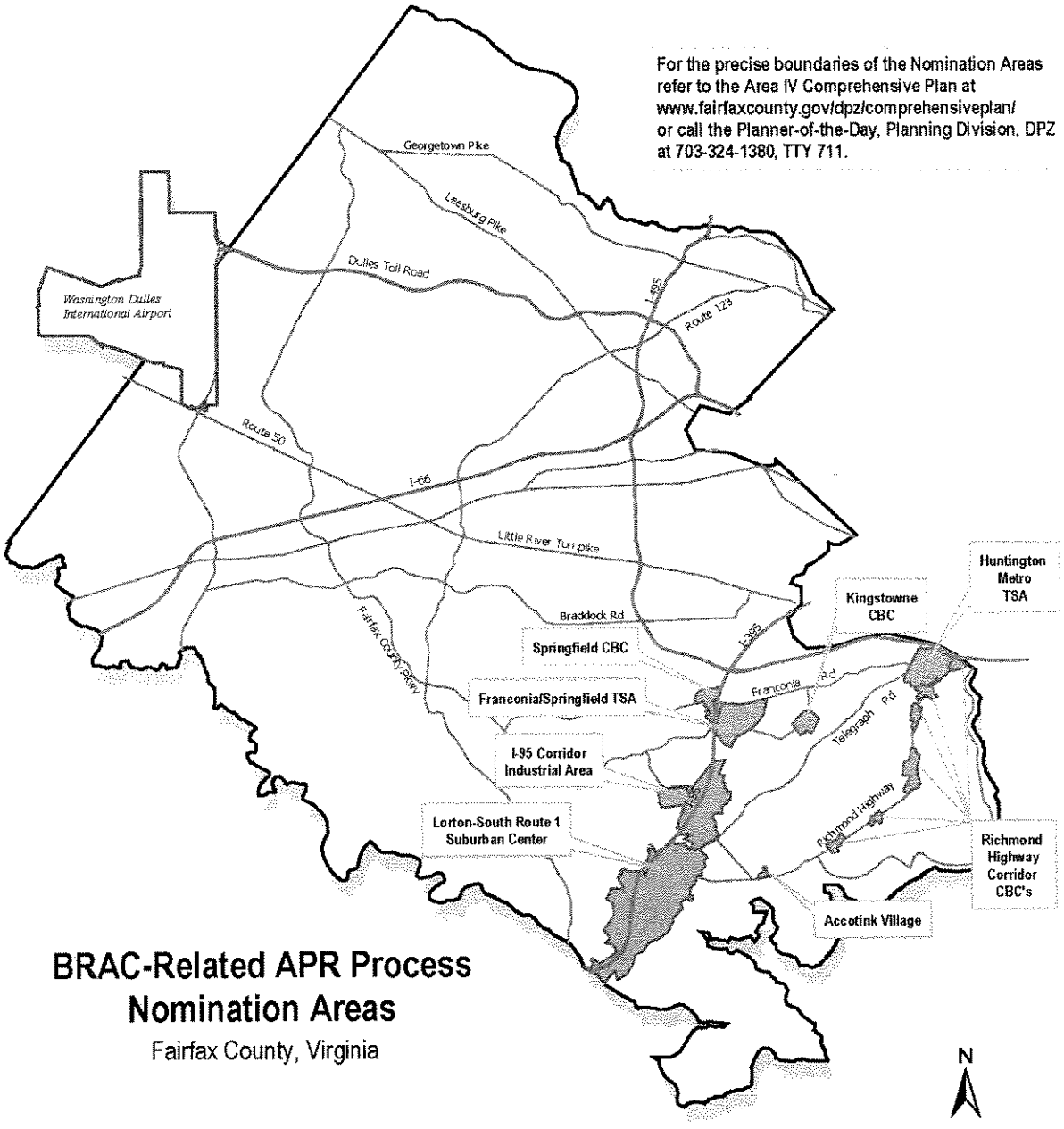
Planning Commission Public Hearing
For VDOT Review Items

June 24, 2009
7:30 PM

Board Auditorium
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, Virginia 22035

This document contains Staff Reports for the 2008 BRAC APR nominations subject to Virginia Department of Transportation review of transportation impacts, which are scheduled for Planning Commission Public Hearing on June 24, 2009. Items scheduled for Planning Commission public hearing on June 17, 2009 were published as a separate document. Planning Commission Mark-up for all VDOT Review 2008 BRAC APR items is scheduled for July 15, 2009.

For the precise boundaries of the Nomination Areas refer to the Area IV Comprehensive Plan at www.fairfaxcounty.gov/dpz/comprehensiveplan/ or call the Planner-of-the-Day, Planning Division, DPZ at 703-324-1380, TTY 711.



BRAC-Related APR Process Nomination Areas

Fairfax County, Virginia

INSIDE FRONT COVER

SCHEDULE OF PUBLIC HEARINGS FOR THE 2008 BRAC AREA PLANS REVIEW

BOARD AUDITORIUM OF THE GOVERNMENT CENTER, 12000 GOVERNMENT CENTER PARKWAY FAIRFAX, VA 22035

Public Hearing Schedule for the Planning Commission:

Wednesday, June 17, 2009 at 7:30 p.m. for
BRAC# 08-IV-1MV, 08-IV-3MV, 08-IV-4MV, 08-IV-2LP, 08-IV-4S, 08-IV-5S, 08-IV-8S, 08-IV-9S

Wednesday, June 24, 2009 at 7:30 p.m. for
BRAC# 08-IV-1FS, 08-IV-2FS, 08-IV-4FS, 08-IV-10S

Planning Commission Mark-Up Schedule:

Wednesday, July 15, 2009 at 8:15 p.m.

Individuals wishing to speak before the Planning Commission should call (703) 324-2865 or log on to the Planning Commission Website at www.fairfaxcounty.gov/gov/planning/ to be placed on the speakers' list. More detailed information will be available in the *Weekly Agenda at* http://www.fairfaxcounty.gov/government/board/agenda.htm and in a newspaper of general circulation.

Public Hearing Schedule for the Board of Supervisors:

Monday, August 3, 2009 at 5:00 p.m.

Individuals wishing to speak before the Board of Supervisors should call (703) 324-3151 to be placed on the speakers' list. Information is also available on the Internet at http://www.fairfaxcounty.gov/dpz

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Linda Q. Smyth, *Providence District*

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Pamela Nee, *Chief, Environment & Development Review Branch*

APR Area Planners/Task Force Liaisons

Lindsay Mason, *Planner III*
Meghan Van Dam, *Planner III*
Aaron Klibaner, *Planner II*
Kim Rybold, *Planner II*
Jennifer Lai, *Planner II*

APR Support Staff

Harry Rado, *GIS Analyst*
Lilian Cerdeira, *Planner I*
Marsha Collins, *GIS Technician*
Chris Havliceck, *GIS Technician*

DEPARTMENT OF TRANSPORTATION

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James Chandler, *Senior Transportation Planner*

Angela Kadar Rodeheaver, *Chief, Site Analysis Section, Transportation Planning and Operations Division*

Mark Canale, *Fairfax County BRAC Coordinator*

Nick Perfili, *Senior Transportation Planner*
David Kline, *Senior Transportation Planner*

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Scott Sizer, *Senior Park Planner*
Steve McGregor, *Planner II*

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2008 BRAC AREA PLANS REVIEW
Staff Reports

Lee and Mount Vernon Supervisor Districts

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NOTE: BRAC APR nominations which were scheduled for public hearing on June 17, 2009 were published as a separate document.

INTRODUCTION

THE COMPREHENSIVE PLAN REVIEW PROCESS AND 2008 BRAC AREA PLAN REVIEW

The Comprehensive Plan serves as the basic guide to the County's physical growth and development. It indicates policies for land use, transportation, public facilities and other matters that will shape the County in the future. These policies are reflected in the pattern, intensity and scale of development and conservation uses indicated. Since 1975, the Planning Commission and the Board of Supervisors have based hundreds of land use recommendations and decisions on the policies and objectives described in the Plan.

BACKGROUND

The Comprehensive Plan review process is designed to:

1. Ensure a process that is comprehensive in nature and meets the intent of the Virginia Code to plan for the future development of the community; and

2. Provide an opportunity for interested parties to recommend amendments to the adopted Plan.

3. The review process is intended to involve citizens and ensure the vitality of the County's comprehensive planning process.

2008 BRAC AREA PLANS REVIEW

BRAC, or Base Realignment and Closure, is the process the U.S. Department of Defense (DOD) uses to reorganize its military installations to adapt to changing circumstances. The 2005 BRAC law will result in the transfer of 13,000 DOD jobs to Fairfax County by September 15, 2011. The purpose of the BRAC-related Area Plans Review effort is to determine whether amendment of the Comprehensive Plan is warranted given the relocation of these jobs to Fairfax County and nearby Alexandria

PLAN NOMINATIONS REVIEW AND SELECTION

The 2008 BRAC Area Plans Review process was initiated in March, 2008, when the public was invited to nominate Plan amendments for review. Approximately 38 nominations were filed. Of these, twelve nominations have been withdrawn, seven have been adopted, one has been denied, four have been deferred, and two have been deferred to the Loisdale Road Special Study. The remaining nominations required Virginia Department of Transportation (VDOT) review of transportation impacts, as defined in Chapter 527 of the 2006 Acts of Assembly and §15.2-2222.1 of the Code of Virginia, and are scheduled for Planning Commission public hearing on June 17 and 24, 2009. All nominations are available for review at the Planning Division office at the Department of Planning and Zoning and at www.fairfaxcounty.gov/dpz/apr/brac.

At any time during the review process, the Planning Commission may defer consideration of any nomination indefinitely or to a specified date. In addition, nominations can be withdrawn by the nominator provided that the withdrawal has been accepted by formal vote of the Planning Commission.

All nominations for Plan amendments have been reviewed and considered by staff in accordance with these policy guidelines:

1. *Substantial reasons for Plan modification must be present to support a Plan amendment. Such reasons must include at least one of the following:*

    a. *The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.*

    b. *Oversights or land use-related inequities are contained in the adopted Plan as they affect the area of concern.*

2. *The Plan amendment nomination must be reasonable and consistent with the overall framework and intent of the Comprehensive Plan.*

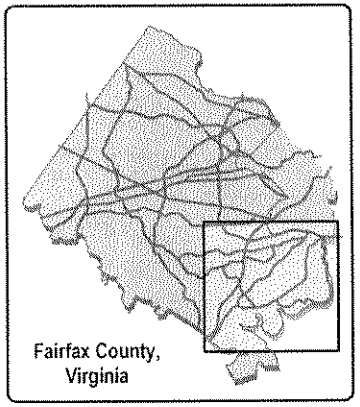
Decisions on nominations are made by the Planning Commission and the Board of Supervisors.

2008 BRAC-Related Area Plans Review

Nominated APR Items

Map prepared by Department of Planning & Zoning May 2008

● APR Nomination



City of Alexandria
Springfield
Newington
Huntington
EPG
Fort Belvoir
Potomac River
Occoquan River
Prince William Co
BACKLICK RD
CAPITAL BELTWAY
SOUTH VAN DORN ST
FRANCONIA RD
KEENE MILL RD
F-S PKWY
ROLLING RD
TELEGRAPH RD
SOUTH KINGS HWY
FORT HUNT RD
RICHMOND HWY
INTERSTATE 95
GUNSTON RD
PARKWAY

08-IV-1S
08-IV-1FS
08-IV-1LP
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08-IV-2S
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2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-1FS (VDOT 527 Review)	Lee	Lynne J. Stroebel, Agent for (Sansaba Land and Livestock, LL)	E of Loisdale Rd and I-95, S of the GSA Warehouse site, N of Loisdale Estates. Springfield Center Dr runs through the site.	90-2((1))57E,57F, 57G, 57H	6.05	Light industrial uses up to .35 FAR with option for up to .50 FAR for biotech/ research and development uses.	Industrial uses in accordance with the existing zoning with an option for mixed use up to 1.6 FAR with office and retail.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-2FS (VDOT 527 Review)	Lee	Lynne J. Stroebel, Agent for (Springfield 6601 LLC & Springfield Metro Center II, LLC)	S and W of Springfield Center Dr, E of the GSA Parr Warehouse site.	90-2((1))58D; 90-4((1)) 11B	5.94	Industrial use up to .35 FAR with an option for biotech/research and development uses up to .50 FAR.	Option for office and support services up to 2.0 FAR.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-3FS (Withdrawn)	Lee	David R. Gill on behalf of MR Springfield Metro Capital LLC (McGuire Woods LLP)	S of the GSA-Parr Warehouse, N of Loisdale Estates subdivision, W of the Richmond Fredericksburg Potomac rail line.	90-4((1))11,11A, 13	25.57	Industrial use up to .35 FAR with an option for biotech/ research and development uses up to .50 FAR.	Office or mixed use up to 1.5 FAR with an option of mixed use up to 2.0 FAR.	NA	NA	NA	NA
BRAC# 08-IV-4FS (VDOT 527 Review)	Lee	Lynne J. Strobel, Agent for Springfield Land LLC (Walsh Colucci Lubeley Emrich & Walsh PC)	W of Amherst Ave, N of Old Keene Mill Rd, S and E of Bland St.	80-4((9))4-6	1.62	Office use with support retail up to .50 FAR with substantial parcel consolidation.	Hotel use with support services up to 1.5 FAR or 156 rooms.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-5FS (BOS requested deferral)	Lee	Lynne J. Strobel, Agent for Federal Realty Investment Trust & Springfield Hotel Assoc., LLC (Walsh Colucci Lubeley Emrich & Walsh, PC)	N of Old Keene Mill Rd; E of Amherst Ave; S of Commerce St.	80-4((1))4,4B,4F, 6,6A,7,7A,8A,8B, 9,9A,9B,9C,10; 80-4((6))3,4C	26.52	Land Unit A - mixed use up to 1.1 FAR with the addition of 600,000 sq ft office; 350,000 sq ft retail; 280,000 sq ft hotel (total of 2.9 m sq ft non-res and 800 DUs).	Mixed use up to 3.0 FAR with an option of 4.0 FAR pursuant to adoption of appropriate zoning classification.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-6FS (Deferred)	Lee	Joseph Antunovich (Antunovich Associates)	W of Loisdale Rd, E of Loisdale Ct.	90-2((11))8	2.88	Office and hotel uses up to .50 FAR.	Ground level retail as transition uses to office and parking facilities. Up to 2.25 FAR with LEED certification. Core areas with intensity of .20 to .50 FAR.	To be Determined	NA	To be Determined	NA

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-7FS (BOS requested deferral)	Lee	David R. Gill on behalf of MR Keene Mill 1 LLC (McGuire Woods, LLC)	S of Old Keene Mill Rd, W of Amherst Ave, E of Spring Rd.	80-3((1))6,8; 80-4((1))11,11A1; 90-1((2))246-253, A; 90-2((1))5A,5B; 90-2((2))243-245	16.05	Retail and office uses up to 0.50 FAR with conditions (part). Residential use at 2-3 DU/AC (part).	Predominately office mixed-use up to 2.0 FAR.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-8FS (Adopted)	Lee	Francis A. McDermott (Hunton & Williams, LLP)	W of I-95, E of Brandon Ave, N of Commerce St.	80-4((1))5C1,5C2	4.34	Mixed-use as part of non-core area in Land Unit A of Springfield CBC.	Office and retail uses up to 2.0 FAR on Tax Map Parcel 80-4 ((1)) 5C2.	12/10/2008	Office and retail up to 2.0 FAR on Tax Map Parcel 80-4 ((1)) 5C2 with conditions and expansion of core area.	1/26/2009	Office and retail up to 2.0 FAR on Tax Map Parcel 80-4 ((1)) 5C2 with conditions and expansion of core area.
BRAC# 08-IV-9FS (BOS requested deferral)	Lee	David R. Gill on behalf of Washington Real Estate Investment Trust (McGuire Woods LLP)	N of Commerce St; E of Backlick Rd; W of Brandon Ave.	80-4((1))3; 80-4((6))1,2,4A, 4D1,4D3,4D4,4D 5,4E1,A; 80-4((10))(1)All; 80-4((10))(2)All	14.24	Land Unit A as overall intensity up to 1.1 FAR with addition of ~600,000 SF office; 350,000 SF retail; 280,000 SF hotel for total of approximately 2.0 million SF non-res uses and 800 DU, with majority of land use concentration in core area, south of Commerce Street.	Land Unit A to remain with 1.1 FAR overall; core area to be expanded north of Commerce Street and allow residential mixed-use 1.6 FAR to 2.0 FAR (70% residential use; 20% retail use; 10% office use) in this expanded area.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-10FS (Withdrawn)	Lee	David R. Gill (McGuire Woods LLP)	N of Old Keene Mill Rd; W of Augusta Dr; E of Amherst Ave; S of Yates Village subdivision.	80-4((1))3,3A,4, 4B, 4F,5C1,5C2, 5D,6,6A,7,7A,8A, 8B,9,9A,9B,9C,9 D,9E,9F,10; 80-4((4))(3)7; 80-4((6))1-3,4A, 4C, 4D1,4D3, 4D4, 4D5,4E1,A; 80-4((10))(1)All; 80-4((10))(2)All	56.00	Addition of ~600,000 SF office, 350,000 SF retail, 280,000 SF hotel for a total of 2.0 million SF non-residential uses and 800 DUs with majority of land use concentrated in core area, south of Commerce Street, overall intensity of 1.1 FAR.	Allow up to 1,875 multi-family DUs with 1000-1300 allocated to the core area of Land Unit A, overall intensity up to 1.48 FAR. (50% high-rise; 50% mid-rise).	NA	NA	NA	NA
BRAC# 08-IV-11FS (Adopted)	Lee	Marianne Gardner (Fairfax County Government, Department of Planning & Zoning)	W of Commerce St, N of Old Keene Mill Rd.	80-3((1))3,7; 80-4((4))(3)7	12.42	Residential use at 30 dwelling units per acre (du/ac).	Residential use at 40-50 du/ac with ground-floor retail use up to 10,000 square feet.	12/10/2008	Residential up to 45 du/ac with conditions and editorial update.	1/26/2009	Residential use up to 45 du/ac with conditions, editorial update, and land unit boundary shift.

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-1LP (Withdrawn)	Mount Vernon	William C. Thomas, Jr.	On Richmond Highway E of Fairfax County Pkwy and along Backlick Rd.	109-1((1))29-32,35-42	5.76	Maintain current uses and densities/intensities including neighborhood serving commercial for 109-1((1))3,11, 12, 32, 40. Residential 5-8 du/ac for 109-1((1))35,36, 37,38,39. Residential 12-16 du/ac for 109-1((1))1,2,8,9,10,31,4 1,42. Parcels 8,9,10 may redevelop at 16-20 du/ac provided certain conditions are met.	Add option for mixed use up to 1.2 FAR provided substantial parcel consolidation occurs in either of 2 scenarios: Scenario 1) Hotel (70%)/Retail (20%), Office (10%); Scenario 2) Office (80%), Retail (20%).	NA	NA	NA	NA
BRAC# 08-IV-2LP (VDOT 527 Review)	Mount Vernon	David R. Gill on behalf of WRIT NVIP, LLC (McGuire Woods LLP)	W of Telegraph Rd, E of Pohick Estates Park, N of Southgate Woods townhouse development.	108-1((1))1C,1D, 1E,1F,1G,1H,1J,1 K,1M,1N,2A,3C,3 D;108-1((10))All	69.37	Industrial use up to .35 FAR.	Office and retail use along Telegraph Rd to taper to low-rise flex/research & development. Base of .80 FAR with option up to 1.0 FAR.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-3LP (Withdrawn)	Mount Vernon	Lynne J. Strobel, agent for Chambers Contracting Co., Owen Land LLC, & Lopez Trucking II, LLC (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	E of I-95, W of Richmond Hwy, and S of Mimms St.	113-2((1))62A, 62B, 65,66A,67; 113-4((1))1	49.23	Industrial/flex space uses, retail and other related business and employment uses. FAR should not exceed .35.	Industrial uses in accordance with existing zoning with an option for mixed-use commercial development up to 2.5 FAR.	NA	NA	NA	NA
BRAC# 08-IV-4LP (Withdrawn)	Mount Vernon	Lynne J. Stroebel, agent for Owen Land, LLC; David J. Brown; Rock Stone & Sand Yard, Inc.; Berry & Sons, LLC, Yukon Builders, Inc.; Robert & Carolyn Arnold; Charles Sweeney; Jack Elmore, Jr. & Melissa Huston (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	E of I-95, E of Richmond Hwy, and S of Mimms St.	113-2((1))68; 113-2((3))B1,C1, D1,E5,E6,F1,G1	12.60	Industrial uses up to .35 FAR. As an option, industrial/flex space uses should be considered up to .25 FAR.	Industrial uses in accordance with existing zoning with an option for mixed-use development up to 2.5 FAR.	NA	NA	NA	NA

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APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-1MV (VDOT 527 Review)	Mount Vernon	Keith C. Martin, Agent (Sack Harris & Martin, P.C.)	SW corner of Huntington Ave and Richmond Hwy.	83-3((1))76	8.50	Residential development at 40 du/ac and up to 50 du/ac if it can be proven that traffic levels on Huntington Avenue and Richmond Highway operate at a level of service acceptable to VDOT.	Mixed-use development that includes existing multifamily development, office, ground floor retail, hotel and high-rise residential over structured parking with an overall FAR of 2.95.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-2MV (Withdrawn)	Lee	Lynne J. Strobel, Agent for TWG Huntington LLC & Ivy Hunting LLC (Walsh Colucci Lubeley Emrich & Walsh, PC)	On Fairhaven Ave, E of Telegraph Rd, W of North Kings Hwy, S of Huntington Rd.	83-3((2))(7)A	4.31	Residential use at 16-20 du/ac with building heights not to exceed 4 stories.	Residential use up to 40 du/ac with accessory support services.	NA	NA	NA	NA
BRAC# 08-IV-3MV (VDOT 527 Review)	Mount Vernon	Inda Stagg for Huntington Avenue Associates (Walsh Colucci Lubeley Emrich & Walsh, PC)	N of Huntington Ave, W of Metroview Pkwy, S of Cameron Run.	83-1((1))34C	6.04	Office up to .30 FAR.	Mixed use up to 3.0 FAR with residential, office, and restaurant/ retail uses.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-4MV (VDOT 527 Review)	Mount Vernon	Inda Stagg for AIMCO Riverside Park LLC (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	W of Richmond Hwy, N of Huntington Ave, E of Huntington Creek Rd, S of the Fairfax County - City of Alexandria Line.	83-3((1))101	28.17	Retail, office and/or residential uses up to .5 FAR. Option for mixed use development up to 1.0 FAR under certain conditions. Alternative option for residential up to 30 du/ac to be compatible w/surrounding high rises provided certain conditions are met.	Mixed use up to 1.65 FAR with residential and retail that integrates the existing development and adds 602 new dwelling units at a density of up to 65 du/ac with first floor retail/ restaurant uses at a minimum of 35,000 square feet.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-5MV (Withdrawn)	Mount Vernon	Gifford R. Hampshire (Blankenship & Keith, P.C.)	SE side of Richmond Hwy, W of Quander Rd, N of Shields Ave.	83-3((1))36-38,40-42; 83-3((8))1,B,C; 83-3((22))A,B	4.38	Sub-unit E-1: Office and/or retail use up to .50 FAR with max. building height of 50 feet for parcels fronting Richmond Hwy between Quander Rd and Shields Ave. Sub-unit E-2: Residential use at 3-4 du/ac, up to 5-8 du/ac with consolidation. Option for 1.0 FAR with consolidation with other land units.	Office and/or hotel and retail at 1.0 FAR with building heights up to 100 feet.	NA	NA	NA	NA
BRAC# 08-IV-6MV (Withdrawn)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	Island of land N of the intersection of Huntington Ave and Richmond Hwy.	83-3((1))67A,69, 69A,70; 83-4((1))2	2.52	Consolidation is encouraged. Should be redeveloped w/neighborhood serving retail up to .25 FAR. Building orientation to Richmond Hwy, access to Old Richmond Hwy. Option to consolidate subunit A-2 with subunit A-1 in a unified mixed use development up to 1.0 FAR. Access should be from Richmond Hwy. Must meet same conditions for subunit A-1.	Consolidate subunits A-2 and A-1 in unified mixed-use development up to 2.0 FAR. Meet same conditions as subunit A-1. Access from Richmond Hwy. Office (92%), Retail (8%).	NA	NA	NA	NA
BRAC# 08-IV-7MV (Denied by PC)	Lee	Robert A. Wiles, President (Robt. A. Wiles and Company, Inc.)	S of School St, W of North Kings Hwy, N of Poag St.	83-3((4))A;83-3((11))All	3.38	Parcel 83-3 ((11)) 6: Residential use at 3-4 du/ac. Remainder: Office or institutional use up to .25 FAR with an option for .35 FAR if consolidated.	Hotel and retail uses up to .50 FAR.	12/10/2008	Retain adopted Plan.	NA	NA

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-8MV (Withdrawn)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	S of the Fairfax County - City of Alexandria line, W of Richmond Hwy.	83-2((1))2A,2B, 2C; 83-4((1))1	15.29	Planned for retail, office and/or residential uses up to .5 FAR. Option for mixed use development up to 1.0 FAR if specific conditions are met. Option for development of subunit A-1 for residential use up to 30 du/ac to be compatible with surrounding high-rise residential units. See land subunits A-2 and B-2 for additional options.	Option for mixed use office (92%) development with ground level retail (8%) uses up to 2.0 FAR may be considered if specific conditions are met.	NA	NA	NA	NA
BRAC# 08-IV-9MV (Adopted)	Mount Vernon	Stuart Mendelsohn (Holland and Knight LLP on behalf of A&R Development Corp.)	S of Huntington Ave, N of Glendale Te, between Biscayne Dr and Blaine Dr.	83-1((8))80A,83A, 83B,84A,84B, 85A1,85B,91A, 91B1,92A,92B, 93A,93B,94A; 83-1((20))1A,1B, 2A,2B,3A,3B	4.35	Residential use at 16-20 du/ac with a 20,000 sq ft retail component.	Mixed use up to 3.0 FAR with residential, office, and retail uses.	12/10/2008	Allow mixed use option up to 3.0 FAR with residential, office and retail uses. Building heights limited to 120 feet along Huntington Ave, and 40 feet along Glendale Te.	1/26/2009	Adopt the nomination as recommended by the PC. Specify mix of uses will be approx. 75% residential, 20% office, and 5% retail. Add additional condition to design buildings to meet criteria for LEED Silver green building certification.

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-10MV (Adopted)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	E of Richmond Hwy, N of Cooper Rd, S of Lukens Ln.	101-3((1))100; 110-1((1))51,52; 110-1((15))(A)All; 110-1((17))1A,1B, 2A,25,25A,A1,B1; 110-1((27))All	15.58	Office and neighborhood-serving retail up to .35 FAR. Option for mixed use with residential up to .50 FAR with conditions. Option for residential use at 4-5 du/ac for parcels 101-3((1)) 100, 110-1((1))2, 51, and 52.	Restrict option for mixed use up to .50 FAR to parcels 110-1 ((17))1B, 1A, A1, B1, 2A, 25A, and 25 and remove residential component. Add new base plan for residential use at 2-3 du/ac for parcels 110-1 ((15))(A) 2 and 3 to reflect existing uses.	12/10/2008	Support the nomination, as modified by Staff and the Task Force. Add language to support the provision of planned bike lanes and facilities.	1/26/2009	Adopt the nomination as recommended by the PC. Add additional condition to design buildings to meet criteria for LEED Silver green building certification.
BRAC# 08-IV-11MV (Adopted)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	E of Richmond Hwy, S of Cooper Rd.	109-2((2))3A,4, 4A, 5,5A,6A,19A; 110-1((17))3,19	9.99	Retail use up to .35 FAR. Parcels 109-2 ((2)) 5 and 6A planned for residential use at 16-20 du/ac with an option for hotel use.	Add option for mixed use up to .65 FAR with office, retail and/or hotel uses with conditions.	12/10/2008	Support the nomination, as modified by Staff and the Task Force. Add language to support the provision of planned bike lanes and facilities.	1/26/2009	Adopt the nomination as recommended by the PC. Add additional condition to design buildings to meet criteria for LEED Silver green building certification.
BRAC# 08-IV-12MV (Adopted)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	SW corner of Richmond Hwy and Sacramento Dr.	109-2((1))21B, 21C	6.97	Retail use up to .35 FAR.	Retail use up to .50 FAR, with option for mixed use up to 1.5 FAR with office, retail and hotel uses.	12/10/2008	Support the nomination, as modified by Staff and the Task Force. Add language to support the provision of planned bike lanes and facilities.	1/26/2009	Adopt the nomination as recommended by the PC. Add additional condition to design buildings to meet criteria for LEED Silver green building certification.

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-13MV (Adopted)	Mount Vernon	Richard F. Neel, Jr. (Southeast Fairfax Development Corporation)	W of Richmond Hwy, S of Woodlawn Ct, N of Sacramento Dr.	101-3((1))96; 109-2((1))23,24	11.36	Retail use up to .35 FAR. Option for mixed use up to .50 FAR with office and/or retail with conditions.	Option for mixed use up to .70 FAR with office, retail and hotel uses with conditions.	12/10/2008	Support the nomination, as modified by Staff and the Task Force. Add language to support the provision of planned bike lanes and facilities.	1/26/2009	Adopt the nomination as recommended by the PC. Add additional condition to design buildings to meet criteria for LEED Silver green building certification.
BRAC# 08-IV-1S (Deferred - Loisdale Rd Special Study)	Lee	Lynne J. Stroebel, Agent for (Schaeffer Industrial, LTD)	W of CNX RR, N of Newington Rd, E of Loisdale Rd.	99-2((1))7	11.30	Industrial up to .35 FAR.	Add option for office and support services/retail up to 1.0 FAR.	To be Determined	NA	To be Determined	NA
BRAC# 08-IV-2S (Withdrawn)	Lee	Bruce R. Smith	S of Loisdale Park, E of Loisdale Rd, N Newington Rd and W of Cinder Bed Rd.	90-4((1))4,5,6A, 6B, 7	105.22	Industrial up to .35 FAR. If landfill area is unfit for development, it should be planned for private recreation use.	Office and retail up to 1.5 FAR (90% office, 10% retail).	NA	NA	NA	NA
BRAC# 08-IV-3S (Deferred - Loisdale Rd Special Study)	Lee	Bruce R. Smith	W of CNX RR tracks, E of Loisdale Rd, N of Newington Rd.	99-2((1))7A,8	24.47	Industrial up to .35 FAR.	Retail, office, and hotel up to 2.0 FAR (50% retail, 30% office, 20% hotel).	To be Determined	NA	To be Determined	NA
BRAC# 08-IV-4S (VDOT 527 Review)	Lee	Robert J. Makheja	W of I-95 off of Backlick Rd.	99-1((1))24A; 99-2((1))1B,1C	8.37	Industrial use up to .35 FAR.	Option for mixed use (predominately office) up to 1.4 FAR or up to 1.6 FAR with conditions.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-5S (VDOT 527 Review)	Lee	Lynne J. Stroebel, Agent for 7200 Fullerton LLC (Walsh Colucci Lubeley Emrich & Walsh, PC)	W of Fullerton Rd, E of the EPG.	99-1((5))8,9	4.77	Industrial use up to .35 FAR.	Industrial use in accordance with existing zoning with an option for office and/or hotel with support services up to a 2.0 FAR.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA

2008 BRAC APR Nominations Summary

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
BRAC# 08-IV-6S (Withdrawn)	Mount Vernon	Steven W. Schmitz (Salmon River Partners, LLC, c/o Steven W. Schmitz)	W of I-95, N of Fullerton Rd.	99-1((7))2A,2B,3, 4A,4B,5,6,7A,7B, 8	21.00	Industrial use up to .50 FAR.	Parcels are planned for industrial uses at .50 FAR. As an option, the properties may be appropriate for office and retail uses up to 1.2 FAR.	NA	NA	NA	NA
BRAC# 08-IV-7S (Withdrawn)	Mount Vernon	Lynne J. Strobel, Agent for Boston Properties, LP (Walsh Colucci Lubeley Emrich & Walsh PC)	W of Accotink Creek along both sides of Boston Blvd.	98-2((18))3,11B, 12; 99-1((1))1; 99-1((12))2,3,5, 6A,7A,7B,8-10, 11A,15,19,21A, 24,A1	89.55	Industrial use up to .50 FAR.	Industrial uses in accordance with existing zoning with an option for commercial development comprised of office and/or hotel uses and support services up to a 2.0 FAR.	NA	NA	NA	NA
BRAC# 08-IV-8S (VDOT 527 Review)	Lee	William B. Lawson, Jr., Attorney/Agent (Lawson Tarter & Charvet, PC)	W of I-95, W of Fullerton Rd, E of the EPG.	99-1((1))12; 99-1((5))11A,12A	14.65	Industrial use up to .35 FAR.	Retail and other or alternative uses. Specifically, redevelopment within the nominated area to office and hotel up to 2.0 FAR may be appropriate.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-9S (VDOT 527 Review)	Mount Vernon	David R. Gill on behalf of Scannell Properties (McGuire Woods LLP)	W of Backlick Rd, N of Telegraph Rd, S of Cinder Bed Rd.	99-4((8))1,2,3B,4, 5; 108-1((1))4; 108-1((12))6,7	118.29	Industrial up to .35 FAR on top soil processing site, ~30 acres. Remainder of the subject property planned for public parks, private rec, and private open space.	Office and industrial use up to .33 FAR (786,000 sf) on 56 acres.	Scheduled for public hearing on 6/17/2009 and action on 7/15/2009	NA	To be Determined	NA
BRAC# 08-IV-10S (VDOT 527 Review)	Lee	David R. Gill on behalf of MR Lewin Park Capital LLC (McGuire Woods, LLP)	N of Franconia-Springfield Pkwy, W of Beulah St, S and E of Walker Ln.	91-1((4))All	11.55	Residential use at 1-2 du/ac. Option for office, hotel, and retail up to .55 FAR with conditions.	Office or office and hotel at 1.5 FAR.	Scheduled for public hearing on 6/24/2009 and action on 7/15/2009	NA	To be Determined	NA

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Department of Planning & Zoning
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STAFF REPORT
2008 BRAC AREA PLANS REVIEW

SUPERVISOR DISTRICT: Lee

BRAC APR ITEMS: 08-IV-1FS
08-IV-2FS

NOMINATORS: 1FS: Lynne J. Strobel
2FS: Lynne J. Strobel

ACREAGE: 1FS: 6.05 acres
2FS: 5.94 acres

TAX MAP I.D.: 1FS: 90-2 ((1)) 57E, 57F, 57G, 57H
2FS: 90-2 ((1)) 58D and 90-4 (91)) 11B

GENERAL LOCATION: South (1FS) and east (2FS) of the General Services Administration (GSA) Parr Warehouse along Springfield Center Drive, east of Loisdale Road.

PLANNING AREA: IV
District: Springfield
Special Areas: Franconia-Springfield Transit Station Area (TSA), Land Unit D-2

ADOPTED PLAN MAP: INDUSTRIAL

ADOPTED PLAN TEXT: Light industrial use up to .35 FAR. Option for biotech/research and development uses up to .50 FAR.

PROPOSED PLAN AMENDMENTS:

1FS: The original nomination proposed to add an option for commercial development comprised of office and retail up to 1.6 FAR. On October 10, 2008, the nominator chose to proceed with the nomination at 1.0 FAR for the purposes of VDOT Chapter 527 traffic impact analysis.

2FS: Industrial uses in accordance with existing zoning with an option for commercial development comprised of office and support services up to 2.0 FAR.

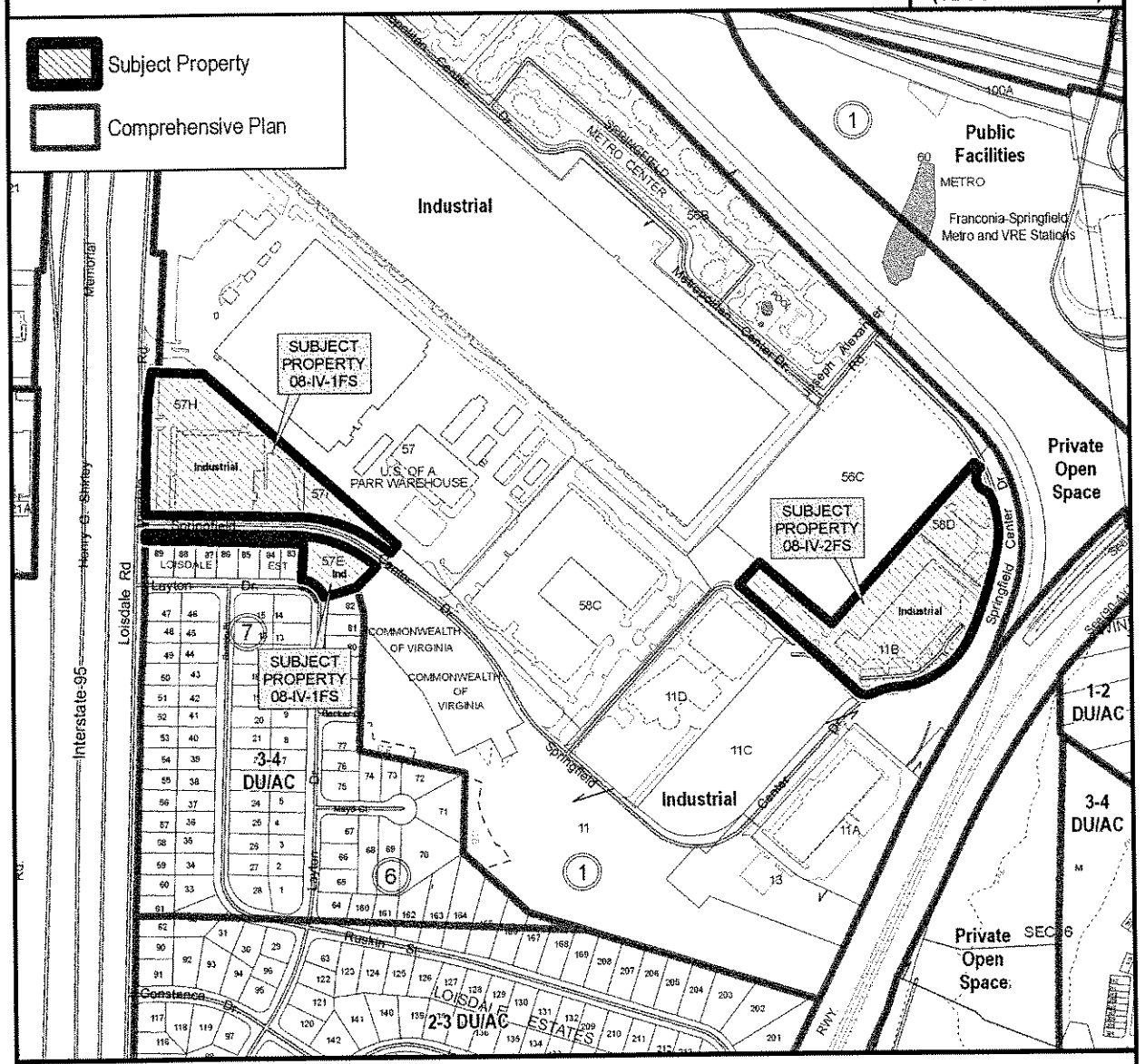
SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as submitted
___X___ Approve Staff Alternative
_____ Retain Adopted Plan

The Staff alternative for 1FS is to recommend office use at an intensity up to .50 FAR. For 2FS, Staff recommends approval of the nomination for office and support retail at an intensity up to 2.0 FAR with additional conditions.

CURRENT PLAN AND NOMINATED PLAN CHANGE
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND NOMINATED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

BRAC # 08-IV-1FS & 2FS
2008 BRAC APR (VDOT 527 Review)



Subject Property Current Plan: 08-IV-1FS - Light industrial uses up to .35 FAR with option for up to .50 FAR for biotech/research and development uses. 08-IV-2FS - Industrial use up to .35 FAR with an option for biotech/research and development uses up to .50 FAR.

Nominated Plan Change: 08-IV-1FS - Industrial uses in accordance with the existing zoning with an option for mixed use up to 1.0 FAR with office and retail. 08-IV-2FS - Option for office and support services up to 2.0 FAR.

Staff Recommendation: 08-IV-1FS – Add option for office use up to .50 FAR. 08-IV-2FS – Approve nomination with additional conditions.

300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MAY 2009

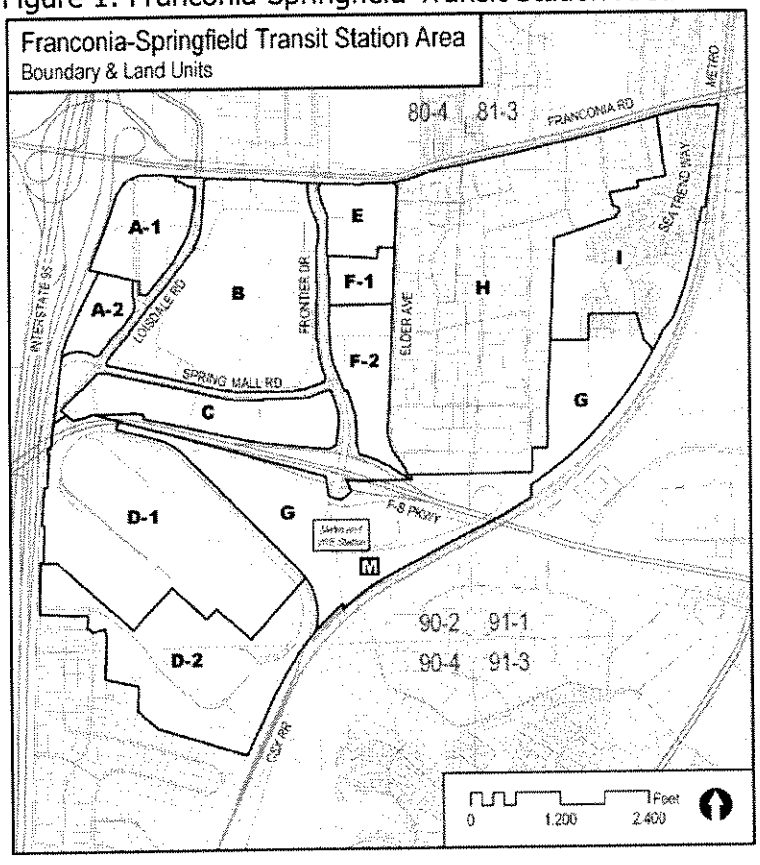
CONTEXT

General Location:

1FS: The subject property is generally located on the corner of Loisdale Road and Springfield Center Drive, south and west of the GSA Parr Warehouse site, north of the Loisdale Estates subdivision, and east of Interstate 95. It is included in Sub-Unit D-2 of the Franconia-Springfield Transit Station Area.

2FS: The subject property is generally located on Springfield Center Drive, south of the Metro station, west of the CSX Railroad tracks, and east of the GSA Parr Warehouse site. It is within Sub-Unit D-2 of the Franconia-Springfield Transit Station Area.

Figure 1: Franconia-Springfield Transit Station Area



Existing and Planned Land Use and Zoning

Subject Property: The subject properties are both developed with low-rise office buildings, and are planned for light industrial use up to .35 FAR with an option for biotech/research and development uses up to .50 FAR. The properties are zoned I-4.

Adjacent Area

North: APR item 1FS is bordered on the north and east by the GSA Parr Warehouse site, which is zoned I-4 and planned for a mix of uses that may include industrial, research, entertainment, conference center, office, support retail, and hotel. APR item 2FS is bordered

on the north by the Metro station property, which contains the Joe Alexander Transportation Center. The Center includes the Metro and VRE station platforms, a 5,000 space parking garage, and bus transfer facilities. The area is zoned I-4 and is planned for private open space and public facilities, and contains significant environmentally sensitive areas which constrain development.

East: APR item 2FS is bordered on the east by the CSX railroad right-of-way, which runs through the Long Branch Stream Valley and contains Resource Protection Areas. The area is zoned R-1 and planned for private open space, and the area east of the railroad tracks is planned for residential use at 1-2 du/ac.

South: APR item 1FS is bordered on the south by the Loisdale Estates subdivision, which is planned for residential use at 3-4 du/ac and zoned R-4. APR item 2FS is bordered on the south by a vacant parcel and a Northern Virginia Community College/INOVA facility. The sites are zoned I-4 and planned for light industrial use up to .35 FAR with an option for biotech/research and development uses up to .50 FAR.

West: Loisdale Road and I-95 border APR item 1FS to the west. Loisdale is planned to be widened to 4 lanes north of Springfield Center Drive. The area adjacent to the west of APR item 2FS is planned for office use up to 475,000 square feet or a combination of office (up to 360,000 sf) and hotel use (up to 160,000 sf), and is zoned C-4. The site is currently vacant, but is under consideration for a Rezoning (RZ) and Proffer Condition Amendment (PCA) which would allow 474,000 square feet (1.047 FAR) of office and support uses, with structured parking.

PLANNING HISTORY

No plan amendments have been proposed recently for the subject areas.

ADOPTED PLAN TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV Volume, Franconia-Springfield Area, as amended through 1-26-09; Franconia-Springfield Transit Station Area, Sub-Unit D-2, page 55:

> "This Sub-unit is located south of the GSA-Parr Warehouse and north of the Loisdale Estates Subdivision. It is about 61 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.
>
> Sub-unit D-2 is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary."

NOMINATED PLAN AMENDMENT

APR item 1FS: Industrial uses in accordance with the existing zoning, with an option for commercial development comprised of office and support services up to 1.0 FAR. Support services could be up to 10% of the floor area.

APR item 2FS: Industrial uses in accordance with the existing zoning, with an option for commercial development comprised of office and support services up to 2.0 FAR. Support services could be up to 5% of the floor area.

Figure 2: Development Potential Table

Nomination	Acres	Existing Development	Current Plan Base	Current Plan Option 1	Zoning Potential	Proposed Plan Option
08-IV-1FS	6.05	Industrial: 92,000 sf	Industrial: 92,000 sf	Biotech/R&D: 132,000 sf	Industrial: 132,000 sf	Office: 237,000 sf Retail: 26,000 sf
08-IV-2FS	5.94	Industrial: 95,000 sf	Industrial: 91,000 sf	Biotech/R&D: 129,000 sf	Industrial: 129,000 sf	Office: 492,000 sf Retail: 26,000 sf

ANALYSIS

The Concept for Future Development designates the Franconia-Springfield TSA for mixed-use, transit-oriented development, with specific focus around the Joe Alexander Transportation Center and the area around the Springfield Mall. New Comprehensive Plan guidance has recently been adopted for the Springfield Mall area north of Franconia-Springfield Parkway. The new guidance increases the recommended intensity from .50 to 1.82 FAR to encourage the development of a mixed use town center with improved internal and external connectivity to the Metro station and the surrounding Springfield area. The Plan calls for additional retail space along with a mix of other uses, including residential, office, and hotel, for a total development potential of 6,340,000 square feet. A public hearing for the rezoning application for this development was held by the Board of Supervisors on May 18, 2009. Decision was deferred in order to allow landowners to resolve unspecified issues.

At the direction of the Fairfax County Board of Supervisors, the Department of Planning and Zoning and the Department of Transportation initiated the Springfield Connectivity Study to address several challenges and opportunities facing Springfield, Virginia. The Study examined both the recommendations offered by a May 2006 Urban Land Institute Advisory Services Panel report and the challenges associated with the 2005 Base Realignment and Closure actions planned for Fort Belvoir, which will affect the Springfield area. The primary goal of the Connectivity Study is to propose recommendations for the Springfield area that will improve the area's multimodal accessibility and mobility and revitalize its urban form into a walkable, vibrant, and active community. The study area includes the commerical land area surrounding the interchange of Interstate 95 and Franconia Road, generally south of Interstate 495 along Interstate 95, encompassing the area in proximity to the Franconia-Springfield Metro Station.

In order to achieve this vision for Springfield, staff worked with a consultant team to test a series of land use and transportation alternatives. The impacts of each alternative were measured by assessing elements, such as potential needed roadway improvements, levels of public transit ridership, and the ability to improve vehicular, pedestrian, and bicycle functions. Staff presented the draft recommendations to the Lee District Land Use Committee on February 11, 2008. The final report, completed in August 2008 and published on the County's Web site, includes sections on urban design, land use, and transportation recommendations.

Land Use: The Policy Plan of the Fairfax County Comprehensive Plan recommends the development of mixed-use projects within TSAs. The Policy Plan also gives guidance to "concentrate the highest level of development intensity in areas of transportation advantage, i.e., the Tysons Corner Urban Center, cores of Suburban Centers and Transit Station Areas" (Land Use, Objective 12, Policy a). In addition, a mix of uses in proximity to metro stations increases ridership, and encourages different types of activity throughout the day.

Further development in proximity to the Franconia-Springfield TSA would support objectives of encouraging a greater intensity of uses, and creating activity centers focusing on transit stations. The subject properties are situated in relative proximity to the Franconia-Springfield Metro Station. Shuttle bus service has been proffered and a pedestrian bridge to connect the area to the metro station has been recently completed. However, the connection route is not direct to the platform so pedestrian access is not as ideal as desired. The site of nomination 1FS is over ¾ mile from the metro station, which is considered outside the radius for transit-oriented development. In addition, the GSA property acts as a barrier between this site and the metro station, preventing direct pedestrian access and therefore further discouraging use of transit.

The site of APR item 1FS is located next to a single family residential neighborhood (Loisdale Estates) with very little buffer between them. Since the land area is already nearly fully covered by development at under .50 FAR, additional square footage (and structured parking garages) would necessitate taller buildings. The increase in building heights would have a direct impact on the residents who have back yards abutting Springfield Center Drive. A high-rise office building would not be compatible with the adjacent single-family neighborhood.

Together, the nominations would create the potential for approximately 781,000 square feet of non-residential development, or about 2,600 jobs. Current Plan options would allow up to 261,142 square feet of biotech/research and development uses (approximately 750 jobs).

With the changes likely coming to the GSA site, as well as the Springfield Town Center (Mall) redevelopment now under consideration, this area could become attractive for a variety of uses besides industrial. The location of nomination 2FS, within ¼ - ½ mile from the station, is particularly attractive as a site to provide employment in close proximity to the Franconia-Springfield Transit Station.

Given the County goals to encourage investment and revitalization of specific areas of the County, such as central Springfield, there is concern whether there will be sufficient market demand to redevelop the Springfield Commercial Revitalization District and the Springfield Mall, as well as this area, in the near term. However, the goals of concentrating the highest level of development intensity in areas of transportation advantage and creating activity centers around transit stations are also important from a long term perspective and are factored in to the Staff recommendation.

Transportation: The subject areas are currently accessed only by Loisdale Road. Loisdale Road is not identified for future improvements south of Springfield Center Drive in the Comprehensive Plan. Capacity on Loisdale Road, with or without improvements, is constrained at either end – the Franconia Road bridge and Springfield Mall (future Town Center) commercial area to the north and the I-95/Fairfax County Parkway interchange to the south at Newington. No direct access to Interstate-95 is provided from Loisdale Road. All Loisdale Road traffic must travel through these areas that are already congested during peak travel periods. No connection currently exists or is

planned between Loisdale Road and the Franconia-Springfield Parkway. Improvements to Loisdale Road, as well as additional access points and a direct connection to the Franconia-Springfield Metrorail station, must be considered if additional development is planned for this area.

A southerly extension of Frontier Drive from the Franconia-Springfield Parkway interchange has been recommended in the Springfield Connectivity Study as a means of providing additional access to this area and improving pedestrian and vehicular access to the Franconia-Springfield Metro. This improvement would be constructed as a four lane divided arterial roadway, terminating at Springfield Center Drive. Location and final design studies for this improvement have not been completed. A plan amendment for the 2FS property should address the need for provision of right-of-way and access for this future facility, as acknowledged in the 2FS Chapter 527 transportation analysis report.

Nomination 1FS is estimated to generate about 4,179 daily trips, or about 3,100 additional trips compared to the current Comprehensive Plan. Nomination 2FS is estimated to generate about 5,500 daily vehicle trips, or 4,650 additional trips compared to the current Comprehensive Plan.

Cumulatively, the two nominations would result in approximately 7,750 additional daily vehicle trips if both were approved and developed. Additional vehicle trips at this magnitude would compromise the operation of the surrounding road network and require significant investment to allow for a minimum operating standard or level of service. Improvements to be made to Loisdale Road both north and south of the site are needed in order to maintain traffic at an acceptable level of service.

Vehicle trips generated by any future development of the sites would use Loisdale Road for access. Findings from the APR item 2FS Chapter 527 transportation analysis report indicate several sections of Loisdale Road would operate beyond capacity based on the existing roadway configuration. The addition of proposed development at either site (in addition to approved development at Springfield Town Center) requires Loisdale Road be expanded to four lanes between Metropolitan Center Drive and Newington Road, and expanded to six lanes between Metropolitan Center Drive and Spring Mall Drive.

Metrorail Blue Line and VRE stations and platforms are between ¼ and ¾ mile away from the subject properties. APR item 1FS is not within a walking distance that would yield significant reductions in auto trips due to the proximity of rail transit service. Therefore significant road improvements would be necessary to support either of the nominations.

Even after accounting for transit use, major off-site transportation improvements will be necessary. These include[1,2]:

- Improvements to the Loisdale/GSA site (existing) access intersection;
- Improvements at Loisdale and Metropolitan Center Drive;
- Improvements to the Loisdale/Spring Mall Drive intersection [current level of service (LOS) identified as "C" in the AM peak; "D" in the PM peak];
- Improvements to the Spring Mall Drive/Frontier intersection;

[1] Noted improvements, with the exception of the Loisdale/I-95/VA-7100 improvement, were identified by FCDOT, within the Ft. Belvoir-BRAC Final EIS, or within the draft Springfield Connectivity Study report.
[2] Levels of Service (LOS) identified in the "2008 BRAC-Related Area Plans Review Existing Conditions Report," Figure 10.2.

- Improvements to the I-95 HOV access ramp intersection with the Franconia-Springfield Parkway (VA-7900) [current level of service (LOS) identified as "D" in the AM peak; "F" in the PM peak];
- Widening of Loisdale Road;
- Improvements at Loisdale Road and the I-95/Fairfax County Parkway (VA-7100) interchange;
- Signal coordination, timing change, and modification measures are affirmed in the 2FS Chapter 527 transportation analysis report.

It is noted that widening Loisdale Road, south of the subject sites, and a future extension of Frontier Drive, could impact the residential Loisdale Estates neighborhood located south of Subunits D1 and D2.

The Comprehensive Plan guidance for redevelopment of this area calls for a four lane collector roadway to be constructed on the approximate alignments of Springfield Center Drive and Metropolitan Center Drive, interconnected to form a loop road and providing a connection from this area to Loisdale Road at two points. Construction of a segment of the collector roadway and appropriate access to it would be a requirement for development of the subject properties.

The only transit service provided within a reasonable distance of the 1FS subject property is Fairfax Connector bus route 331/332, a clock-wise/counter-clockwise loop service serving locations to the south, east, and west (including Ft. Belvoir north post). Service is provided at no greater than half-hour headways (buses arrive approximately every 30 minutes).

Should a nomination be approved that changes the Comprehensive Plan, language should be included that calls for adoption of an enforceable Travel Demand Management (TDM) program, including parking management programs, charging for parking, support for transit connections to the Franconia-Springfield Metrorail Station, and other approved TDM measures to be approved, in conjunction with nearby land owners, where appropriate as determined by FCDOT staff.

Environment: The sites of 1FS and 2FS are both nearly entirely impervious sites with development covering them. Redevelopment of impervious areas should accommodate good site design principles. If the nominations were to be supported, utilization of low impact development techniques and good site design principles are encouraged. Landscaping and re-vegetation of the sites would provide visual enhancement for new development as well as improve water and air quality.

Highway noise from I-95 will affect 1FS, which is situated immediately west of the highway. Noise from the railroad tracks situated east of 2FS may affect that site. These issues would require additional review.

Parks: The Springfield Planning District has 18 neighborhood and community parks and one countywide park. The Park Authority owns and maintains a total of 963 acres of parkland in Springfield. The recreation facilities in these parks do not meet standards established by the Park Authority through the Needs Assessment study. The following table details the park and recreation deficiencies in the Springfield Planning District:

Employees will need leisure and recreation opportunities. The integration of urban parks in the overall development design would enhance the desirability of the project. The provision of indoor recreation facilities for employees is also appropriate.

Figure 3: Park Needs Assessment

Park Facility	2004 Deficiency	2015 Projected Deficiency
District and Countywide Parks	647 acres	715 acres
Rectangle Fields	5	7
Adult Softball	1	1
Basketball Courts	19	21
Playgrounds	1	3

If the nominations are accepted as proposed the following recommendations apply;

- The impact on parks and recreation should be mitigated per County policies contained in Objective 6 of the Parks and Recreation Section of the Policy Plan and Springfield Planning District,
- Language supporting the provision of active recreation facilities for employees should be included,
- Urban Park features, such as pedestrian accessible plazas and seating areas should be constructed in conjunction with the proposed development, and
- A pedestrian system linking the proposed development to the transit station should be included with the development.

RECOMMENDATION

Redevelopment of the GSA site into a transit-oriented mixed use environment is consistent with the Concept for Future Development due to its location near the Joe Alexander Transportation Center. The current Comprehensive Plan for Land Unit D would generate approximately 8,000 jobs. Nominations 1FS and 2FS, if adopted, would raise the number of jobs to about 9,800.

Measured in a straight line, APR item 2FS is located approximately ¼ mile from the Springfield Metro Station platform. However, the presence of extensive RPA between the sites and the metro station hinders construction of pedestrian access at the shortest possible distance. The shuttle bus road and pedestrian bridge recently constructed does not provide a direct route to the station platform. Therefore the site would be of greater walking distance than ¼ mile from the station if improved access is not provided. Provision of a more direct pedestrian connection should be explored.

Even without improved pedestrian access, item 2FS, offers the greatest potential opportunity for transit oriented development. This site is close to the station and does not have adjacent residential uses that would be impacted by higher intensity development. Therefore, staff supports the nominated intensity of 2.0 FAR for nomination 08-IV-2FS, which would add about 388,000 square

feet of development over the current Plan. To achieve this level of development, the following conditions should be met:

- Provide for accommodation of the extension of Frontier Drive to Springfield Center Drive and contribute to offsite projects to improve Loisdale Road to acceptable levels of service;
- Encourage the use of transit through pedestrian amenities and good site design;
- Provide recreational opportunities for employees on the site;
- Mitigate the impact on parks and recreation per County policies contained in Objective 6 of the Parks and Recreation section of the Policy Plan;
- Development the site consistent with the adopted Transit Oriented Development guidelines contained in Appendix 11 of the Land Use section of the Policy Plan; and
- Provide integrated open space and urban park amenities.

Nomination 1FS is located approximately ¾ mile from the Metro station, which well beyond the distance for transit oriented development. Currently, the configuration of the GSA warehouse site prevents direct access and as a result walking distance to the station is over one mile from this site. Given the uncertainty of when or if the GSA Parr Warehouse will be redeveloped or the type of eventual user, it is not possible to predict whether improved station access will occur. The property is situated close to the intersection of Loisdale Road and Springfield Center Drive, which creates a constraint in providing access to the site at the proper distance from the intersection. The site is also located next to a single family residential neighborhood (Loisdale Estates) with very little buffer between them. Since the land area is already nearly fully covered by development at under .50 FAR, additional square footage (and structured parking garages) would necessitate taller buildings. The increase in building heights could have a direct impact on the residents who have back yards abutting Springfield Center Drive. These factors lead staff to recommend retaining the current maximum intensity for 1FS at .50 FAR. However, staff supports amending the Plan to include an option for office use in addition to the biotech/research and development uses currently permitted.

STAFF RECOMMENDED PLAN TEXT AND FIGURES:

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV Volume, Franconia-Springfield Area, as amended through 1-26-09; Franconia-Springfield Transit Station Area, Sub-Unit D-2, page 55:

(Additions are shown underlined; deletions are shown with ~~strikethrough~~.)

"Sub-unit D-2 is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1)) 57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary.

As an option, parcels 90-2 (91)) 58D and 90-4((1)) 11B are planned for office use up to 2.0 FAR, with support retail use. Redevelopment should include, at a minimum, the following

elements:

- Accommodation of the extension of Frontier Drive through the site to Springfield Center Drive and contributions to offsite improvements to Loisdale Road;
- Provision of a grid street system that accommodates walking within the site and to the Joe Alexander Transportation Center;
- Provision of structured parking;
- 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 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;
- Provision of on-site recreational amenities for employees;
- Mitigation of the impacts on parks and recreation 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."

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APPENDIX:

Fairfax County Department of Transportation

&

Virginia Department of Transportation (VDOT)

Comments on

Chapter 527 Transportation Impact Analysis for

BRAC APR 08-IV-1FS

BRAC APR 08-IV-2FS

County of Fairfax, Virginia

MEMORANDUM

DATE: May 11, 2009

TO: Lindsay Mason
Policy and Plan Development Branch, DPZ

FROM: Nick Perfili
Transportation Planning Section, DOT

SUBJECT: BRAC APR #08-IV-**1FS** and **2FS**, Franconia-Springfield

The Department of Transportation offers the following comments regarding the proposed changes to the Comprehensive Plan indicated in the subject Area Plan Review (APR) nominations.

- Access to this area is currently only via Loisdale Road. Improvements to Loisdale Road as well as additional access points and a direct connection to the Franconia-Springfield Metrorail Station must be considered in the replanning of this area. Added intensity at either site (in addition to approved development at Springfield Town Center) requires Loisdale Road be expanded to four lanes between Metropolitan Center Drive and Newington Road and expanded to six lanes between Metropolitan Center Drive and Spring Mall Drive. Findings from the 2FS Comprehensive Plan Chapter 527 report indicate several sections of Loisdale Road would operate beyond capacity based on the existing roadway configuration with added intensity. The report concludes that Loisdale Road needs to be widened between Metropolitan Center Drive and Newington Road from two to four lanes; and between Metropolitan Center Drive and Spring Mall Drive to six lanes. The results of the link analysis support the need for additional north-south capacity, including Loisdale Road widening, to accommodate the large number of vehicle trips from additional development in the area.

- A southerly extension of Frontier Drive from the Franconia-Springfield Parkway interchange has been recommended as a means of providing additional access to this area and improving pedestrian and vehicular access to the Franconia-Springfield Metro and VRE station. This improvement would be constructed as a four lane divided arterial roadway, with a southern terminus in the vicinity of Loisdale Road north of Newington. Location and final design studies for this improvement have not been completed. A plan amendment for the 2FS property should address the need for provision of right-of-way and access for this future facility (this provision is acknowledged in the 2FS Comprehensive Plan Chapter 527 transportation analysis on page 60).

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877 5723
www.fairfaxcounty.gov/fcdot

- For any Plan Amendment approved in this area, developers should work with and accommodate elements identified in the Springfield Connectivity Study. The Springfield Connectivity Study outlines guidance to design, connect, integrate, and implement improvements within the Springfield commercial area.

- It is important to note that Loisdale Road is not identified for future improvements in the Comprehensive Plan south of Springfield Center Drive. Capacity on Loisdale Road, with or without corridor improvements, is constrained at either end – the Franconia Road bridge and Springfield Mall commercial area to the north and the I-95/Fairfax County Parkway interchange to the south at Newington. All Loisdale Road traffic must travel through either the Springfield Mall commercial or Newington areas.

- Future improvements to Loisdale Road, south of the subject sites, and a future extension of Frontier Drive could impact the residential Loisdale Estates neighborhood and other properties to the south.

- Tables below outline intersection level of service, road segment congestion, and net new trips for nominations within the Franconia-Springfield Cluster. All 2030 values assume build-out of the CLRP transportation network. The link analysis demonstrates the over-capacity challenged associated with Loisdale Road.

INTERSECTION LEVEL OF SERVICE

Intersection	2008 Existing	2030 Comp. Plan	2030 2FS Nomntn	2030 Cluster Cmltv
FRANCONIA RD EB/ LOISDALE	AM - C PM - C	AM - C PM - E	AM - C PM - E	
FRANCONIA RD EB/ LOISDALE (1)			AM - D PM - E	AM - F PM - F
FRANCONIA RD WB/ COMMERCE	AM - C PM - D	AM - D PM - D	AM - D PM - D	
FRANCONIA RD WB/ COMMERCE (2)			AM - C PM - D	AM - D PM - E
LOISDALE/95NB/ SPRING MALL RD	AM - C PM - D	AM - D PM - F	AM - E PM - F	
LOISDALE/95NB/ SPRING MALL RD (3)		AM - D PM - D	AM - D PM - D	AM - E PM - E
LOISDALE/ METROP CTR DR (4)	Stop sign intersection	AM - B PM - B	AM - D PM - C	
LOISDALE/ METROP CTR DR (5)			AM - C PM - C	AM - C PM - C
LOISDALE/	AM - A	AM - B	AM - B	AM - B

NEWINGTON RD	PM - B	PM - B	PM - C	PM - C
95NB RAMP/ 7100/NEWINGTON	AM - D PM - E	AM - F PM - F	AM - F PM - F	
I-95 NB RAMP/ 7100/NEWINGTON (6)			AM - F PM - F	AM - F PM - F
7900 WB RAMP/ FRONTIER DR	AM - C PM - C	AM - D PM - E	AM - D PM - E	
7900 WB RAMP/ FRONTIER DR (7)			AM - D PM - D	AM - D PM - E
7900 EB RAMP/ FRONTIER DR	AM - B PM - B	AM - D PM - C	AM - D PM - D	
7900 EB RAMP/ FRONTIER DR (8)			AM - C PM - D	AM - C PM - E

(1) Signal timing modifications
(2) Signal timing modifications
(3) Channelize NB right; add SB left; optimize signal timing
(4) Installation of a traffic signal
(5) Optimize signal timing
(6) Optimize signal timing
(7) Optimize signal timing
(8) Optimize signal timing

Signal timing and modification may be acceptable for short and medium term improvements on a case by case basis but is not an adequate or sufficient mitigation recommendation at the comprehensive plan stage. VDOT generally operates signals within networks where the cycle lengths and progression are determined by optimizing the performance of the network, rather than individual signals.

TRIP GENERATION – FRANCONIA-SPRINGFIELD CLUSTER (EST. NET NEW TRIPS)

NOMINATION	AM PEAK	PM PEAK	DAILY
08-IV-1FS	486	708	4,179
08-IV-2FS	576	736	5,529
SPRGD TWN CTR	344	611	7,811
TOTAL TRIPS	1,406	2,055	17,519

- To accommodate increased vehicle trips along Loisdale Road and at other locations in the vicinity, the following road improvements should to be made prior to site redevelopment [1,2]:

[1] Noted improvements, with the exception of the Loisdale/I-95/VA-7100 improvement, were identified by FCDOT, within the Ft. Belvoir-BRAC Final EIS, or within the draft Springfield Connectivity Study report.

- Improvements to the Loisdale/GSA site (existing) access intersection;
- Improvements at Loisdale and Metropolitan Center Drive **[affirmed in the 2FS Comp. Plan Chapter 527 report]**;
- Improvements to the Loisdale/Spring Mall Drive intersection [current level of service (LOS) identified as "C" in the AM peak; "D" in the PM peak];
- Improvements to the Spring Mall Drive/Frontier intersection;
- Improvements to the I-95 HOV access ramp intersection with the Franconia-Springfield Parkway (VA-7900) [current level of service (LOS) identified as "D" in the AM peak; "F" in the PM peak];
- Improvements to Loisdale Road.
- Improvements at Loisdale Road and the I-95/Fairfax County Parkway (VA-7100) interchange.
- Signal coordination, timing change, and modification measures are affirmed in the 2FS Comp. Plan Chapter 527 report for the Franconia-Springfield area.

RECOMMENDATIONS

- Provisions for the future extension of Frontier Drive should be maintained on the eastern portion of the 2FS site.

- Comprehensive Plan guidance (and an existing proffer) calls for construction of a four lane collector roadway to be constructed on the approximate alignments of Springfield Center Drive and Metropolitan Center Drive, interconnected to form a loop and provide a connection to Loisdale Road at two points. The eastern portion or "leg" of the future four lane collector loop could become a portion of the future extension of Frontier Drive. Development/redevelopment should correspond to improvements along the improved interconnected loop road.

- Added intensity at either the 1FS or 2FS site (in addition to approved development at the Springfield Town Center and 2FS-adjacent Boston Properties site) requires Loisdale Road be expanded to four lanes between Metropolitan Center Drive and Newington Road and expanded to six lanes between Metropolitan Center Drive and Spring Mall Drive as noted in the findings from the 2FS Comp. Plan Chapter 527 report. Development/redevelopment should correspond to improvements along Loisdale Road and at the intersections at the ends of and along Loisdale.

- Should a nomination be approved that changes the Comprehensive Plan, language should be included that calls for strict Travel Demand Management (TDM) strategies, including parking management programs, charging for parking, support for transit connections to the Franconia-Springfield Metrorail Station, or other FCDOT-approved TDM measures in conjunction with nearby land owners, where appropriate and determined by FCDOT staff.

---

[2] Levels of Service (LOS) identified in the "2008 BRAC-Related Area Plans Review Existing Conditions Report," Figure 10.2.

Please contact Nick Perfili, Transportation Planner, at Nicholas.Perfili@FairfaxCounty.gov or 703-877-5685 should you need further information or clarification of these comments.

NP:np

cc: file
Leonard Wolfenstein, Transportation
Dan Rathbone, Transportation
Angela Rodeheaver, Transportation

S:\Transportation Planning Section\APR Central Files\BRAC 2008\PC-BOS BRAC APR Comments\Franc-Springd 1FS-2FS_postVDOT.doc

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

DAVID S. EKERN, P.E.
COMMISSIONER

May 4, 2009

Mr. Nicholas Perfili
Transportation Planning Section
Fairfax County DOT
12055 Government Center Parkway
Fairfax, VA 22035

Re: BRAC-APR #08-IV-2FS Fairfax County Comprehensive Plan Amendment Chapter 527

Dear Mr. Perfili:

In accordance with the Virginia Traffic Impact Analysis Regulations, 24 VAC 30-155, the proposed Comprehensive Plan Amendment (CPA) was submitted to the Virginia Department of Transportation (VDOT) for review on February 5, 2009. It was anticipated the plan amendment would create a substantial impact or change to the existing transportation network of state highways.

We have evaluated the CPA and prepared a report and written comments on the results of the evaluation. The report presents a summary of our key findings as well as detailed comments on the future transportation improvements that will be needed to support the current and planned development of the locality.

Our report is attached to assist the Planning Director, the Planning Commission and the Board of County Supervisors in the decision making process regarding the Comprehensive Plan Amendment.

It is asked you arrange to have the VDOT's comments included in the official public records, and to have both this letter and the VDOT report placed in the official file for the subject rezoning. VDOT will make these documents available to the public through various means, including future posting them to the VDOT website.

Please contact me if you have any further questions regarding this report.

Sincerely,

Hiren C. Joshi, P.E.
Transportation Engineer

Enclosure

Report/Review of APR Nomination BRAC #08-IV-2FS – Boston Properties / Springfield Metro Center II (part of Springfield-Franconia Cluster)

INTRODUCTION

In preparation for review of BRAC-related APR applications, Fairfax County staff completed several efforts that became the starting point for applicants' subsequent Traffic Impact Analyses (TIA). These efforts included:

- Grouping of applications. Applications were grouped into "clusters" based on professional judgment of the common transportation network elements impacted by the proposals. All applicants were required to assess the impact of their individual site, as well as the cumulative impact of their cluster, on common road network elements identified by County staff in the vicinity of the cluster.

- Traffic counts. Turning volume traffic counts were conducted by Fairfax County during 2008 at approximately 40 intersections throughout the area of the applications, and were used as the basis for the County's future projections. Traffic count information was also made available to applicants to conduct their existing conditions operational and link capacity analyses.

- Traffic Projections of Year 2030 "Background" Traffic. The methodology used by Fairfax County to derive the projections is an important element of the overall process since these projections are part of the input applicants used to complete their analyses. Summary of our understanding of the methodology used, and brief comments, are included below. Year 2030 "Background" traffic conditions are those that would occur in the year 2030 with the existing Comprehensive Plan land use, and before consideration of the subject nominations. County guidelines to the BRAC APR applicants required analysis by each application of Existing Conditions, as well as the following three year-2030 scenarios: 2030 "Background" Conditions, 2030 Conditions with APR nominated site, 2030 Conditions with all APR-nominated sites in the cluster.

- Planning-level Capacity Determinations. Fairfax County Department of Transportation (FCDOT) recently developed New Capacity Level-Of-Service (LOS) boundaries for 7 facility types, for use in planning analysis of BRAC-related Comprehensive Plan amendments. Applicants used these capacities in their assessment of volume-capacity (v/c) conditions along specific road segments, for each of the four scenarios required by the County guidelines, listed above. Overview of the new planning-level capacities used in this process is included in the next section.

OVERVIEW OF INPUT DATA DEVELOPMENT

1. Traffic Projections of Year 2030 "Background" Traffic. Fairfax County staff developed background 2030 traffic forecasts for the BRAC APR analyses, and provided these forecasts to applicants' representatives to maintain consistency in the forecasting process and analysis. For this land development stage (Comprehensive Plan Amendment), the focus was to produce reasonable link volumes (needed for capacity evaluations), rather than exact 2030 turn volumes. Since County staff also desired limited operational analysis of selected intersections, estimates of turn volumes were also derived for use by applicants in their TIAs.

Each cluster's existing AM and PM traffic counts (turns) were factored to 2030 by individual approach growth factors. The growth factors were applied only to approach volumes, and not the departure end. Estimates of future turn volumes were rounded.

The Fairfax County travel demand model was used to derive growth factors. This model is based on the MWCOG/ TPB travel demand model, with additional detail for both road network and analysis zones (Fairfax County model has approximately 5 times the number of Traffic Analysis Zones, or TAZs, that the TPB model has). Growth factors were developed by comparing link volumes under 2 scenarios: "Existing" conditions (year 2008) and "2030" conditions. County staff used the latest information available at the time the process was initiated, and incorporated detailed data from recent subarea studies. The basic land use version used was modified 7.0, with data adjustments and enhancements derived from studies such as the Springfield Area Study (Huntington cluster area) and BRAC EIS (Fairfax Co. Parkway and Backlick Rd. area).

Based on the information provided to date by County staff, we believe the above steps represent a reasonable methodology to estimate future 2030 traffic turning volumes, based on the information available to staff, adjusted with local detail from recent previous analyses, along with combined very experienced professional judgment.

2. Planning Level Capacity Determinations. As indicated in the 6/30/08 report TPB Travel Forecasting Model, Version 2.2: Specification, Validation, and User's Guide, the TPB Travel Forecasting Model uses area type codes, ranging from 1 (very dense) to 7 (less dense), based on both population density and employment density within 1 mile of a given traffic analysis zone (TAZ). Thus the area type code represents both the intensity of land use development and mix of home and job locations. This variable is also used as a basis for highway link capacities for each roadway facility type. For example, LOS E Capacity of a Major Arterial ranges from a low of 800 passenger vehicles per hour per lane (vphpl) in the densest area type (AT=1), to a high of 1,260 vphpl in the more rural areas (AT=7); the equivalent values for a Collector are 300 to 800 vphpl.

   Fairfax County Department of Transportation (FCDOT) recently developed New Capacities – Level of Service (LOS) boundaries for 7 facility types, for use in planning analysis of the BRAC-related Comprehensive Plan amendments. A review of mid LOS E values suggests that the capacities assumed by FCDOT, compared to TPB's for the corresponding area types, may be relatively high for Freeways and Arterials, but similar or even slightly low for Collectors. For purposes of Comprehensive Plan Amendment applications, we believe the capacity and LOS values provided by FCDOT to the BRAC- APR applicants are a reasonable approximation for planning analysis. Volume/capacity ratios are used as one of the factors indicative of impact of traffic generation and potential need for mitigation and/or improvements. Additional care should be exercised when evaluating the performance of specific arterial road segments when results indicate the road is at/near capacity, as defined by FCDOT: the combination of capacity definition, underestimated trip generation, and/or trip distribution assumptions, may all combine to obscure overall impact on road segments operating near their capacity threshold. For more detailed analysis and improvement decisions, these values should not substitute for capacities established based on more detailed and localized engineering analysis.

OVERVIEW OF KEY FINDINGS -- IMPACT OF BRAC #08-IV-2FS, AND CUMULATIVE IMPACT OF SPRINGFIELD-FRANCONIA CLUSTER

1. Summary of Application and the Cluster:

APR Nominations in Springfield- Franconia Cluster				
Nomination (lot size)	Location of Development	Land Use Existing Comp. Plan	Land Use Proposed Comp. Plan By Applicant	Trips: AM / PM / ADT - Existing Comp. Plan (Proposed Comp. Plan)
BRAC 08-IV-1FS	N. Springfield Center Dr., S. Metropolitan Center Dr., East Loisdale Rd	131,762 SF Office	379,440 SF Office, and 42,160 SF Retail	56 / 22 / 750 (542 / 730 / 6,459)
Springfield Town Center Out-of-Turn Plan Amendment	South of Franconia Rd, East Loisdale Rd, West of Frontier Dr.	22,000 SF Office and 5,445,000 SF Retail	225-Room Hotel, 171,000 SF Office, 1,995,000 SF Retail, 2150-Seat Cinema	814 / 3,860 / 40,908 (1,158 / 4,471 / 48,719)
BRAC 08-IV-2FS Boston Properties / Springfield Metro Center II (5.94 Acres)	North and West of Springfield Center Dr, South of Franconia-Springfield Pkwy	129,419 SF Light Industrial	491,792 SF General Office and 25,884 SF Retail	53 / 18 / 735 (629 / 754 / 6,264)
Net New Cluster Trips (Prop. Comp. Plan trips – Existing Comp. Plan trips) >>				1,406/ 2,055 / 19,049

Springfield -Franconia Cluster							
Site	Net New Trips						
	AM Peak Hour			PM Peak Hour			ADT
	IN	OUT	TOTAL	IN	OUT	TOTAL	
BRAC 08-IV-1FS	407	80	486	216	493	708	5,709
BRAC 08-IV-2FS Boston Properties/ Springfield Metro Ctr. II	492	86	576	194	543	736	5,529
Springfield Town Center Out-of-Turn Amendment	271	71	344	276	335	611	7,811
Total Cluster Trips	1,170	237	1,406	686	1,371	2,055	19,049

This application will generate approximately 700 additional weekday PM peak hour trips (total, both directions). With all access to the site based from Loisdale Road (via Springfield Center Drive), this volume is approximately equivalent to the capacity of almost 1 additional minor arterial lane. For the Springfield-Franconia Cluster, the proposed Comprehensive Plan Amendments will generate over 2,000 new vehicle trips during the weekday PM peak hour (total, both directions); this volume is proportionally equivalent to the capacity of over 2 additional lanes of an arterial roadway (one lane in each direction). This broad comparison represents a measure of the substantial cumulative impact of the three cluster's nominations to the surrounding local road network. The need to widen Loisdale Road is clearly supported by the more detailed volume/capacity analysis conducted in the study, as summarized in the next section.

2. Impact on Selected Elements of Transportation System

The trips generated by the proposed APR nomination 2FS and particularly by the combined nominations in the Franconia-Springfield cluster are noted to have significant impact in 2030 on the surrounding road system.

- Intersections (Table 4-12 in TIS report; operational analysis):
  - Loisdale Rd/I-95 NB Ramp/ Spring Mall Dr: poor 2030 PM Peak signal operation under Existing Comp. Plan conditions (average delays over 95 seconds) deteriorates almost 30% to delays over 120 seconds with subject nomination. To mitigate this congestion, the report refers to improvements proffered by others (additional southbound lane, channelization of northbound right, signal timing improvements). It is noted that VDOT generally operates signals within networks where cycle lengths and progressions are determined by optimizing the performance of the network (rather than of individual signals). The feasibility and performance of any proposed signal timing modification would need further evaluation as part of the overall network. Aslo see additional note on signal timing modifications at the end of this section.
  - Fairfax County Parkway/ I-95 NB Ramp/ Newington Road: Existing Comp. Plan average intersection delay (over 100 seconds) deteriorates 30% to over 140 seconds with the proposed nomination, and almost doubles with all nominations in the cluster (to almost 200 seconds, more than 2.5 times the threshold for LOS F conditions) in spite of proposed optimization of signal timings. Again, the feasibility and performance of any proposed signal timing modification would need further evaluation as part of the overall network.
  - Franconia Road EB and WB ramps at Loisdale Road/Commerce Street. Analysis of conditions with all nominations in the cluster, before "signal timing optimization" are not presented. Even with "signal timing optimization" the analysis results (Table 4-12) indicate the EB ramp intersection will be severely congested in the PM peak (average delays exceeding 200 seconds, more than 2.5 times the threshold for LOS F conditions). Please refer to comment below regarding the limitation of signal timing recommendations for long-term improvements associated with Comprehensive Plans.

- Road Segments (capacity analysis).
  - Loisdale Road is the only road for which link analyses were performed in the study. It provides the only access to the APR nominated site 2FS. Link analysis results indicate the following segments are under capacity with or without the proposed comprehensive plan amendment:

    - SB, between Spring Mall Dr. and Newington Road
    - NB, south of Metropolitan Center Dr.
  - This road is affected by the proposed development particularly in the southbound direction during the AM peak, and northbound direction in the PM peak hour. The segment south of Metropolitan Center Drive (1 lane in each direction) experiences poor levels of service (v/c's ranging from 1.53 in AM peak up to 2.47 in the PM peak hour), even before trips from the proposal (2FS) are added. With all nominations in the cluster, the entire portion of Loisdale Road analyzed (Spring Mall Drive to Newington Drive) would operate at failing conditions (v/c of 1.0 or above), experiencing very poor levels (up to v/c approaching 3.0) south of Metropolitan Center Drive). Adding or extending existing auxiliary lanes at high volume intersections of Loisdale Road between Metropolitan Center Dr. and Newington road may be necessary to improve intersection performance.
  - Widening of Loisdale Road: The report concludes that Loisdale Road needs to be widened between Metropolitan Center Drive and Newington Road (from 2 to 4 lanes), and between Metropolitan Center Drive and Spring Mall Drive (from existing 2 and 3 lanes, to 6 lanes). The results of the link analysis support the need for additional north-south capacity, including Loisdale Road widening, to accommodate the large number of vehicle trips from additional development in the area on top of background growth. The report for 2FS acknowledges that "a portion of this improvement cost should be made by the Springfield Metro Center II project in proportion of its impact."
  - Except for the segment between Metropolitan Center Dr. and Springfield Center Dr. (widen to 4 lanes) widening of Loisdale Road is not envisioned in the current Fairfax County Comprehensive Plan or the MWCOG's Constrained Long Range Plan (CLRP).

- The report notes that Frontier Drive extension is under review (by others) between its current terminus at the Franconia-Springfield interchange (Rte 7900, in the vicinity of the Metrorail station), south toward the Fairfax County Parkway (Route 7100). The improvement would provide congestion relief to the segment of Loisdale Road that the extension would approximately parallel, as it would create an alternative for some of the north-south trips along and to the north of the area. The Frontier Drive extension is not yet included in the current Fairfax County Transportation Plan. The report for the 2FS submission did not analyze the revised trip distribution that would result from the Frontier Drive extension being considered, but did acknowledge the need for future development plans to take into account the alignment of the extension. If this nomination is approved, right of way dedication and revised traffic distribution should be addressed in more detail in any subsequent submission for the site.
- Connecting Springfield Center Drive and Metropolitan Center Drive would provide additional desirable connectivity, particularly in conjunction with Frontier Drive extension.

The analysis in the report demonstrated the substantial impact of the auto trips generated by the Springfield-Franconia cluster nominations on the road system, in spite of the minor modifications analyzed (mostly signal timing revisions).

Signal timing modification may be acceptable for short and medium term improvements on a case by case basis but are not by themselves an adequate or sufficient mitigation recommendation at the comprehensive plan stage. Comprehensive plans and amendments to comprehensive plans are based on predicted future (long term) requirements of the street network. Therefore, the long term improvements to the system should be based on capacity improvements and not shorter term improvements. In addition VDOT generally operates signals within networks where the cycle lengths and progression are determined by optimizing the performance of the network, rather than individual signals. Subsequent analysis performed in conjunction with more detailed rezoning analyses should recognize these network characteristics.

There are several intermediate and major improvements recommended or considered (Loisdale Road widening, Frontier Drive extension, possible connection of Springfield Center Dr. and Metropolitan Center Dr., enhanced access for pedestrians and shuttles to the Franconia-Springfield station). Not included in the analysis are the possible additional impacts on the same road network of two large deferred nominations with access along Loisdale Road (I-95 East). Fairfax Study is conducting a special study to evaluate those two deferred nominations. It is recommended that the effect of nominations impacting Loisdale and surrounding roads be analyzed together and in sufficient detail to evaluate feasibility and performance of the road network with the suggested improvements, and that the findings be considered in all decisions concerning proffers, recommendations and approvals for the various nominations.

3. Additional Recommendations

The subject APR nomination mentions the proximity between the site and the Franconia-Springfield Metrorail station, and states that "a direct connection exists [accent added] to accommodate pedestrians and shuttle bus traffic to encourage non-auto travel" (page 59). The report's section on conclusions, states that "a direct connection would be made ... [accent added]." Providing new or enhancing existing connections to/from the Joe Alexander Transportation Center/ Franconia-Springfield Metrorail station can be an effective way to encourage non-auto travel; any such direct connections should be safe, reliable and properly maintained to provide sustainable auto trip reductions. The report further refers to a comprehensive Transportation Demand Management (TDM) program, which should be incorporated as part of the development approval to reduce peak hour vehicle trips generated by the site. Such a program would further reduce auto dependence and should be pursued in a way to insure long-term continuation of reductions of auto trips from the site (such as through a mechanism for sites to manage the program and the County to monitor or insure follow-through).

For any approved nomination, it is anticipated that a more detailed analysis will be submitted at the rezoning stage, which will: provide a full impact assessment; identify location and phasing of specific mitigation measures and improvements to road elements and analyze how these affect performance of the system; identify related right-of-way considerations.

TIS TECHNICAL REVIEW ELEMENTS

The review performed for this Comprehensive Plan Amendment is limited to the level of detail provided by the applicant. Several issues have been identified during this review that would need further explanation, revision, or greater analysis during subsequent stages of the Chapter 527 process, should the proposed nomination be approved; some of the details below are provided for

consideration at that stage. If the application proceeds forward to the Traffic Impact Analysis phase, VDOT reserves the right to recommend modifications to assumptions used in these analyses.

- Study Area: According to the traffic report and the scope of work agreement with Fairfax County Department of Transportation (FCDOT), the study limits were selected as directed by FCDOT. The study area seems reasonable as it includes nearly all the relevant junctions and/or access points surrounding the proposed site. However, the only intersection currently providing direct access to the site (Loisdale Road at Spring Center Drive) was not analyzed.

- Trip Generation: According to the scope of work agreement, as well as the BRAC APR nomination application form and the report, the proposed development will consist of office and specialty retail land uses. The Shopping Center land use code (820) with the corresponding ITE equations was applied instead of the land use code (814) for Specialty Retail. For comparison purposes, trips were also generated during this review assuming ITE's Specialty Retail code. The results of the comparison indicate that the trips generated by land use Code 820 (Shopping Center) as assumed in the report, are more than the Specialty Retail land use would generate.

- Trip Distribution and Trip Assignment: It was stated in the traffic report that the trip distribution and traffic assignments were based on the existing site access system, the current and forecasted travel patterns and engineering judgment. The directional distribution percentages included in the scope of work agreement have been approved by the Fairfax County staff. However, the narrative for the trip distribution and trip assignment methodologies in the report is rather limited. The report does not detail the trip distribution percentages at the study intersections, which would be helpful in understanding how the trip assignments were determined. Given the limited description, it is not possible to provide detailed comments on the appropriateness of the trip distribution and trip assignment analysis. We anticipate subsequent submission will have additional backup.

- Traffic Volumes: Some discrepancies were identified when the traffic volumes shown in the report figures were compared against volumes modeled in Synchro and the raw traffic counts. The report did not indicate that traffic volumes were balanced between adjacent intersections or that any adjustment factors were applied. A review of the traffic models for various analysis scenarios indicated that traffic volume balancing was not performed.

- Traffic Analyses: The intersection traffic analyses discussions were solely based on the overall levels of service. For subsequent stages (Rezoning submission) Chapter 527 TIS regulations require the results of the lane groups as well. The overall intersection LOS may not provide the clearest picture of the intersections performance.

- Recommended Improvements: Several mitigation measures included in the report were mentioned above. The report does not propose any turn lane additions for the study intersection; though some of the turning traffic volumes exceed the thresholds for turn-lane additions based on VDOT's Roadway Design Manual and AASHTO's A Policy on Geometric Design of Highways and Streets (AASHTO Green Book). This level of recommendations are typically covered in later (Rezoning) submissions.

- Capacity: (Refer to summary table at end of this report). There are two (2) segments along Loisdale Road that currently exceed the roadway capacity (defined as a V/C ratio greater than 1.0) during the PM peak hour. Under the existing comprehensive plan amendment, the links operating beyond capacity increased to four (4) and five (5) during the AM and PM peak, respectively. With the proposed comprehensive plan amendment for the subject nomination, the roadway segments exceeding capacity increased to six (6) in the AM peak hour and seven (7) in

the PM peak hour. With all nominations in the cluster, all intersection in the study area would operate at v/c greater than 1.0.

Planning Assumptions: the following are a few inconsistencies identified:

- The Scope of Work document indicates that the Loisdale Road link analysis will be performed between Springfield Center Drive and Newington Road. However, Section 4.2 - Assumptions contradicts the limits of the link analysis specified in the Scope of Work documents. Section 4.2 states that the link analysis will begin from Metropolitan Center Dr.
- The lane configurations shown in Figure 4-2 - 2030 Future Lane Use are exactly the same as the existing geometry shown in Figure 4-1. The only difference is the signalization at Node 4 – Loisdale Road at Metropolitan Center Drive. Based on Figure 4-2, it is assumed there will be no future roadway improvements to the transportation network. However, a review of the future Synchro analysis revealed that there were some intersection improvements assumed, including a SBL lane addition at Node 3 – Loisdale Road at Spring Mall Drive (as shown in Table 4-6 but not shown in Figure 4-2).
- The analysis did not consider the roadway widening planned in the Fairfax County Comprehensive Plan (as shown in Figure 2-2) for Loisdale Road between Metropolitan Center Drive and Springfield Center Drive. This widening project would increase capacity and hence may change (improve) the results of the future capacity analysis.

Traffic Volumes:

- There are some volume discrepancies between the peak hour volumes extracted from the traffic count data and the volumes used for the capacity analyses as depicted in Figure 4-3. A close review of the traffic count data revealed that each of the peak hour traffic volumes used in the analyses were extracted from two different hours within the same 3-hour peak period and combined to represent the traffic data for a single peak hour. This observation relates to the intersections of Frontier Drive and Franconia-Springfield Parkway during both AM and PM peak hours. The reason for these discrepancies is not known.
- The traffic volumes used to model the traffic conditions for various analysis scenarios were generally consistent with data represented in the respective figures including (Figures 4-3. 4-5, 4-7, and 4-10) with the exception of some minor discrepancies associated with some of the lane movements. For example, there are errors associated with the EBR volumes of Node 3 – Loisdale Road at Spring Mall Drive under 2008 Existing PM peak hour conditions as well as the EBL and EBT volumes of Node 7 – Frontier Drive at Franconia-Springfield Parkway during the AM and PM peak hours of the 2030 proposed comprehensive plan scenarios.

Trip Analysis of Other APR Nominations within the Cluster: A review of the trip analysis results for the surrounding APR nominations indicate that:

- The report lacks the official source for the trips generated by the "Other Nominations within the Cluster, including the Approved Area Out-of-Turn APR Nomination".
- The trip generation summary for the Out-of-Turn Plan amendment does not indicate the related ITE Land Use Codes, trip reduction assumptions, or information regarding the ITE equations applied. The proposed expansion includes a retail land use that will occupy approximately 1,995,000 sq-ft including a 2150-seat cinema facility. There are no specific details regarding how the retail land use trips were generated.

- Figure 4-9 does not show the locations of the other APR nominations within the Franconia-Springfield TSA Cluster. The new trip assignments depicted in Figure 4-9 for the other APR nominations could not be verified.

Pedestrian Analysis: The study area is located in an urban environment and the subject parcel is in close proximity to major attractions such as the Springfield Mall and Franconia Springfield Metrorail station. Pedestrian traffic within the transportation network should be analyzed in subsequent submissions. A review of the Synchro files indicates that pedestrian accommodations were considered at all signalized intersections with the exception of the Fairfax County Parkway at Newington Road intersection. Pedestrian volumes were not coded into the model; if pedestrian counts are unavailable, a brief discussion explaining the assumptions in the report would be helpful.

SUMMARY OF SELECTED RESULTS

The LOS results discussed under various analyses scenarios in the TIS report were focused on the overall intersection LOS conditions. The analysis did not include a separate evaluation of the study network based on future recommended improvements designed to mitigate the impacts of 2FS development. The results from various traffic analyses including LOS and delay and link analysis are briefly discussed or summarized in tables below.

Intersection Capacity Analysis: Capacity analyses were performed for all eight (8) study intersections. A review of the capacity analysis results in Table 4-6 for the future scenarios revealed that the LOS results for a few lane groups deteriorated even after implementing the future programmed improvements as well as optimizing the signal timings. For example, doubling the SBL lane capacity at Node 3 – Loisdale Road at Spring Mall Drive did not improve the LOS conditions. Also, the addition of the subject nomination would not cause the overall intersections to degrade beyond the conditions experienced under the existing comprehensive plan; however the conditions at two (2) additional lane groups would worsen during the PM peak hour, under the proposed comprehensive plan amendment. The intersection analysis summaries for various scenarios are shown in the table below.

Summary Table for Intersection Capacity Analysis								
Description of LOS and Delay	2008 Existing		2030 Exist. Comp Plan		2030 Prop. Comp Plan		2030 w/ all APR Nominations	
	AM	PM	AM	PM	AM	PM	AM	PM
No. of Intersections at LOS "A" – "D"	8	7	7	5	7	6	5	2
No. of Intersections at LOS "E"	-	1	-	2	-	1	1	4
No. of Intersections at LOS "F"	-	-	1	1	1	1	2	2
Number of Lane Groups with major Control Delays (i.e. Delay > 180sec)	-	-	2	2	1	4	2	8

Link Analysis: Link analyses, preformed for various analyses years, indicated that Loisdale Road is currently operating below capacity during the AM peak and mostly during the PM peak, with the exception of two (2) approaches. According to the Fairfax County Comprehensive Plan, a section of this roadway (between Metropolitan Center Drive and Springfield Center Drive) will be widened to a four-lane facility by 2030. This programmed improvement was not considered during the link

analysis for the future scenarios. It was also determined from reviewing the analysis worksheets, that the southbound traffic volumes along Loisdale Road between Spring Mall Drive and Metropolitan Center Drive are unbalanced although there are no access points (sources or sinks) or median breaks along the segment. The following shows the roadway links that degrade (i.e. V/C > 1.0) with the addition of traffic generated from various scenarios:

Existing Conditions:

- Southbound Loisdale Rd from Metropolitan Center Dr. to Newington Rd. – PM peak hour

Existing Comprehensive Plan:

- Northbound Loisdale Rd. north of Metropolitan Center Drive – AM peak hour
- Northbound Loisdale Rd, south of Metropolitan Center Drive – AM and PM peak hours
- Southbound Loisdale Rd., Springfield Center Dr. to Metropolitan Center Dr.–PM peak hour
- Southbound Loisdale Road, Metropolitan Center Dr. to Newington Rd.– AM and PM peak hours

Proposed Comprehensive Plan Amendment

- Northbound Loisdale Rd., north of Metropolitan Center Drive – AM peak hour
- Northbound Loisdale Rd., south of Metropolitan Center Drive – PM peak hour
- Northbound Loisdale Rd., Spring Mall Dr. to Metropolitan Center Dr. – PM peak hour
- Northbound Loisdale Rd., Metropolitan Center Dr. to Newington Rd. – AM peak hour
- Southbound Loisdale Rd., Springfield Center Dr. to Metropolitan Center Dr.–AM and PM peak hours
- Southbound Loisdale Rd., Metropolitan Center Dr. to Newington Rd. – AM and PM peak hours

Future Conditions with surrounding Nominated land uses:

- Loisdale Rd., Springfield Center Dr. to Metropolitan Center Dr. – AM / PM peak hours
- Loisdale Rd., Metropolitan Center Dr., to Newington Rd. – AM and PM peak hours

The table below shows a comparison of the link analyses results for various scenarios.

Summary of Roadway Link Capacity Analysis								
Description	2008 Existing		2030 Exist. Comp Plan		2030 Prop. Comp Plan		2030 w/ all APR Nominations	
	AM	PM	AM	PM	AM	PM	AM	PM
No. of Links at v/C ratio ≤ 1.0	8	6	4	3	2	1	-	-
No. of Links at v/C ratio > 1.0	-	2	4	5	6	7	8	8

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APR
Area Plans Review

2008 BRAC
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.

THIS BOX FOR STAFF USE ONLY
Date Received: 03-20-2008
Date Accepted: 04-02-2008 SRH
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: Lynne J. Strobel, Agent for Sansaba Land and Livestock, LLC Daytime Phone: 703-528-4700

Address: 2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

Nominator E-mail Address: lstrobel@arl.thelandlawyers.com

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

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.) Richard S. Jackson

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Richard S. Jackson, General Manager, Sansaba Land and Livestock, LLC

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☒ Lee ☐ Mount Vernon

Total number of parcels nominated: 4

Total aggregate size of all nominated parcels (in acres and square feet): 6.05 acres 263,523 square feet

Is the nomination a Neighborhood Consolidation Proposal? ☐ Yes ☒ No

Are the parcels within the Approved Sewer Service Area? ☒ 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 Guide to the 2008 BRAC APR 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: Franconia-Springfield Transit Station Area, Land Unit D-2 – planned for light industrial uses up to 0.35 FAR with option for up to 0.50 FAR for biotech/research and development uses.

b. CURRENT PLAN MAP DESIGNATION: Industrial

c. CURRENT ZONING DESIGNATION: I-4

Continued

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (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). Industrial uses in accordance with the existing zoning with an option for commercial development comprised of office and support services up to a 1.6 FAR.

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?) Office building(s) with height up to 150 feet and combination of structured and surface parking. Office building(s) may include support services up to 10% of floor area.

f. NON-RESIDENTIAL: Check the appropriate use: ☒ Office ☐ Retail ☐ Govt/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	90%	379,440 square feet
Retail	10%	42,160 square feet
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	421,600 square feet

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			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must be related to the changes anticipated due to BRAC. Provide a written justification that explains why your nomination should be considered BRAC-related, based on the questions below (two-page limit):

a. Why should this proposal be considered BRAC-related?

b. How would the proposed changes serve the new employees and residents of Fort Belvoir and the surrounding area?

c. What needs created by the BRAC directives does this proposal fulfill?

d. How could the proposed uses address the transportation networks impacted by the changes anticipated in the area?

e. What adverse impacts might be created and how would they be off-set?

f. What is your anticipated timeframe for development, if the proposed uses were to be approved?

All completed nomination forms must be submitted between March 3 and March 28, 2008 to:

Fairfax County Planning Commission Office
Government Center Building, Suite 330
12000 Government Center Parkway
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	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
90-2 ((1)) 57E,	Sansaba Land and Livestock, LLC	7001 Loisdale Road Springfield, VA	7001 Loisdale Road Springfield, VA	6.05	N/A, See Part 1
57F, 57G, 57H		22150	22150		

BRAC# 08-IV-1FS
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A Fairfax County, Virginia Publication

N

GENERAL NOTES

ADMINISTRATIVE INDEX

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90-1	90-2	91-1
90-3	90-4	91-3

SHEET INDEX

PROPERTY MAP
ZONING
90-2

Revised to : 01 - 01 - 2008

Prepared by
DEPARTMENT OF INFORMATION TECHNOLOGY
Enterprise Services Division
Geographic Information Services
12000 Government Center Parkway, Suite 163
Fairfax, Virginia 22035-0050
(703) 324-2512
FAX (703) 324-3957

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Print Date 15 Jan 1996

Part 6: Justification

The nominated property is identified among the Fairfax County tax map records as 90-2 ((1)) 57E, 57F, 57G, and 57H (the "Subject Property") and is located within Area IV of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the Subject Property is part of the Franconia-Springfield Transit Station Area. The Subject Property is comprised of approximately 6.05 acres and located on Loisdale Road's eastern side, straddling Springfield Center Drive, and to the south of Springfield Mall and west of the Springfield Metro Center. In the Franconia-Springfield Transit Station Area, the Subject Property is included in Land Unit D-2 which is currently planned for industrial uses up to a 0.35 FAR with an option for up to 0.50 FAR if developed with biotech/research and development uses. The Subject Property is zoned to the I-4 District and developed with a single, two-story building comprised of approximately 100,000 square feet. Approximately 70,000 square feet is currently used for manufacturing and storage, which generates truck and tractor trailer traffic. The existing zoning permits an FAR of .5 with up to a .7 FAR with approval of a special exception. The proposed nomination would permit an option for commercial development comprised of office and support services up to a 1.6 FAR.

The BRAC directives anticipate an influx of Army personnel and employees to both the Engineer Proving Ground (the "EPG") and Fort Belvoir. The location of the Subject Property is well-suited to address the development needs generated by BRAC. Most importantly, the Subject Property is in proximity to the GSA warehouse, which is under consideration for possible redevelopment, and the EPG. The development of EPG will require support services in the form of contractors' offices. The Subject Property is well-served by an existing transportation network, due to its direct access to Loisdale Road, proximity to the Franconia-Springfield Parkway, proximity to both I-395 and I-95, and its location immediately west of the Franconia Springfield Metro Station, which provides access to the Metro system and to the Virginia Railway Express ("VRE"). The Subject Property's access to existing transportation infrastructure will ensure that transportation impacts on the surrounding Springfield area are minimized. Office space on the Subject Property will provide an opportunity to work in a high-quality environment adjacent to GSA, and in proximity to EPG, thereby reducing travel times. Though the transportation impacts will be minimized based on access to Metro, VRE, and major road networks, increased traffic may be mitigated with transportation demand management ("TDM") strategies that may include carpooling, staggered work hours, and shuttle service to the Franconia Springfield Metro Station. Additionally, approximately seventeen (17) Fairfax County Connector and Metrobus routes serve the Subject Property and its vicinity. The combined access to public transportation and the implementation of TDM strategies will mitigate traffic impacts and prevent traffic from reaching the Downtown Springfield area. In addition, the transformation of industrial uses to office

and support services will lessen the amount of heavy truck traffic in the area and ease congestion.

Commercial development on the Subject Property comprised of office and support services will have limited visual and environmental impacts on the surrounding areas. Located on Loisdale Road, the Subject Property is surrounded by the GSA warehouse to the northeast and southeast that is zoned I-4 and subject to possible redevelopment. Though there is a residential development to the south of the Subject Property, the proposed development is an opportunity to replace an existing building with manufacturing and storage components with a more appropriate use. Moreover, the proposed development will be designed to buffer the residential development from visual impacts. In addition to possible visual impacts to the adjacent residential use, the primary impacts associated with the proposed nomination will likely be transportation, which may be mitigated with TDM strategies and access to the existing road network.

The proposed office development may accommodate a government tenant, the increased contractors that will be associated with the new development located at the EPG, Ft. Belvoir, and the GSA warehouse, as well as provide support services that will be necessary to complement the increased workforce in this area. An updated commercial development will be critical to the vibrancy of the Springfield area, particularly as other properties, such as Springfield Mall, update and improve the quality of this part of the County.

The development of the Subject Property will be market-driven. The existing office building will continue as a viable use in the short term should the APR nomination be approved in 2009. Upon the demand for office use in the area, plans will be prepared for higher intensity development. Re-development will necessitate the filing of a rezoning application that will take approximately a year to process. Following rezoning approval, a site plan must be submitted for review and approval. As a result, the earliest the nominator anticipates construction is the end of 2011.

In sum, the proposed nomination for the Subject Property will allow for the development of office space and support services that are conveniently located to EPG, Ft. Belvoir, and particularly the GSA warehouse site. The Subject Property is already developed with an existing building and the proposal is not a substantial change in use. Visual impacts will be mitigated with effective site design and appropriate buffering. Finally, transportation impacts will be accommodated using the existing public transportation networks, existing road networks, and TDM strategies. The proposed nomination will provide an updated commercial development in the Springfield corridor and will fulfill the development needs generated by the BRAC process.

Cerdeira, Lilian

From: Mason, Lindsay A.
Sent: Tuesday, April 15, 2008 4:16 PM
To: Cerdeira, Lilian
Subject: FW: BRAC APR Nomination, PC 2008-002

From: Strobel, Lynne J. [mailto:lstrobel@arl.thelandlawyers.com]
Sent: Tuesday, April 15, 2008 3:58 PM
To: Mason, Lindsay A.
Cc: Mariska, Sara; Strobel, Lynne J.
Subject: RE: BRAC APR Nomination, PC 2008-002

Yes. This change is fine. Thanks, Lynne

From: Mason, Lindsay A. [mailto:Lindsay.Mason@fairfaxcounty.gov]
Sent: Tuesday, April 15, 2008 2:51 PM
To: Mason, Lindsay A.; Strobel, Lynne J.
Subject: RE: BRAC APR Nomination, PC 2008-002

Lynne,
Please send me an email confirmation if you agree to the change to your nomination noted below. Thank you!

From: Mason, Lindsay A.
Sent: Friday, April 11, 2008 10:16 AM
To: 'lstrobel@arl.thelandlawyers.com'
Subject: BRAC APR Nomination, PC 2008-002

Lynne J. Strobel
2200 Clarendon Blvd. 13th floor
Arlington, VA 22201
RE: BRAC APR Nomination; Map 99-2((1)) 7
Dear Ms. Strobel:
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 BRAC APR Nomination (temporary id number) PC-2008-002 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 *Guide to the 2008 BRAC Area Plans Review* and have the following concerns:

- Part 4g of the nomination form indicates a mix of office and retail/support uses. I consider this as a mixed use and appropriate to be categorized as a Mixed Use under Part 4f of the application. Please let me know if you agree to this change.

Failure to provide this information to the Department of Planning and Zoning by (10 business days from the date of the letter) will 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 Lindsay.Mason@fairfaxcounty.gov.

Sincerely,

Lindsay A. Mason
Fairfax County Department of Planning & Zoning
12055 Government Center Pkwy., Suite 730
Fairfax, VA 22035
703.324.1382
(fax) 703-324-3056

This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail and delete all copies of the message. Thank you very much.

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APR
Area Plans Review

BRAC
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.

THIS BOX FOR STAFF USE ONLY
Date Received: 3/20/08
Date Accepted: 4/3/08 LRH
Planning District:
Special Area:

PART 1. NOMINATOR/AGENT INFORMATION

Name: Lynne J. Strobel, Agent for Springfield 6601 LLC and Springfield Metro Center II, LLC
Daytime Phone: 703-528-4700
Address: 2200 Clarendon Boulevard, 13th Floor
Arlington, VA 22201

Nominator E-mail Address: lstrobel@arl.thelandlawyers.com

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

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.) Kenneth Simmons, Senior Vice President

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Officer of Boston Properties, which is the 100% owner of the nominators, Springfield 6601 LLC and Springfield Metro Center II, LLC.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☒ Lee ☐ Mount Vernon

Total number of parcels nominated: 2

Total aggregate size of all nominated parcels (in acres and square feet): 5.94 acres 258,838 square feet

Is the nomination a Neighborhood Consolidation Proposal? ☐ Yes ☒ No

Are the parcels within the Approved Sewer Service Area? ☒ 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 Guide to the 2008 BRAC APR 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: Franconia - Springfield Transit Station Area, Land Unit D-2, planned for industrial uses up to 0.35 FAR with an option for 0.50 FAR for biotech/research and development uses.

b. CURRENT PLAN MAP DESIGNATION: Industrial

c. CURRENT ZONING DESIGNATION: I-4

Continued

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (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). Industrial uses in accordance with the existing zoning with an option for commercial development comprised of office and support services up to 2.0 FAR.

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?) Office building(s) with height up to 150 feet and structured parking. The office building(s) may include support services which may comprise up to 5% of the gross floor area.

f. NON-RESIDENTIAL: Check the appropriate use: ☒ Office ☐ Retail ☐ Govt/Institutional ☐ Industrial ☐ Open Space ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.0 TOTAL Gross Square Feet: Approx. 517,676

Categories	Percent of Total FAR	Square feet
Office	95%	491,792 square feet
Retail / Support Services	5%	25,884 square feet
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	517,676 square feet

*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			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must be related to the changes anticipated due to BRAC. Provide a written justification that explains why your nomination should be considered BRAC-related, based on the questions below (two-page limit):

a. Why should this proposal be considered BRAC-related?

b. How would the proposed changes serve the new employees and residents of Fort Belvoir and the surrounding area?

c. What needs created by the BRAC directives does this proposal fulfill?

d. How could the proposed uses address the transportation networks impacted by the changes anticipated in the area?

e. What adverse impacts might be created and how would they be off-set?

f. What is your anticipated timeframe for development, if the proposed uses were to be approved?

All completed nomination forms must be submitted between March 3 and March 28, 2008 to:

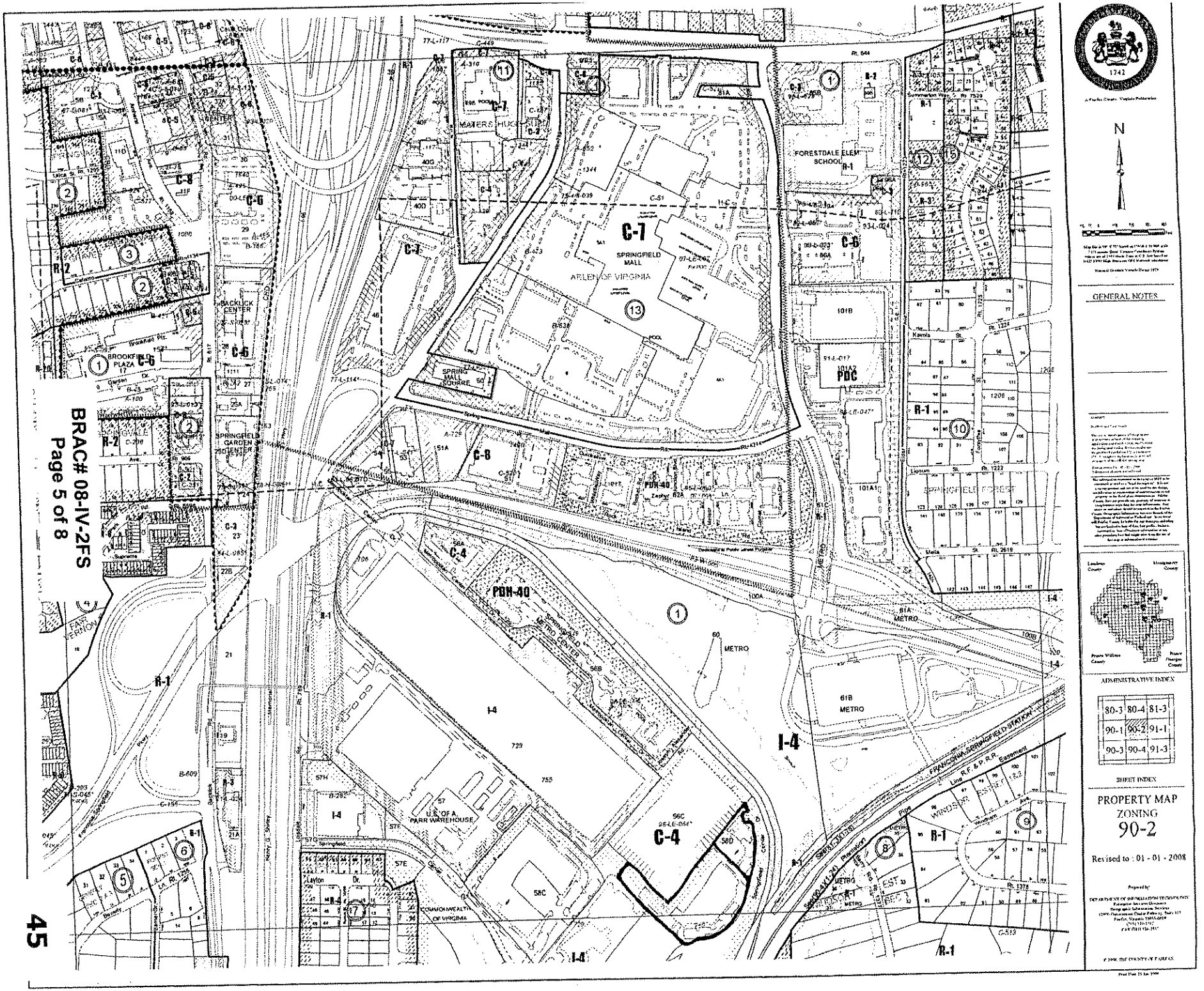
Fairfax County Planning Commission Office
Government Center Building, Suite 330
12000 Government Center Parkway
Fairfax, Virginia 22035-5505

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	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
90-2 ((1)) 58D	Springfield 6601 LLC	6601 Springfield Center Drive	505 9th Street, NW Suite 800	1.32	N/A, See Part 1
		Springfield, VA 22150	c/o Boston Properties		
			Washington, DC 20004		
90-4 ((1)) 11B	Springfield Metro Center	6605 Springfield Center Drive	505 9th Street, NW Suite 800	4.62	N/A, See Part 1
	II, LLC	Springfield, VA 22150	c/o Boston Properties		
			Washington, DC 20004		


BRAC# 08-IV-2FS
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C-7
SPRINGFIELD MALL
ARLEN OF VIRGINIA
C-4
PDH-40
I-4
R-1
R-2
C-8
C-6
C-1
PDC
FOREST DALE ELEM SCHOOL
SPRINGFIELD FOREST
U.S. OF A. PARR WAREHOUSE
COMMONWEALTH OF VIRGINIA
METRO
SPRINGFIELD METRO CENTER
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GENERAL NOTES
ADMINISTRATIVE INDEX
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SHEET INDEX
PROPERTY MAP
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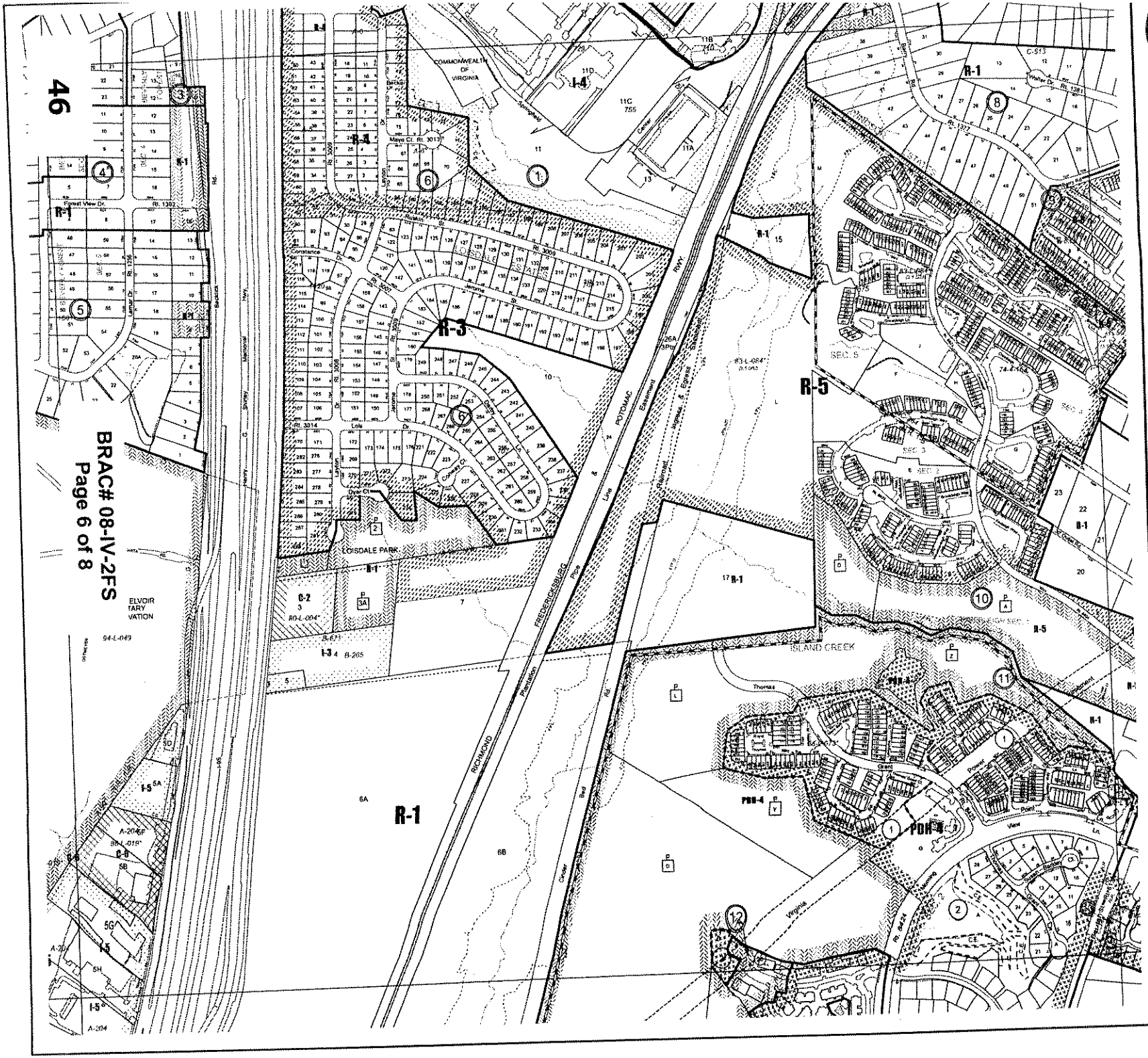
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COMMONWEALTH OF VIRGINIA
LOISDALE PARK
ISLAND CREEK
POTOMAC
FREDERICKSBURG
RICHMOND
Forest View Dr.
Rt. 1302
Rt. 3009
Rt. 3014
Rt. 1377
Rt. 642
Rt. 613
Rt. 1381
Rt. 3013
Rt. 1
Rt. 95
Rt. 123
Rt. 236
Rt. 7
Rt. 401
Rt. 611
Rt. 613
Rt. 1377
Rt. 1381
Rt. 3009
Rt. 3013
Rt. 3014
Rt. 1302
Rt. 642

Part 6: Justification

The nominated property is identified among the Fairfax County tax map records as 90-2 ((1)) 58D and 90-4 ((1)) 11B (the "Subject Property") and is located within Area IV of the Fairfax County Comprehensive Plan (the "Plan"). More specifically, the Subject Property is part of the Franconia-Springfield Transit Station Area within the Franconia-Springfield Area. The Subject Property is comprised of approximately 5.94 acres and generally located east of the GSA warehouse and south of the Springfield Metro station. Located on Springfield Center Drive, the Subject Property has convenient access to Loisdale Road, the Franconia Springfield Parkway, I-395, and I-95. Due to its location southwest of the Springfield Metro Station, the Subject Property also has direct access to the Metro system and the Virginia Railway Express ("VRE"). In the Franconia-Springfield Transit Station Area, the Subject Property is included in Sub-Unit D-2, which is currently planned for industrial uses up to 0.35 FAR with an option for up to 0.50 FAR for biotech/research and development uses. The Subject Property is zoned to the I-4 District and developed with two industrial buildings containing approximately 95,347 square feet of gross floor area. The current I-4 zoning permits a .5 FAR, or up to a .7 FAR with approval of a special exception. Permitted uses in the I-4 District include light public utility uses, motor vehicle storage, warehouses and the like. The proposed nomination would permit commercial development comprised of office buildings and support services up to a 2.0 FAR in proximity to a Metro station.

The BRAC directives anticipate an influx of Army personnel and employees to the Engineer Proving Ground (the "EPG") and Fort Belvoir. The location of the Subject Property is well-suited to address the development needs generated by BRAC. Most importantly, the Subject Property is in proximity to the GSA warehouse, which may be the subject of redevelopment, and the EPG. The development of EPG has already begun and will generate a need for supporting contractors' offices. The Subject Property is well-served by an existing transportation network due to its proximity to Loisdale Road, I-395, I-95, and the Franconia Springfield Parkway. The Springfield Metro Station, offering access to the Metro system and the VRE, is also located immediately to the northeast of the Subject Property. Approximately seventeen (17) Fairfax Connector and Metrobus routes serve the Subject Property and its vicinity. The Subject Property's location in proximity to major road networks and public transportation will ensure that transportation impacts associated with the proposed Plan text are effectively addressed. Office development on the Subject Property will provide an opportunity to work in a high-quality environment near the GSA warehouse and EPG, thereby reducing travel times and preventing traffic from reaching Downtown Springfield. Traffic impacts may be mitigated with appropriate transportation demand management ("TDM") strategies that may include carpooling, staggered work hours, and shuttle service to the Springfield Metro Station.

Located on Springfield Center Drive, the Subject Property is bordered by the Springfield Metro Station to the northeast, industrial uses to the south, and railroad tracks to the east. The

property immediately adjacent to the west is zoned to the C-4 District and is approved for office development up to a 1.22 FAR. Commercial development on the Subject Property will be comprised of office buildings that will include support services and structured parking. It is intended that the proposed development will complement adjacent approved office development that is under the same ownership. The proffers approved in conjunction with development of the adjacent property require installation of a Metro Access Road that is already under construction. The Metro Access Road provides a direct connection to the Springfield Metro Station. Based on the Subject Property's location, surrounded by office, industrial uses and transportation infrastructure, the proposed development will have limited visual impacts on surrounding properties. In addition, the Subject Property is developed with industrial buildings and includes limited existing vegetation, thereby limiting any environmental impacts associated with the nomination. Moreover, the Subject Property's location, adjacent to a metro station and railroad tracks, means the site is best-suited for office use and is not appropriate for other less intense uses. The primary impact associated with the proposed nomination will likely be transportation which will be mitigated with the existing road network, public transportation, and TDM strategies.

The proposed office development can accommodate a government tenant as well as contractors that will desire office space in proximity to EPG, Ft. Belvoir, and the GSA warehouse property. An office development in this location will complement prior approvals and will revitalize an aging area of Fairfax County. The approval of the proposed nomination will serve as a valuable tool in the redevelopment of an industrial corridor. The development of the Subject Property will be market-driven and will be based on the processing of a rezoning application upon the adoption of revised Plan text. In addition, the approval of a site plan will be required prior to construction. The nominator anticipates that construction would complement the BRAC timetable with a delivery in late 2011.

In conclusion, the proposed nomination for the Subject Property will allow for the development of office use convenient to EPG, Ft. Belvoir, and particularly the GSA warehouse property. Further, office development will complement the approved office buildings on the adjacent C-4 property. The proposed nomination will have limited adverse impacts on surrounding properties due to its location and the existing transportation network, including a direct connection to the Springfield Metro Station. The proposed development will have limited visual impact on the residential uses located to the south and west of the proposed development given the physical separation of the uses and existing development. Impacts will be mitigated with effective site design and appropriate buffering. The Subject Property's location near major transportation networks and public transportation will easily accommodate traffic and the use of TDM strategies will mitigate any impacts. The proposed nomination will allow for the revitalization of an industrial area in Springfield and will fulfill the needs generated by the BRAC process.

{A0136851.DOC / 1 BRAC APR Justification 001379 000006}

A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning
For additional information about this amendment, call 703-324-1380
To request this information in an alternate format, call 703-324-1334, TTY 711

STAFF REPORT
2008 BRAC Area Plans Review

SUPERVISOR DISTRICT: Lee **BRAC APR ITEM(S):** BRAC# 08-IV-4FS

NOMINATOR: Lynne J. Strobel, Agent for Springfield Land LLC

ACREAGE: 1.62 acres

TAX MAP I.D.: 80-4((9)) 4, 5 and 6

GENERAL LOCATION: West of Amherst Avenue, North of Old Keene Mill Road, South and East of Bland Street

PLANNING AREA: IV
District: Springfield
Sector: Crestwood (S2)
Special Areas: Springfield Community Business Center (CBC), Land Unit C

ADOPTED PLAN MAP: Office, Retail & Other

ADOPTED PLAN TEXT: Office use with support retail up to 0.50 FAR with substantial parcel consolidation.

PROPOSED PLAN AMENDMENT: Hotel use with support services up to 1.5 FAR or 156 rooms.

SUMMARY OF STAFF RECOMMENDATION:

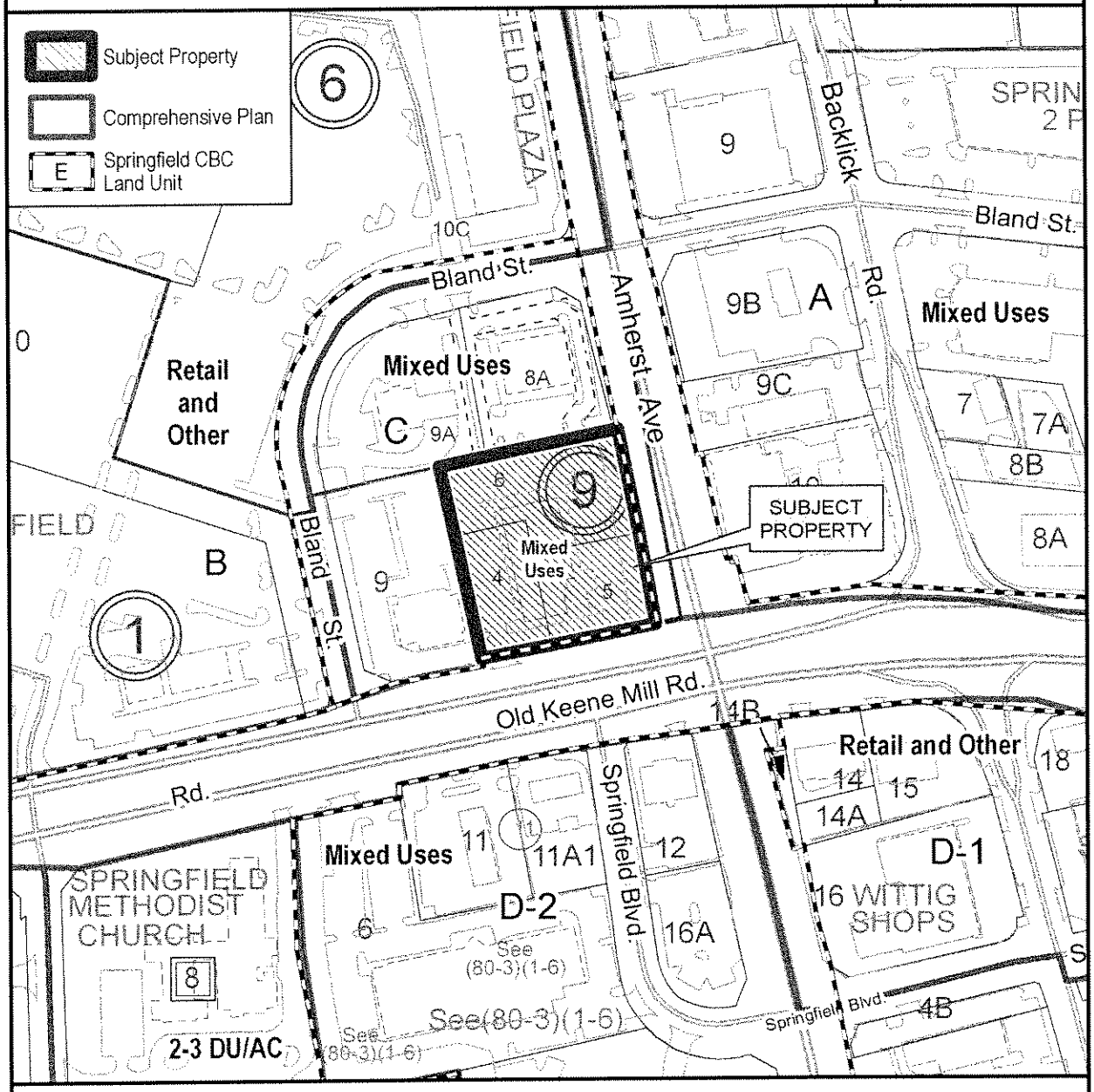
_____ Approve Nomination as submitted
___X___ Approve Staff Alternative
_____ Retain Adopted Plan

Staff recognizes the proposed nomination has consolidation and access challenges; however, the nomination also has potential immediate revitalization benefits, which could provide an investment opportunity for a blighted site. The nomination also has the opportunity to augment the existing Plan recommendations for a commuter parking facility at the intersection of Amherst and Old Keene Mill Roads. Therefore, staff recommends an alternative which can alleviate the concerns about access and transportation, as well as support the commuting needs of the region.

This nomination did not individually warrant a Virginia Department of Transportation (VDOT) Chapter 527 review. However, the nomination participated in a cumulative VDOT 527 analysis for the Springfield CBC, which grouped BRAC APR items 08-IV-4FS, 08-IV-5FS, 08-IV-7FS, and 08-IV-9FS. The Board of Supervisors requested that the Planning Commission defer the three other items on June 1, 2009. As a result, the cumulative VDOT 527 is not appended to this staff report.

CURRENT PLAN AND NOMINATED PLAN CHANGE
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND NOMINATED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

BRAC #
08-IV-4FS
2008 BRAC APR
(VDOT 527 Review)



Subject Property Current Plan: Office use with support retail up to 0.50 FAR with substantial parcel consolidation.

Nominated Plan Change: Hotel use with support services up to 1.5 FAR or 156 rooms.

Staff Recommendation: Adopt Staff Alternative.

200 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MAY 2009

CONTEXT:

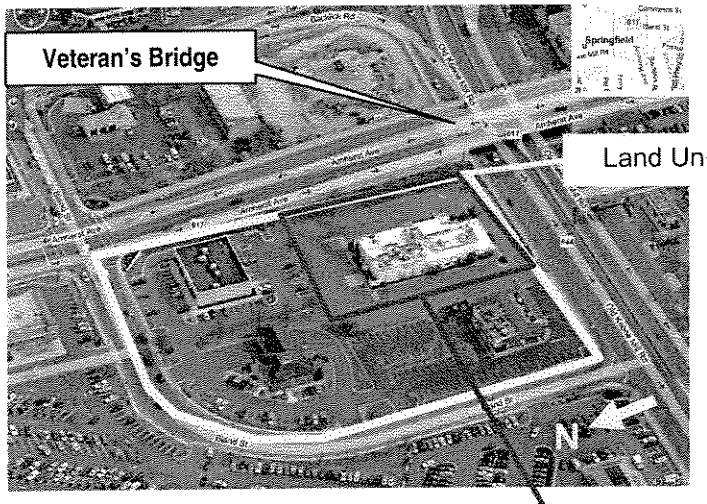
General Location:

The approximately 1.6 acre subject area is located along the north-side of Old Keene Mill Road, west of Amherst Avenue.

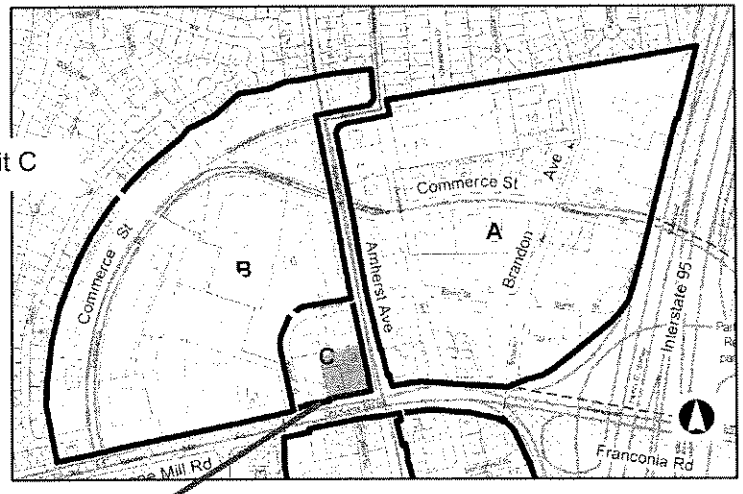
Existing and Planned Land Use and Zoning:

Subject Property: The subject area consists of three consolidated parcels, which contain a vacant restaurant, Chi Chi's and the associated surface parking. The subject area is planned for office use with support retail use up to 0.50 floor to area ratio (FAR) with substantial parcel consolidation, as part of Land Unit C within the Springfield Community Business Center (CBC). The three parcels that create the subject area are zoned C-6.

View of Subject Property and Veteran's Bridge



SPRINGFIELD COMMUNITY BUSINESS CENTER
LAND UNIT MAP



Adjacent Areas:

North and West: The remainder of Land Unit C to the north and west, between Bland Street, Old Keene Mill Road and Amherst Avenue are developed with other commercial uses, Kinko's, Wachovia Bank, and Al's restaurant. These commercial uses are located in individual buildings or pad sites, surrounded by surface parking, similar to the existing, vacant restaurant on the subject area. These parcels are planned for office use up to an intensity of 0.50 FAR with substantial consolidation of the land unit and zoned C-6.

East: To the east of the subject property, Veteran's Bridge or Amherst Avenue Bridge over Old Keene Mill Road begins its rise at the northern corner of the subject area and continues along the eastern edge of the subject area. The bridge creates a large, blank wall neighboring the site and

prohibits direct access onto Amherst Avenue. To the east of the bridge is a hotel, which is planned as part of Land Unit A of the Springfield CBC and recently constructed. Land Unit A extends from Old Keene Mill Road north to the Springfield neighborhood, with Interstate-95 to the east. It is planned for office, residential, hotel, and retail mixed-use up to an overall intensity of 1.1 FAR and zoned C-4, C-6, C-8, and PDC. The parcel on which the new hotel is located has specific Plan recommendations for this use up to 110,000 square feet. This level of development equates to an approximate intensity of 2.0 FAR. The Board of Supervisors adopted this guidance on May 23, 2005.

South: To the south of the subject property, across Old Keene Mill Road, is Land Unit D-2 of the Springfield CBC. The existing uses that are along the roadway consist of a vacant restaurant and a gas station. This land unit is planned for office and retail use up to an intensity of 0.5 FAR and zoned C-2, C-5, and C-6.

PLANNING HISTORY

On May 20, 2002, the Board of Supervisors adopted Plan Amendment S98-CW-1CP (B), which created the current Plan for the Springfield CBC. The Plan amendment evaluated the Plan guidance for the entire CBC area, reconfirmed the CBC as the central business center for the Springfield area, and established Land Unit A as the core area of the CBC. Higher intensities are recommended close to the Interstate and taper down towards the west and south.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area IV Volume, 2007 Edition, Franconia-Springfield Area, as amended through January 26, 2009, Springfield Community Business Center, Land Use Recommendations, page 71:

"**Land Unit C**

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in the area adjacent to Amherst Avenue and Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located on the south side of Old Keene Mill Road."

NOMINATED PLAN AMENDMENT

The nomination proposes replanning of the subject area for hotel use up to an intensity of 1.5 FAR to provide accommodations for civilian employees and contractors relocated during the

Base Realignment and Closure (BRAC) proceedings that are proximate to Fort Belvoir, the Engineer Proving Grounds, and the surrounding areas. In an email clarification, the nominator specified that the hotel would have 156 rooms.

The following table summarizes the existing, planned, zoned, and proposed development potential for the subject property:

Impacts Table: BRAC 08-IV-4FS

	Non-residential				
	Multi-family	Retail	Office	Hotel	Total
	Low Rise	Sq. Ft.	Sq. Ft.	Sq. Ft.	Non-Res'd Sq. Ft.
Existing Development: vacant restaurant - 11,731 sq.ft.		0			0
Current Plan: Office at 0.50 FAR			35,369		35,369
Zoning Potential: C-6		28,295			28,295
Proposed Plan: Hotel w support services up to 1.5 FAR				106,107 (156 rooms)	106,107

ANALYSIS

Revitalization: The subject property is part of the Springfield Community Revitalization District (CRD), and the Plan recommendations for the Springfield CBC reflect this. The recommendations promote the revitalization of commercial uses through the redevelopment of vacant and underutilized structures. The nomination would be consistent with this objective as the property currently contains a vacant restaurant and parking facility.

Other past revitalization efforts in the CBC included a two-phased streetscape project. The project included improvements to bus stops, benches, trash cans, street lights, as well as the construction of wider sidewalks, brick-paved crosswalks, and landscape areas around Commerce Street, Amherst Avenue, and Backlick Road north of Old Keene Mill Road. Streetscape design at the subject site should be of similar character to these improvements. The nomination does not propose to include these types of improvements.

Land Use: The BRAC-related Subject Areas Existing Conditions Report (Fairfax County DPZ, 2008) states that there are two hotels and one motel in currently located in the CBC, which include both limited and full-service facilities. Additional hotel use in the CBC may be an appropriate resource needed due the relocation of BRAC employees and contractors. The Comprehensive Plan recommends that other areas in the CBC for hotel use. Additional hotel use is planned for in Land Unit A, directly east of the subject area, and in Land Unit D, which is south of the subject area and south of Old Keene Mill Road. However, the majority of the planned square feet for hotel use in Land Unit A is constructed (approximately 300,000 square

feet) and the land area south of Old Keene Mill Road may have consolidation and siting issues due to the narrow size of the parcels and the multiple property owners.

With respect to consolidation, the current Plan recommendations for the subject area and the greater Springfield CBC promote coordinated, rather than piece-meal, development through substantial consolidation. The subject area is a small, 1.6-acre, pre-existing consolidation that includes less than half of the 4.4-acre land unit on which it is located. The proposed nomination does not commit to achieving a coordinated design or seeking consolidation with the remaining parcels within the land unit. This lack of coordination and consolidation could undermine future redevelopment in this land unit. At a minimum, the nomination would need to demonstrate that future inter-parcel access could be achieved through the parcels to the west and north.

The location of Veteran's Bridge adjacent to the property and the proposed intensity up to a 1.5 FAR further emphasize the need for this inter-parcel access and thoughtful consideration of building orientation and layout. The bridge may create a visual and design challenge to the layout of the proposed development. The proposed intensity, combined with the size of the subject area, would most likely result in a large footprint on the property and require structured parking. The hotel will need to be sited in a way that will minimize the negative impacts of the bridge and associated blank wall, promote inter-parcel access, and take advantage of relationships among the parcels in the land unit.

Commuter Parking Facility: The current Plan recommends that a commuter parking facility be located at the intersection of Amherst Avenue and Old Keene Mill Road. Current efforts are working towards the location of the commuter parking facility across the street from the subject property, south of Old Keene Mill Road. The location of the facility south of Old Keene Mill Road presents a difficult route for buses moving westbound along Old Keene Mill Road, as there will be no left turn from west-bound Old Keene Mill Road directly into the parking facility. West-bound buses and car pool drivers will have to make a right turn onto Bland Street, then a right turn onto Amherst Avenue, a right turn onto Springfield Boulevard, and finally a left turn in the facility. To leave the parking facility and return to the westbound direction of Old Keene Mill Road would require the reverse of these movements.

An alternative would be to locate a bus transfer facility at a location on the north-side of Old Keene Mill Road that would principally be used to accommodate pick-up, drop-off, and transfer of passengers using the commuter facility. A pedestrian crossing over Old Keene Mill Road from the north-side of Old Keene Mill Road, from or near the hotel, to the parking facility would provide a safe connection between the two locations. The proposed hotel use development could provide an opportunity to construct such a pedestrian facility. At the same time, pedestrian systems also could link the site to other activities within the CBC. An opportunity may be available to work with the adjacent land owners to provide the complete facility, if not possible on the subject site.

Transportation: The proposed nomination is estimated to generate approximately 885 additional daily trips over the current Comprehensive Plan. The proposal would generate only modest amounts of additional trips above the current Plan in the AM and PM peak hours. The

following table describes the trips generated from the nomination, above the current Plan and existing development. See Attachment 1 for the complete comments from the Fairfax County Department of Transportation.

Trip Generation Estimates for BRAC APR #08-IV-4FS, Springfield

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Existing Development Restaurant (vacant) 11,731 SF	-	-	-	-	-
Total	-	-	-	-	-
Current Plan (.5 FAR) Office 35,369 SF	389	48	7	9	43
Total	389	48	7	9	43
Proposed Plan (1.5 FAR) Hotel 156 rooms	1,274	53	34	49	43
Total	1,274	53	34	49	43
Proposed Plan comparison to Current Plan (additional trips)	+ 885	+ 5	+ 27	+ 40	0

NOTE: Trip generation estimates are based on Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003 rates.

The nomination did not warrant a Virginia Department of Transportation (VDOT) Chapter 527 review because the nomination did not surpass the 5,000 additional trip threshold, as compared to the highest density recommended under the current Comprehensive Plan. The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that substantially affect transportation on state-controlled roads to the VDOT that surpass this threshold. This nomination participated in a cumulative 527 analysis for the Springfield CBC, which grouped BRAC APR items 08-IV-4FS, 08-IV-5FS, 08-IV-7FS, and 08-IV-9FS. The Board of Supervisors requested that the Planning Commission defer the three other items on June 1, 2009. As a result, the cumulative VDOT 527 is not appended to this staff report.

The proposed nomination mentions in Part 6: Justification section of the nomination form that the hotel use may provide a shuttle service to the Springfield Metro and VRE station. A shuttle service and/ or contributions to any bus circulator service that links the subject area to the Joe Alexander Transportation Center and the remainder of the CBC would improve the multi-modal connectivity of the area, promote public transportation usage, and reduce vehicular trips.

Access to subject area is currently attained through a curb cut along Old Keene Mill Road. The access to Old Keene Mill Road may need to be closed, based on the proposed land use and intensity. The hotel development on the opposite side of Amherst Avenue from the subject area was not granted access to Old Keene Mill Road. Instead, the development was able to provide access from a secondary roadway, Backlick Road. This type of alternative access is a significant challenge to the approval of this nomination because access can not be gained from Amherst Avenue. Staff was made aware of an easement by the nominator that exists through the property to the north to Bland Street, but staff is concerned that this easement may not accommodate the type of roadway required for the proposed development. This level of analysis would occur during the zoning evaluation of the amendment.

Parks and Recreation: The Springfield Planning District has 18 neighborhood and community parks and one countywide park. The Park Authority owns and maintains a total of 963 acres of parkland in Springfield. The recreation facilities in these parks do not meet standards established by the Park Authority through the Needs Assessment study. By 2015, the projected deficiency in the Springfield Planning District will include: 715 acres of district and countywide parks; 7 rectangular fields; 1 adult softball field; 21 basketball courts; and 3 playgrounds.

The proposed nomination would contribute to this deficiency. Employees and hotel guests generated by the proposal would need leisure and recreation opportunities. The nomination does not propose measures to address this need. However, the impact on parks and recreation should be mitigated per County policies contained in the Objectives of the Parks and Recreation Section of the Policy Plan and Springfield Planning District during the time of the rezoning. For example, the integration of an urban park in the overall development design would enhance the desirability of the project. Furthermore, the provision of all-year recreational facilities for employees and hotel guests should be included, if the nomination is approved.

Environment: No Resource Protection Area, Environmental Quality Corridor, or floodplain exists on the site. Transportation generated noise may impact hotel development on the subject property. The property may be impacted by noise levels exceeding 65 dBA DNL from Old Keene Mill Road and Amherst Avenue. A noise study would need to be completed to determine the full extent of impacts. New development should be designed in a manner which incorporates runoff detention and water quality improvement measures, such as LID techniques. LEED or an equivalent third party certification would also be required as part of the Environmental Section of the Policy Plan.

RECOMMENDATION:

Staff recognizes the benefit of hotel and other commercial redevelopment in this land unit and in the greater Springfield CBC area for revitalization purposes. The replanning also could take advantage of the opportunity to make a connection between the north and south side of Old Keene Mill Road. Hotel use is already planned for other areas within the CBC; however, the potential for redevelopment as planned in these other areas may be diminished due to site constraints. Therefore, staff supports the redevelopment of the subject property for hotel use with additional text that supports inter-parcel access and the connection.

MODIFY: Fairfax County Comprehensive Plan, Area IV Volume, 2007 Edition, Franconia-Springfield Area, as amended through January 26, 2009, Springfield Community Business Center, Land Use Recommendations, page 71:

"**Land Unit C**

Land Unit C is located west of Amherst Avenue, north of Old Keene Mill Road and south and east of Bland Street. The land unit is planned for office use with support retail up to 0.50 FAR with substantial parcel consolidation. <u>As an option, Tax Map Parcels 80-4 ((9)) 4, 5 and 6</u>

may be appropriate for hotel use up to 110,000 square feet. Access should be provided from Bland Street and an inter-parcel access should be provided to the parcel to the west (Tax Map Parcel 80-3 ((1)) 9). Similar to the hotel use to the east in Land Unit A, redevelopment should be considered for this intensity only if enhanced streetscape amenities that create a focal point and gateway to the CBC are provided. In addition, redevelopment is encouraged to meet the development criteria for Land Unit A. The installation of rooftop vegetation and/or rain gardens is recommended to offset the effects of impervious surfaces. Furthermore, redevelopment should provide or contribute to a pedestrian bridge to facilitate the safe crossing of Old Keene Mill Road for transit users.

High-quality architecture, landscape design, and pedestrian amenities should be provided. Shared parking is encouraged and should be shielded from view within the site. As discussed in the Transportation section and depicted on Figure 18, a commuter parking facility is planned in the area adjacent to Amherst Avenue and Old Keene Mill Road. The facility will complement a commuter staging area for car pool formation and bus/van service located on the south side of Old Keene Mill Road."

County of Fairfax, Virginia

MEMORANDUM

DATE: June 20, 2008

TO: Marianne Gardner, Chief
Policy and Plan Development, DPZ

FROM: Leonard Wolfenstein, Chief
Transportation Planning Section, TPD, DOT

SUBJECT: BRAC APR #08-IV-4FS, Springfield

The Department of Transportation offers the following comments regarding the proposed changes to the Comprehensive Plan indicated in the subject Area Plan Review (APR) nomination:

- The subject property is located on the north side of Old Keene Mill Road and east of Bland Street, in the Springfield CBC. Old Keene Mill Road is a minor arterial roadway carrying high volumes of traffic in this area. The Comprehensive Plan does not presently recommend improvement of Old Keene Mill Road. Bland Street in this area is recommended to be widened to a 4 lane facility. Development of this property under the current plan or the proposed plan to develop the site with hotel use would require additional right-of-way to be provided on Bland Street to accommodate the future 4 lane section.

- Safe access to the property should be provided from Bland Street. This may require a right of way easement on adjacent property.

- Estimated trip generation for the proposed plan is shown in the table below. Trip generation is compared to that under the current Comprehensive Plan and existing development on the site. As shown, the proposed plan is estimated to generate approximately 885 additional daily trips over the current Comprehensive Plan. The proposed plan would generate only modest amounts of additional trips above the current Plan in the AM and PM peak hours. The additional trips generated by this proposed plan amendment would not necessitate a change in the Comprehensive Plan's transportation recommendations for this area.

- Specific traffic improvements and mitigation associated with the development of this property, particularly related to access and/or frontage improvements, would need to be addressed at the time of rezoning.

Trip Generation Estimates for BRAC APR #08-IV-4FS, Springfield

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
Existing Development Restaurant (vacant) 11,731 SF	-	-	-	-	-
Total	-	-	-	-	-
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Total	1,274	53	34	49	43
Proposed Plan comparison to Current Plan (additional trips)	+ 885	+ 5	+ 27	+ 40	0

NOTE: Trip generation estimates are based on Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition, 2003 rates.

- Specific traffic improvements and mitigation associated with the development of this property, particularly related to access and/or frontage improvements, would need to be addressed at the time of rezoning.

Please contact Jaak Pedak, Transportation Planner, at 703-324-1171 or by email at Jaak.Pedak@fairfaxcounty.gov should you require further information or clarification of these comments.

Jp:jp

cc: file
Meghan VanDam, Planning Division, DPZ
Lindsay Mason, Planning Division, DPZ
Nick Perfili, Transportation Planning Section, DOT
Dan Rathbone, Transportation Planning Division, DOT
Angela Rodeheaver, Site Analysis Section, DOT

S:\Transportation Planning Section\APR Central Files\BRAC 2008\Lee District\08-IV-4FS Springfield.doc

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APR
Area Plans Review

2008 BRAC
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.

THIS BOX FOR STAFF USE ONLY
Date Received: 3/26/08
Date Accepted: 4/3/08 RA
Planning District:
Special Area:

PART 1. NOMINATOR/AGENT INFORMATION

Name: Lynne J. Strobel, Agent for Springfield Land LLC Daytime Phone: 703-528-4700

Address: 2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201

Nominator E-mail Address: lstrobel@arl.thelandlawyers.com

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

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.)
Richard W. Hausler, ~~Member~~ MANAGER

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Richard W. Hausler, ~~Member~~ MANAGER of Springfield Land LLC

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☒ Lee ☐ Mount Vernon

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): Approx. 1.62 acres Approx. 70,738 square feet

Is the nomination a Neighborhood Consolidation Proposal? ☐ Yes ☒ No

Are the parcels within the Approved Sewer Service Area? ☒ 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 Guide to the 2008 BRAC APR 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:
Springfield Community Business Center - Land Unit C - planned for office use with support retail up to .50 FAR with substantial parcel consolidation.

b. CURRENT PLAN MAP DESIGNATION: Retail and other

c. CURRENT ZONING DESIGNATION: C-6

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (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). Commercial development comprised of hotel with support services up to a 1.5 FAR

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?) Hotel building with combination of structured and surface parking. Hotel may have a height up to 100 feet.

f. NON-RESIDENTIAL: Check the appropriate use: ☐ Office ☐ Retail ☐ Govt/Institutional ☒ Hotel ☐ Industrial ☐ Open Space ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 1.5 FAR TOTAL Gross Square Feet: Approx. 106,107 sq. ft.

Categories	Percent of Total FAR	Square feet
Office/Hotel	100%	106,107 sq. ft.
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	100%	106,107 sq. ft.

*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			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must be related to the changes anticipated due to BRAC. Provide a written justification that explains why your nomination should be considered BRAC-related, based on the questions below (two-page limit):

a. Why should this proposal be considered BRAC-related?

b. How would the proposed changes serve the new employees and residents of Fort Belvoir and the surrounding area?

c. What needs created by the BRAC directives does this proposal fulfill?

d. How could the proposed uses address the transportation networks impacted by the changes anticipated in the area?

e. What adverse impacts might be created and how would they be off-set?

f. What is your anticipated timeframe for development, if the proposed uses were to be approved?

All completed nomination forms must be submitted between March 3 and March 28, 2008 to:

Fairfax County Planning Commission Office
Government Center Building, Suite 330
12000 Government Center Parkway
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	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
80-4 ((9)) 4	Springfield Land LLC	N/A	1751 Pinnacle Drive McLean, VA 22102	.42 acre	N/A, see Part 1
80-4 ((9)) 5	Springfield Land LLC	N/A	1751 Pinnacle Drive McLean, VA 22102	.45 acre	N/A, see Part 1
80-4 ((9)) 6	Springfield Land LLC	7010 Old Keene Mill Road	1751 Pinnacle Drive McLean, VA 22102	.76 acre	N/A, see Part 1

BRAC# 08-IV-4FS
Page 5 of 9

Part 6: Justification

The nominated property is identified among the Fairfax County tax map records as 80-4 ((9)) 4, 5, and 6 (the "Subject Property") and is located within Area IV of the Fairfax County Comprehensive Plan (the "Plan"). The Subject Property is part of the Franconia-Springfield Area, is comprised of approximately 1.62 acres, and is located in the northwestern quadrant of Old Keene Mill Road and Amherst Avenue. In the Franconia-Springfield Area, the Subject Property is included in the Springfield Community Business Center, within Land Unit C, which is planned for office uses with support retail up to 0.50 FAR. The Subject Property is zoned to the C-6 District and is occupied by a vacant restaurant building. The proposed nomination would permit a high-quality hotel with an FAR of up to 1.5.

The BRAC directives will result in an influx of additional employees and visitors to the Springfield area. The relocation of the National Geospatial Intelligence Agency and the Washington Headquarters Service, combined with the creation of the Army Museum, and expansion of the DeWitt Army Hospital, will generate the need for additional lodging in proximity to Ft. Belvoir, the Engineer Proving Ground ("EPG"), and the surrounding areas in which the civilian employees and contractors will be located. The Subject Property is in proximity to both Ft. Belvoir and EPG and is conveniently located on Old Keene Mill Road with access to I-95 and the Springfield Metro and Virginia Railway Express ("VRE") Station. Hotels generally generate a lower number of overall vehicle trips than offices. In addition, these trips are typically off-peak, which means that the traffic impacts will be minimized. Further, for the convenience of hotel patrons, the hotel may provide a shuttle to the Springfield Metro and VRE station.

In addition to its convenient access to the existing transportation network and public transportation, the Subject Property is well-positioned for hotel use based on its location in an existing commercial corridor. Located on Old Keene Mill Road, the Subject Property is surrounded by commercial uses meaning that there will be no visual impacts on surrounding properties. Additionally, the site is already developed with limited mature vegetation, meaning there will be few environmental impacts associated with the proposal. The Subject Property is surrounded by retail sites which will complement the proposed hotel use.

Commercial development on the Subject Property will revitalize a blighted, vacant parcel. Previously the site of a restaurant, the Subject Property has been vacant for a significant period of time. A hotel use will dramatically improve the appearance of the Subject Property. Additionally, the Subject Property is located in the Springfield Community Business Center which has been the focus of the Springfield Business

District Revitalization Plan. A hotel will revitalize the area with the addition of high-quality architecture and landscape design. A hotel will also provide community serving facilities such as meeting rooms.

The development of the Subject Property will be market-driven, however, the nominator intends to pursue construction as soon as possible. Upon the approval of the proposed nomination, a rezoning application will be processed, followed by the processing of a site plan. The evaluation and approval of rezoning and site plan applications may take up to two years, and, therefore, the nominator anticipates that construction will begin no earlier than Fall, 2011.

In conclusion, the proposed hotel will provide a convenient service to visitors associated with both Ft. Belvoir and EPG and will revitalize the Springfield Community Business Center. The Subject Property's location in an existing commercial area and its convenient access to the Springfield Metro and VRE station and I-95 make it well-suited for a hotel use. Additionally, hotel uses typically have limited peak hour traffic impacts on the surrounding road networks. The proposal will have no visual impacts on abutting properties and will help create a sense of place and promote economic development in Downtown Springfield. The proposed Plan nomination will be a valuable addition to the Springfield Commercial Business Center and will fulfill the development needs generated by the BRAC process.

{A0138009.DOC / 1 BRAC APR Justification 005534 000011}

Cerdeira, Lilian

From: Van Dam, Meghan
Sent: Friday, April 18, 2008 3:48 PM
To: Cerdeira, Lilian
Subject: FW: BRAC APR Nomination: 1.62 acres in the Springfield CBC, Land Unit C

From: Ellis, Kelly A. [mailto:kellis@arl.thelandlawyers.com] **On Behalf Of** Mariska, Sara
Sent: Friday, April 18, 2008 2:34 PM
To: Van Dam, Meghan
Subject: FW: BRAC APR Nomination: 1.62 acres in the Springfield CBC, Land Unit C

The hotel will have approximately 156 rooms. Please let me know if you need any additional information.

Thanks,
Sara

Sara Mariska, Esq.
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.
2200 Clarendon Boulevard, 13th Floor
Arlington, Virginia 22201
(703) 528-4700, ext. 5419
smarkisa@arl.thelandlawyers.com

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]
Sent: Friday, April 18, 2008 11:25 AM
To: Strobel, Lynne J.
Subject: BRAC APR Nomination: 1.62 acres in the Springfield CBC, Land Unit C

Lynne Strobel
2200 Clarendon Blvd., 13th Floor
Arlington, Va. 22201

BRAC APR Nomination: 1.62 acres in the Franconia-Springfield Transit Station Area, Land Unit C

Dear Ms. Strobel:

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 BRAC APR Nomination, assigned a temporary ID number of PC-2008-BRAC- 009, 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 *Guide to the 2008 BRAC Area Plans Review* and have the following concerns:

- In part 4g: Total Floor Area Ratio (FAR) Proposed, you have stated that the nomination proposed 106,107 square feet of hotel use. Please clarify how many hotel rooms this square feet will translate into.

This information should be provided to the Department of Planning and Zoning by May 2. Failure to do so will 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 meghan.vandam@fairfaxcounty.gov.

Sincerely,

****

Meghan Van Dam, AICP
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035
(703) 324-1380 | office
(703) 324-3056 | fax
****

This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail and delete all copies of the message. Thank you very much.

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A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning
For additional information about this amendment, call 703-324-1380
To request this information in an alternate format, call 703-324-1334, TTY 711

STAFF REPORT
2008 BRAC AREA PLANS REVIEW

SUPERVISOR DISTRICT: Lee **APR ITEM:** 08-IV-10S

NOMINATOR(S): David R. Gill on behalf of MR Lewin Park Capital LLC

ACREAGE: 11.6 acres

TAX MAP I.D. NUMBERS: 91-1((4))1, 2, 3, 4, 5, 6, 7, 8 ,9, 10, 11, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25; 91-1((4))500, 501

GENERAL LOCATION: North of the Franconia-Springfield Parkway, west of Beulah Street, south of Metro Park business park.

PLANNING AREA: IV
District: Springfield Planning District
Sector: S9, Beulah
Special Area: Walker Lane/Lewin Park Area

ADOPTED PLAN MAP: 1-2 du/ac

ADOPTED PLAN TEXT: 1-2 du/ac. Option for office, hotel, support retail up to .55 with consolidation and other conditions. For complete Plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf

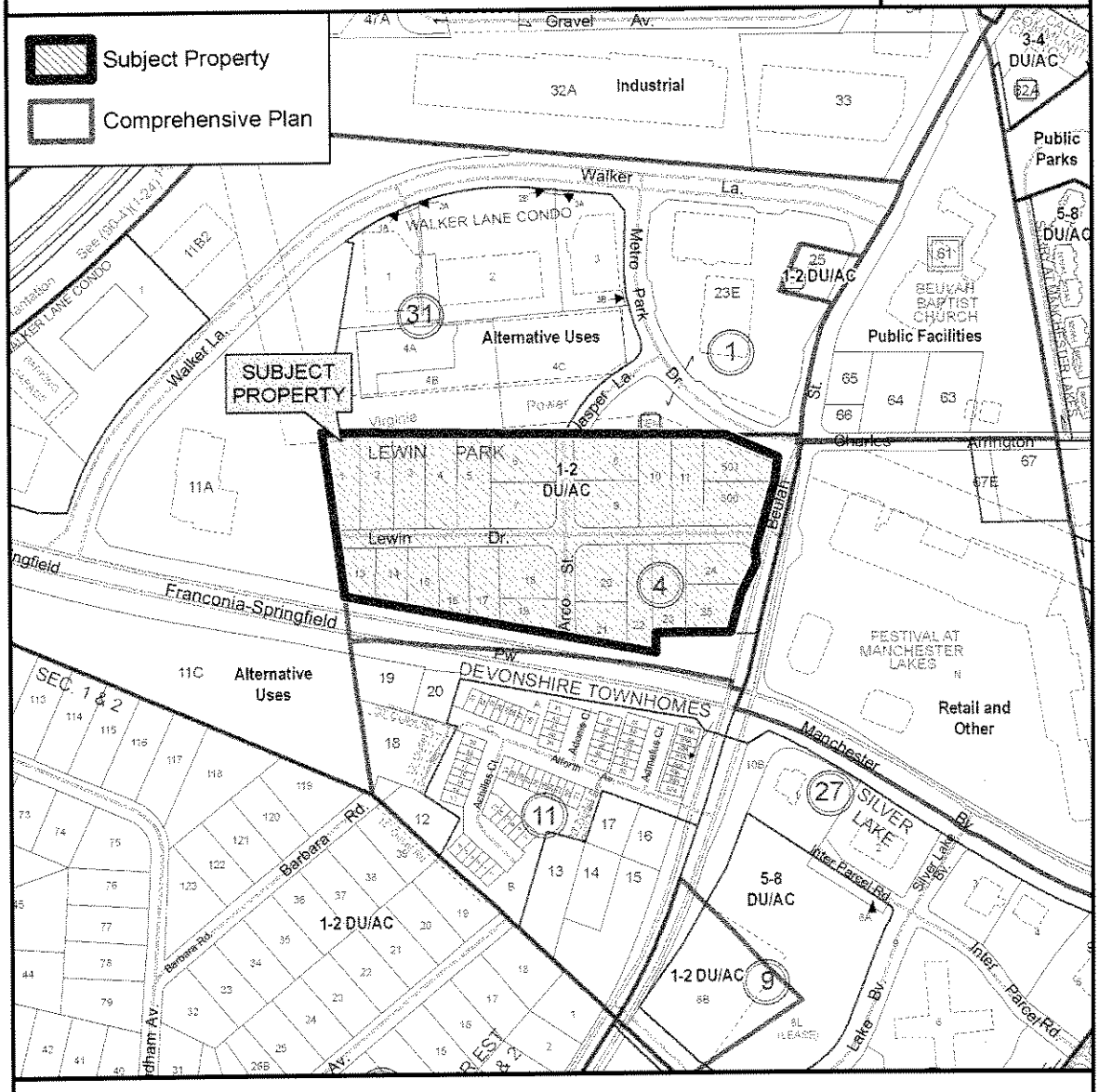
PROPOSED PLAN AMENDMENT: The original nomination accepted by the Board of Supervisors on May 19, 2008 proposed amending the Comprehensive Plan by adding an option for office or office and hotel use at an intensity up to 1.95 FAR. In November 2008, the nominator amended the proposal for office or office and hotel at an intensity up to 1.5 FAR for the purposes of traffic impact analysis.

A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning
For additional information about this amendment, call 703-324-1380
To request this information in an alternate format, call 703-324-1334, TTY 711

CURRENT PLAN AND NOMINATED PLAN CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND NOMINATED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

BRAC # 08-IV-10S
2008 BRAC APR (VDOT 527 Review)



Subject Property Current Plan: Residential use at 1-2 du/ac. Option for office, hotel, and retail up to .55 FAR with conditions.

Nominated Plan Change: Office or office and hotel at 1.5 FAR.

Staff Recommendation: Retain adopted Comprehensive Plan.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO APRIL 2009

SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as submitted

_____ Approve Staff Alternative

__X__ Retain Adopted Plan

Staff recommends retaining the adopted Comprehensive Plan. The subject property, a single family neighborhood, is part of a larger area planned for an overall intensity of .55 FAR. An effective intensity of 1.1 FAR has been produced in the area adjacent to the subject parcels to the north due to land dedication and building clustering. The need for the subject property to dedicate right-of-way for an interchange and widening of Beulah Road to six lanes will constrain the developable area and will produce a higher effective intensity on the subject area. This situation, coupled with the desire to limit buildings to a mid-rise height along the Franconia Springfield Parkway opposite the existing residential neighborhood, as well as provide compatible building scale and height tapering indicates that the Comprehensive Plan guidance which allows for non-residential redevelopment up to .55 FAR should be retained.

CONTEXT

General Location: The nomination area is located at the intersection of the Franconia-Springfield Parkway and Beulah Street. Metro Park, an office park consisting of buildings five to six stories in height, abuts the subject property to the north and west, and is accessible to the subject area via Jasper Lane.

Existing and Planned Land Use and Zoning

Subject Property

Land Use: The 11.6-acre subject area is divided by Arco Street that runs north to south and Lewin Drive that runs east to west. Eighteen of the twenty-six parcels are developed with single family detached units. The remaining eight undeveloped parcels located in the south-east quadrant contain mature tree cover.

Zoning: The subject property is zoned R-1. Under this zoning designation, eleven single-family detached residential units could be built.

Table 1: Existing Development and Planned, Zoned, Proposed Development Potential

	Res # of Units		Hotel		Office	Retail	Total
	SF Detached	Total Units	Sq. Ft.	Rms	Sq. Ft.		Non-Res SF
Existing Development	18	18	0	0	0		0
Current Plan: 1-2 DU/AC	11	11	0	0	0		0
Current Plan Option: Office, hotel, retail up to 0.55 FAR*	0	0	27,700	49	235,200	13,800	276,700
Zoning Potential: 1 DU/AC	11	11	0	0	0	0	0
Proposal 1: Office at 1.5 FAR	0	0	0	0	754,700	0	754,700
Proposal 2: Office and hotel at 1.5 FAR	0	0	150,000	263	604,700	0	754,700

*Staff generated scenario - this does not reflect an approved conceptual development plan

Adjacent Area

North and West: Land Units A and B of Metro Park, an office development, are located north and west of the subject property. At the optional level, the Land Units are planned for office with support retail up to .55 FAR and up to 110,000 square feet (sf) total for office with an option for a child care center. The area directly north is developed at an effective intensity of 1.1 FAR. The higher effective intensity results from the dedication of land located south of the Franconia-Springfield Parkway to the county as open space, and the clustering of buildings in the central portion of Metro Park. Refer to the planning history section for more details. To the west is the Inova Healthplex facility within Land Unit A. The Inova property is zoned PDC, and was developed under the option for office use up to .55 FAR.

East: Beulah Street, a four lane divided roadway, borders the subject property on the east. The Festival at Manchester Lakes shopping center located on the opposite side of Beulah Street contains numerous retail and commercial uses.

South: The Franconia-Springfield Parkway forms the southern boundary of the subject property. The Devonshire Townhomes located on the opposite side of the Parkway are planned and developed at 5-8 dwelling units per acre (du/ac) and zoned R-8.

PLANNING HISTORY

In July of 1998, the Board of Supervisors authorized a Plan Amendment (PA) for approximately 37 acres in Land Units A and B of the Beulah Community Planning Sector to consider office and commercial uses at an intensity between .50 and 1.0 FAR. In March of 1999, the Board of Supervisors authorized the expansion of this PA to include Land Unit C for mixed non-residential office, hotel, and support retail uses. Staff recommended that redevelopment of the Lewin Park area may be appropriate to achieve an integrated development if substantial and logical parcel consolidation is demonstrated and development is of a similar use and intensity as that in the Walker Lane area, which currently consists of Metro Park developed at an effective intensity of .62 FAR and the Fleet Industrial Center warehouses located north of Walker Lane and south of Gravel Avenue developed at an intensity of .32 FAR.

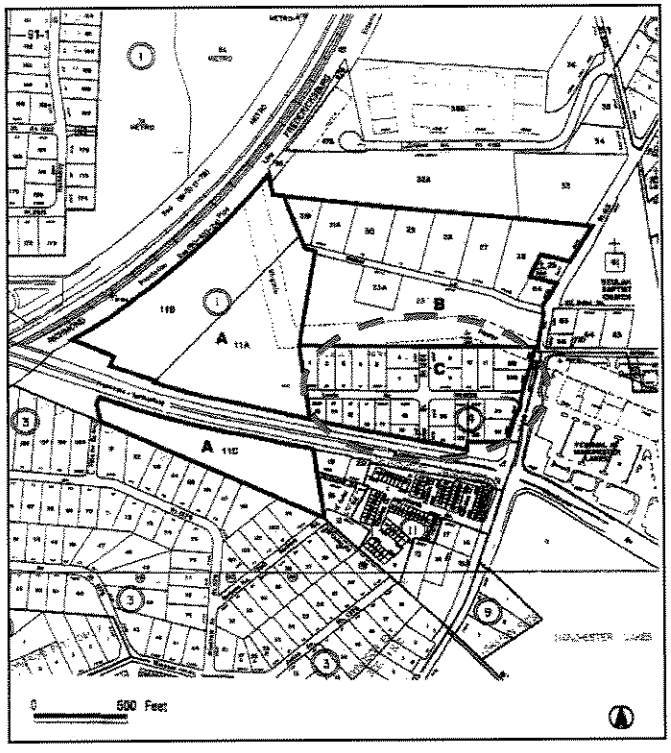


Figure 1: Walker Lane/Lewin Park Area

A Rezoning and Final Development Plan (RZ-1998-LE-048) for Land Units A and B was considered concurrently with this PA. This RZ/FDP proposed Planned Development Commercial (PDC) uses consisting of office, support retail, a hotel, and a child care. RZ-1998-LE-048 was approved by the Board of Supervisors on August 2, 1999 to allow office, retail, hotel, and child care uses at an intensity up to .55 FAR. However, the overall development as proposed in the application had an effective intensity of .62 FAR to account for the portion of Land Unit A located south of the Franconia-Springfield Parkway dedicated as open space. The approval of the RZ-1998-LE-048 satisfies the condition that allows the optional uses on Land Unit C to be exercised. This option under the current Plan allows for office, hotel, and support retail uses at an intensity up to 0.55 FAR on Land Unit C.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, amended through 1/26.2009, S9-Beulah Community Planning Sector, p. 94

> **"LAND UNIT C**
> The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:
> • The parcels in the land unit are substantially and logically consolidated;
> • The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and
> •Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange."
>
> For complete Plan text see Attachment I.

NOMINATED PLAN AMENDMENT

The original nomination accepted by the Planning Commission on May 19, 2008 proposed amending the Comprehensive Plan (the Plan) by adding an option for office or office and hotel use at an intensity up to 1.95 FAR. The BRAC APR Task Force recommended an alternative that would support the same uses, but at a lower intensity of 1.5 FAR provided building height is consistent with the existing six story structures. As allowable through the process described in the 2008 BRAC APR Citizens' Guide in November 2008, the nomination was amended to reflect the Task Force recommendation for the purposes of traffic impact analysis review.

ANALYSIS

Land Use: The nominated intensity of 1.5 FAR is more than twice the intensity that is currently recommended for the subject property and the surrounding area.. The most intensively developed portion of Metro Park is directly north of the subject area, and Metro Park contains approximately 670,000 square feet of office use on 13.3 acres at an effective intensity of 1.1 FAR. It is characterized

by office buildings up to 6 stories in height adjacent to a large parking garage. The effective intensity of 1.1 FAR on this part of the business park is the result of open space being provided elsewhere on the site, as well as the dedication of land south of the Franconia-Springfield Parkway to serve as a buffer to residential neighborhoods.

The developed portion of Metro Park is arranged in such a way that building height tapers down away from the central area, with open space located along the periphery of the site. The purpose of tapering building heights along Beulah Street is to concentrate the most intense development in the center of the Walker Lane area and along the western edge to avoid disruption of the surrounding low-rise development pattern to the south and east. The intention is to accommodate the office and Inova buildings, and ultimately redevelop Lewin Park in a setting that blends with the surrounding low intensity/density area.

The nomination requests an additional 478,000 square feet of office and hotel use to result in 770,000 square feet of development on the 11.6-acre subject property. This nominated development potential is 100,000 square feet greater, on an area 1.7 acres smaller than exists to the north. If approved, the core will shift from the central boulevard area to the edge.

In order to accommodate office buildings and structured parking on the site at 1.5 FAR, the office buildings would exceed six stories along the Parkway opposite the Devonshire townhouses. One of the conditions noted by the BRAC APR Task Force is that building heights should not exceed those of the Metro Park development. A portion of the subject property would need to be reserved as right-of-way (ROW) for the planned interchange, and as noted in the transportation comments, Beulah Street will need to be widened. This ROW dedication will reduce developable acreage, producing an effective intensity that brings into question the ability to achieve development at a scale that creates the desired transition from the core area of Metro Park to the periphery.

Recommendations relating to an existing option under the Comprehensive Plan propose limiting building heights to 12 stories and reducing maximum heights along Beulah Street contingent upon setback distance for Land Units A and B, which abut Land Unit C to the north and west. Recognizing that development on Land Unit C (the subject area) would be constrained by ROW dedication along Beulah Street, these setback limitations are not applied in the current Comprehensive Plan guidance. However, it was anticipated that the development would function as both a part of the Metro Park development and would achieve a tapering of building heights toward the Franconia-Springfield Parkway.

Under the existing Plan option, approximately 280,000 square feet of office and/or hotel use could be built. If all 280,000 square feet was developed as office use, two five-story buildings the size of Metropark II and Metropark III could be built on the subject property. These office buildings are located in Land Unit A east of the Inova Healthplex facility. This mid-rise building height along the Franconia-Springfield Parkway would provide a compatible scale to the existing Metro Park development, address the Task Force condition of comparable building heights, and allow for ROW dedication.

The development scenario for the existing Plan option used for evaluation purposes consists of 85 percent office, 10 percent hotel, and 5 percent retail use. Under this scenario, approximately 784 jobs would be created. One justification for this nomination is that the site should be re-planned for high intensity use to accommodate contractors who will seek to relocate with BRAC Department of Defense jobs. It is estimated that 7,500 contracting jobs will locate to southern Fairfax County as a

result of BRAC actions at Fort Belvoir and EPG. However, the 4,100 National Geospatial-Intelligence Agency (NGA) contracting jobs that are affected by BRAC will be embedded in the NGA campus at EPG and are counted as a part of the 8,500 jobs relocating there. Therefore, it is likely that less office space may be needed for contractor relocating to the area.

Opportunities for development to accommodate these jobs are already present. The Pallone Chevrolet/Patriot Ridge property could potentially house approximately 3,000 jobs, while the nearby Springfield Mall, and the Boston Properties rezoning site located within one-half mile of the Franconia-Springfield Metro Station, could house an additional 3,400 and 1,700 jobs, respectively. In total, Pallone Chevrolet/Patriot Ridge, Springfield Mall, and the Boston Properties sites could accommodate 8,500 jobs. Additionally, current zoning in the adjacent I-95 Industrial Corridor Area would allow for additional office growth potentially resulting in 12,000 jobs. Given the existing undeveloped capacity for additional jobs in this area, it is unlikely that the jobs added as a result of this nomination would be necessary to support BRAC-related growth at Fort Belvoir and EPG. In addition, the creation of additional development intensity in these locations could undermine the revitalization of the Springfield CBC, Springfield Mall, and GSA Parr Warehouse Area.

Due to this surplus of office potential, re-planning areas for additional office development should offer opportunities to achieve other strategic goals, such as contributing to the creation of larger mixed-use activity centers in designated areas such as the Springfield Community Business Center (CBC) or the Franconia-Springfield Transit Station Area (TSA). The site is located beyond one-half mile of the Franconia-Springfield metro station, the maximum distance considered to be walkable to mass transit. Higher intensity non-residential development located in mixed-use and/or Transit Oriented Development (TOD) centers better align with long-term County goals for land use. The existing Plan recognizes office and hotel use may be appropriate on the nominated subject property at a lesser intensity, and the existing option provides sufficient development potential to fulfill any potential BRAC-related contractor needs at this location.

Transportation: Any redevelopment scenario would require that the site be accessed from within the existing Metro Park development via Jasper Lane and Metro Park Drive or another internal roadway. Direct access to and from Beulah Street and the Franconia-Springfield Parkway (VA-7900) would not be supported. The nomination would require widening Beulah Street to six lanes between Metro Park Drive and the Franconia-Springfield Parkway. Additional, internal roads may require widening to provide efficient internal vehicular circulation, a condition noted under the current Plan option.

The Policy Plan establishes a minimum Level of Service (LOS) "D". Existing LOS is identified as "A" in the AM peak and "B" in the PM peak for the Walker Lane/Beulah Street intersection. When the traffic that could be generated from the Plan Amendment is added to the 2030 Comprehensive Plan and build-out of the Constrained Long Range Plan (CLRP) transportation network, intersection LOS worsens to LOS "F" and "E" in the AM and PM peak, respectively.

Construction of a full grade-separated interchange at the Franconia Springfield Parkway/Beulah Street is noted in the Comprehensive Plan. A proffered commitment for this interchange would result in a portion of the subject property dedicated ROW. As noted previously, the development potential for the subject property might be limited due to ROW acquisition.

Travel to and from I-495/Capital Beltway via Beulah Street and South Van Dorn Street could cause intersection LOS degradation at the Franconia Road/South Van Dorn Street intersection, which

currently operates at congested LOS in the AM and PM peaks, "D" and "E" respectively[1]. While no formal study has been completed for this intersection, further LOS degradation is likely at this location.

The nominated area is located less than one mile to the east of the Franconia-Springfield Metro and Virginia Railway Express (VRE) station platforms. Transportation Demand Management (TDM) strategies encouraging the use of the metro and VRE station, parking management programs, charging for parking, and other County approved measures should be included as conditions for redevelopment if this Plan Amendment is adopted. These conditions exist in the transportation/access section of the Plan recommendation for Lewin Park; however they may require amendments pending adoption of this Plan Amendment. At a minimum, shuttle bus service should be provided to the Franconia-Springfield Metro station during peak periods. This service could be implemented by enhancing the existing Transportation Association of Greater Springfield (TAGS) shuttles that serve the subject property.

If supported, staff proposes that development occur in phases, and that construction at each phase is contingent upon achieving TDM objectives. This would ensure that development meets County-wide policies related to allocating appropriate development intensity to a level that can be accommodated at acceptable levels of service with consideration of the cumulative, long-term impacts of development on the adequacy of public facilities and transportation systems.

Environment: No Resource Protection Areas (RPAs) or Environmental Quality Corridors (EQCs) exist on the subject property. There appears to be significant tree cover encompassing southwestern portion of the site, and there is a strong interest in maximizing tree cover on wooded sites. The current Comprehensive Plan language recommends retention of as many indigenous hardwood trees as possible. Development at the proposed intensity would likely curtail or eliminate the ability to retain the desired tree cover. Should redevelopment of this area occur following Plan Amendment approval and rezonings, tree preservation, re-planting, and other natural resource restorative measures should be taken.

RECOMMENDATION

Staff recommends retaining the adopted Comprehensive Plan. If certain conditions are met, an option for non-residential development at an intensity up to .55 FAR exists under current Plan recommendations. The Plan has been partially implemented by the Board of Supervisors' zoning approval and subsequent development of Land Units A and B. The existing Plan recognizes that office use may be appropriate on the nominated subject property, and the existing option provides the opportunity to fulfill potential BRAC-related contractor needs at this location while being able to better accommodate the loss of land for the planned interchange. Additionally, the need to widen Beulah Street to six lanes between the Franconia Springfield Parkway and Metro Park Drive and improve internal vehicular circulation would further constrain the developable area and severely limit site design.

Development at an intensity of 1.5 FAR on Land Unit C would conflict with Comprehensive Plan guidance and the Task Force recommendation that calls for a visually and physically unified

[1] Fairfax County DPWES, *South Van Dorn Street/Franconia Road Interchange Project*, www.fairfaxcounty.gov/dpwes/construction/vandorn/images/traffic_schematics.pdf.

development in Land Units A, B, and C. Development at an intensity up to .55 FAR provides the opportunity to limit building heights as well as provide usable open space such as urban parks and/or plazas. While staff recognizes the importance of capitalizing on the opportunity for redevelopment in this part of the County as a result of BRAC, the best location of development must also determined. Re-planning for new office should be in locations that offer substantive benefits to the County, such as areas closest to transit, revitalization areas, or areas with environmental features where redevelopment could help bring about restoration, preservation, or provide a community amenity.

Attachment I

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition. Area IV Volume, Springfield Planning District as amended through 1/26.2009; S9-Beulah Community Planning Sector, pages 93-98.

"CONCEPT FOR FUTURE DEVELOPMENT
The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A,B, and C as depicted on Figure 47.

LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia-Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide well-designed interior circulation with no direct vehicular access through the Lewin Park community or the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B
The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a

transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

OPTION FOR LAND UNITS A & B

As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office use with an option for a child care center may be appropriate, if at least 15 acres of Land Unit A an all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

• The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
• The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;
• Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
• Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
• The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;
• Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
• Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
• The existing family cemetery should be preserved and access provided;
• Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

Transportation/Access

• Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;

• Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;
• Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
• To encourage transit use, the amount of parking should be minimized to the extent feasible;
• Access is provided from Land Unit C through Land Unit B to Beulah Street;
• If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and
• A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:
• The parcels in the land unit are substantially and logically consolidated;
• The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and
• Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange."

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APPENDIX:

Fairfax County Department of Transportation

Comments on Transportation Impact Analysis for

BRAC APR 08-IV-10S

County of Fairfax, Virginia

MEMORANDUM

DATE: April 1, 2009

TO: Lindsay Mason
Policy and Plan Development Branch, DPZ

FROM: Nick Perfili
Transportation Planning Section, DOT

SUBJECT: BRAC APR #08-IV-**10S**, Lewin Park

The Department of Transportation offers the following comments regarding the proposed changes to the Comprehensive Plan indicated in the subject Area Plan Review (APR) nomination. While the 10S nomination did not meet the 5,000 daily trip threshold for requiring VDOT Chapter 527 review, FCDOT requested analysis as this nomination generates approximately 4,500 new daily trips and was not included in a "cluster" analysis. The nominator agreed to provide additional analysis.

- The Lewin Park nomination parcels are located less than one mile to the east of the Franconia-Springfield Metro and Virginia Railway Express station platforms. Shuttle bus service should be provided to the Franconia-Springfield Metro station during peak periods, at a minimum. Existing TAGS service serves the 10S area and should be enhanced and funded to accommodate additional development.

- If changes to the Comprehensive Plan are approved, language should be included that:

    - Accommodates ROW for future interchange construction at the Franconia-Springfield Parkway/Beulah Street intersection.

    - Requires strict Travel Demand Management (TDM) strategies to encourage use of the Franconia-Springfield Metro and VRE station, including parking management programs, charging for parking, support for transit connections, and/or other FCDOT-approved TDM measures. FCDOT recommends the use of County-approved TDM measures as the majority of the 10S site is over a half mile walk to the Franconia-Springfield Metro station and VRE platforms (distance to platform is greater than to edge of the WMATA property).

- Access to the 10S parcels should be from within the existing Metro Park development (via Jasper Lane and Metro Park Drive or another internal Metro Park roadway). There should be no access allowed to and from the Franconia-Springfield Parkway (VA-7900).

Fairfax County Department of Transportation
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
Phone: (703) 877-5600 TTY: 711
Fax: (703) 877 5723
www.fairfaxcounty.gov/fcdot

- While not studied specifically in the 10S traffic report, travel to and from I-495/Capital Beltway via Beulah Street and South Van Dorn Street could cause intersection LOS degradation at the Franconia Road/South Van Dorn Street intersection, which operates at congested LOS in the AM and PM peaks, "D" and "E" respectively [1]. FCDOT is simply noting that further LOS degradation could be possible; no study has been completed.

- Tables below outline intersection level of service, road segment congestion, and net new trips for the 10S nomination. All 2030 values assume build-out of the CLRP transportation network.

INTERSECTION LEVEL OF SERVICE

Intersection	2008 Existing	2030 Comp. Plan	2030 10S Nomntn
FRANC-SPRINGD PKWY/BEULAH	AM - D PM - E	AM - F PM - F	AM - F PM - F
LEWIN DR/ BEULAH ST	RIGHT IN/OUT; NO SIGNAL	RIGHT IN/OUT; NO SIGNAL	RIGHT IN/OUT; NO SIGNAL
METRO PK DR/ BEULAH ST	NO SIGNAL	NO SIGNAL	NO SIGNAL
WALKER LN/ BEULAH ST	AM - A PM - B	AM - C PM - D	AM - F PM - E
FLEET DR/ BEULAH ST	AM - C PM - C	AM - D PM - F	AM - E PM - F
FRANCONIA RD/ BEULAH ST	AM - D PM - D	AM - F PM - F	AM - F PM - F
FRANCONIA RD/ FLEET DR	AM - C PM - D	AM - D PM - F	AM - D PM - F
WALKER LN/ METRO PK DR	NO SIGNAL	NO SIGNAL	NO SIGNAL
JASPER LN/ METRO PK DR	NO SIGNAL	NO SIGNAL	NO SIGNAL
JASPER LN/ ARCO ST	NO SIGNAL	NO SIGNAL	NO SIGNAL
FRANC-SPRINGD PKWY/ WALKER LN	NO SIGNAL	NO SIGNAL	NO SIGNAL
FRANC-SPRINGD PKWY WB RAMP/ FRONTIER DR	AM - C PM - F	AM - E PM - F	AM - E PM - F
FRANC-SPRINGD PKWY EB RAMP/ FRONTIER DR	AM - C PM - D	AM - F PM - F	AM - F PM - F

2030 LINK ANALYSIS – EXISTING/BACKGROUND

ROADWAY	LOCATION	AM/PM PEAK HOUR	EXISTING VOLUME	LEVEL OF SERVICE	V/C RATIO
NB BEULAH	METRO PK TO FRANC-SPRINGD	AM PM	2,249 1,539	D B	0.94 0.64

[1] Fairfax County DPWES, South Van Dorn Street/Franconia Road Interchange Project, www.fairfaxcounty.gov/dpwes/construction/vandorn/images/traffic_schematics.pdf.

SB BEULAH	METRO PK TO FRANC-SPRINGD	AM PM	1,045 1,949	A D	0.44 0.81
NB BEULAH	ARRINGTON TO WALKER	AM PM	1,957 1,426	C B	0.82 0.59
SB BEULAH	ARRINGTON TO WALKER	AM PM	1,148 2,079	A D	0.48 0.87
NB BEULAH	FLEET TO FRANCONIA	AM PM	1,698 1,072	B A	0.71 0.45
SB BEULAH	FLEET TO FRANCONIA	AM PM	1,150 1,379	A A	0.48 0.57
WB FRANCONIA	BEULAH TO FLEET	AM PM	1,179 1,720	A A	0.33 0.48
EB FRANCONIA	BEULAH TO FLEET	AM PM	1,507 1,786	A A	0.42 0.50
WB FRANC-SPRINGD PKWY	BEULAH TO WALKER	AM PM	2,950 3,015	B B	0.70 0.72
EB FRANC-SPRINGD PKWY	BEULAH TO WALKER	AM PM	2,604 3,635	B C	0.62 0.87
WB WALKER LN	BEULAH TO METRO PARK DR	AM PM	867 397	B A	0.72 0.33
EB WALKER LN	BEULAH TO METRO PARK DR	AM PM	180 516	A A	0.15 0.43

2030 LINK ANALYSIS – WITH 10S NOMINATED SITE

ROADWAY	LOCATION	AM/PM PEAK HOUR	FUTURE VOLUME	LEVEL OF SERVICE	V/C RATIO
NB BEULAH	METRO PK TO FRANC-SPRINGD	AM PM	2903 1665	E B	1.21 0.69
SB BEULAH	METRO PK TO FRANC-SPRINGD	AM PM	1106 2328	A D	0.46 0.97
NB BEULAH	ARRINGTON TO WALKER	AM PM	2210 1598	D B	0.92 0.67
SB BEULAH	ARRINGTON TO WALKER	AM PM	1334 2116	B D	0.56 0.88
NB BEULAH	FLEET TO FRANCONIA	AM PM	1718 1199	B A	0.72 0.50
SB BEULAH	FLEET TO FRANCONIA	AM PM	1289 1406	A A	0.54 0.59
WB FRANCONIA	BEULAH TO FLEET	AM PM	1204 1762	A A	0.33 0.49
EB FRANCONIA	BEULAH TO FLEET	AM PM	1554 1795	A A	0.43 0.50
WB FRANC-SPRINGD PKWY	BEULAH TO WALKER	AM PM	2971 3141	B B	0.71 0.75
EB FRANC-SPRINGD PKWY	BEULAH TO WALKER	AM PM	2978 3708	B C	0.71 0.88
WB WALKER LN	BEULAH TO METRO PARK DR	AM PM	1101 443	D A	0.92 0.37
EB WALKER LN	BEULAH TO METRO PARK DR	AM PM	187 558	A A	0.16 0.47

TRIP GENERATION – 10S NOMINATIONS (EST. NET NEW TRIPS)

NOMINATION	AM PEAK	PM PEAK	DAILY
08-IV-10S (1)(2)	613	684	4,454
TOTAL TRIPS	613	684	4,454

(1) Totals do not include reduction considerations for internal trips.
(2) The nominator requested the BRAC APR Task Force alternative be reviewed for further study (letter from McGuireWoods dated Oct. 10, 2008). The 10S nominator submitted trip generation estimates for an "Option 2" which was not initially considered by the Task Force. FCDOT comments are germane to the BRAC APR Task Force alternative.

RECOMMENDATIONS

- Should the 10S nomination be approved, Beulah Street would need to be widened to six lanes between Metro Park Drive and Franconia-Springfield Parkway.

- Preserve ROW for a future grade-separated interchange at the Beulah/Franconia-Springfield Pkwy intersection. (The report further recommends the County examine using the proposed Van Dorn/Franconia interchange design at this location with VA-7900 lowered below Beulah.)

- Further LOS improvements can be achieved by:
    - Metro Park/Beulah intersection enhancement: NB – add dual left turn lane; SB – add left turn lane; other enhancements as determined at rezoning
    - Adding traffic signals within the study area, where warranted
    - Modifying/optimizing traffic signal timing within the study area

- ALLOW NO ACCESS TO/FROM FRANCONIA-SPRINGFIELD PARKWAY.

- Work with FCDOT, WMATA and other area developers to fund non-motorized connection improvements to the Franconia-Springfield Metro and VRE station.

Please contact Nick Perfili, Transportation Planner, at Nicholas.Perfili@FairfaxCounty.gov or 703-877-5685 should you need further information or clarification of these comments.

NP:np

cc: file
Leonard Wolfenstein, Transportation
Dan Rathbone, Transportation
Angela Rodeheaver, Transportation

S:\Transportation Planning Section\APR Central Files\BRAC 2008\PC-BOS BRAC APR Comments\Lewin Park 10S.doc

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APR
Area Plans Review

2008
BRAC
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.

THIS BOX FOR STAFF USE ONLY
Date Received: 3/24/08
Date Accepted: ACCEPTED BY THE BOS ON 5-19-08
Planning District:
Special Area:

PART 1. NOMINATOR/AGENT INFORMATION

Name: David R. Gill on behalf of MR Lewin Park Capital LLC Daytime Phone: (703) 712-5039

Address: McGuireWoods LLP, 1750 Tysons Boulevard, Suite 1800, McLean, VA 22102

Nominator E-mail Address: dgill@mcguirewoods.com

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

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.
Agent on behalf of MR Lewin Park Capital LLC

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: ☒ Lee ☐ Mount Vernon

Total number of parcels nominated: 26

Total aggregate size of all nominated parcels (in acres and square feet): 11.55 acres 503,262 square feet

Is the nomination a Neighborhood Consolidation Proposal? ☒ Yes ☐ No

Are the parcels within the Approved Sewer Service Area? ☒ 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 Guide to the 2008 BRAC APR 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: See attached

b. CURRENT PLAN MAP DESIGNATION: Residential 1 to 2 du/ac

c. CURRENT ZONING DESIGNATION: R-1

d. PROPOSED COMPREHENSIVE PLAN DESIGNATION: (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). Office/mixed use

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?) Office, support retail and restaurants (see statement)

f. NON-RESIDENTIAL: Check the appropriate use: ☒ Office ☐ Retail ☐ Govt/Institutional ☐ Industrial ☐ Open Space ☒ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 1.25 w/ option to 1.95 TOTAL Gross Square Feet: Depends on base recommendation versus option

Categories	Percent of Total FAR	Square feet
Office	65 to 100%	
Retail		
Public Facility, Govt & Institutional		Depends on base recommendation
Private Recreation/Open Space		versus option
Industrial		
~~Residential*~~/Hotel	Up to 35%	
TOTAL	100%	

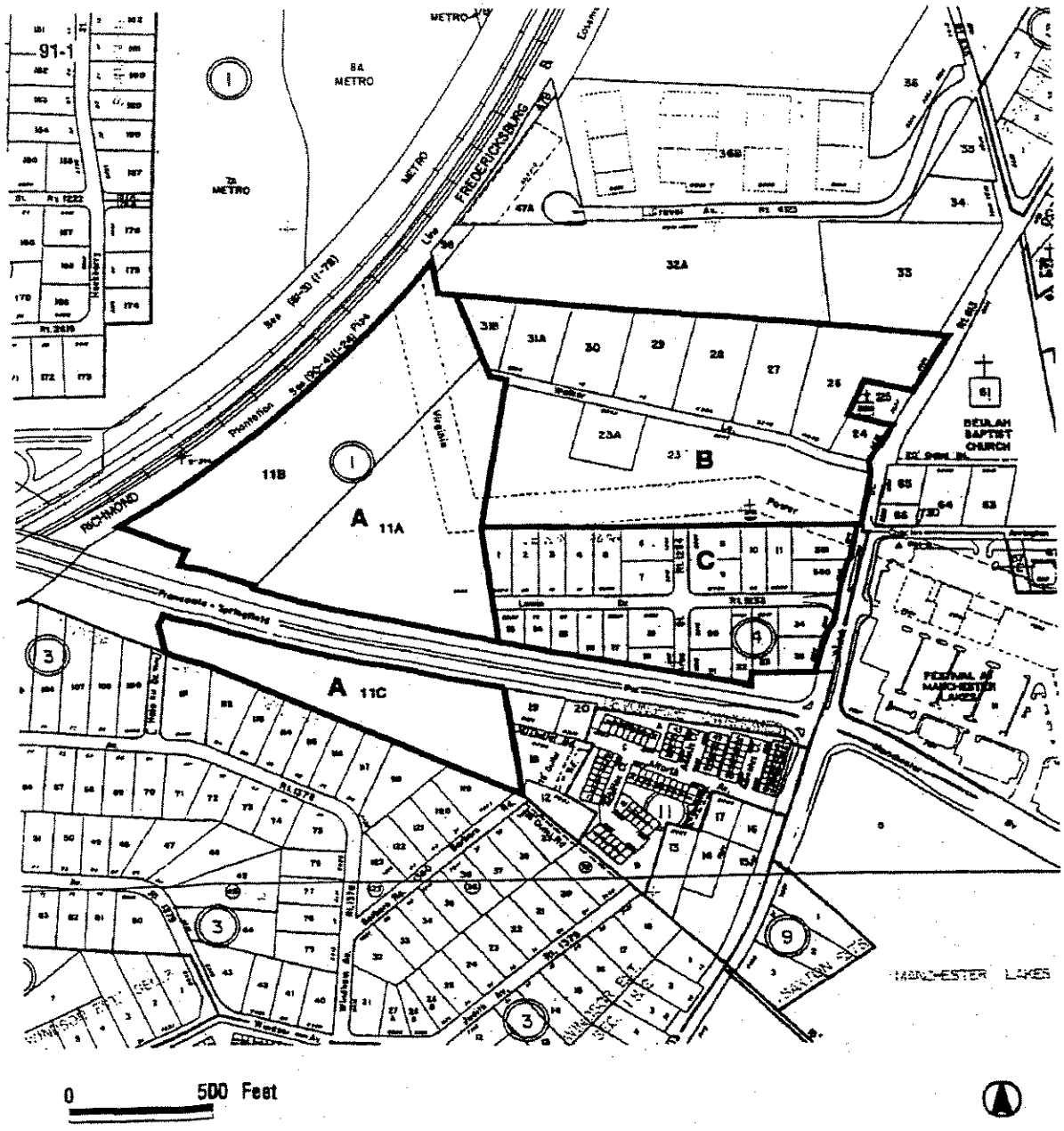
**If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.*

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			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued



WALKER LANE/LEWIN PARK AREA
S9 BEULAH COMMUNITY PLANNING SECTOR

FIGURE 46

- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;

- To encourage transit use, the amount of parking should be minimized to the extent feasible;

- Access is provided from Land Unit C through Land Unit B to Beulah Street;

- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and

- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

- The parcels in the land unit are substantially and logically consolidated;

- The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and

- Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange.

2. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the CSX Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.

3. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:

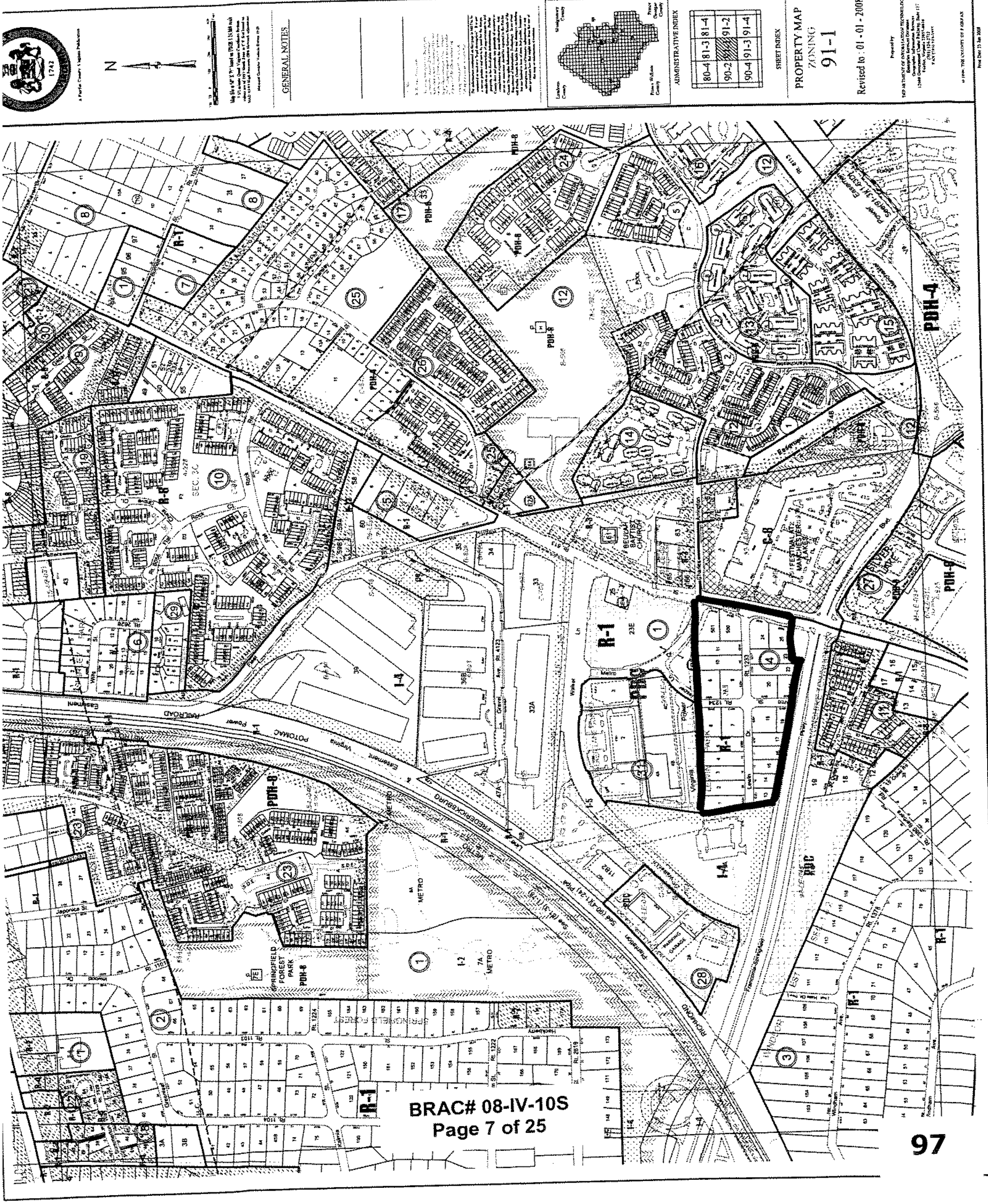
   - Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;

MR LEWIN PARK LLC - BRAC APR NOMINATION FORM

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Area (sf)	Parcel Size In Acres	Current Zoning	Signature of Owner or Certified Receipt Number
0911 04 0001	William J. Green Effie M. Green	6324 Lewin Drive	6324 Lewin Drive Alexandria, VA 22310	21,787	0.50	R-1	7004 2510 0000 1356 3136
0911 04 0002	Ali R. Kilinc Laura R. Kilinc	6320 Lewin Drive	7801 Blackacre Road Clifton, VA 20124	22,180	0.51	R-1	See attached petition
0911 04 0003	Robert J. Hartman Judith A. Hartman	6316 Lewin Drive	6316 Lewin Drive Alexandria, VA 22310	22,105	0.51	R-1	See attached petition
0911 04 0004	Mary Jane Scherzer EXRX, Heirs Of	6312 Lewin Drive	6312 Lewin Drive Alexandria, VA 22310	22,105	0.51	R-1	See attached petition
0911 04 0005	Diane L. Beachy Donald Beachy	6308 Lewin Drive	6308 Lewin Drive Alexandria, VA 22310	22,105	0.51	R-1	See attached petition
0911 04 0006	Harvest Enterprises	6908 Arco Street	10808 B Henderson Road Fairfax Station, VA 22039	21,781	0.50	R-1	See attached petition
0911 04 0007	Metro Park LLC	6912 Arco Street	6551 Loisdale Court Suite 900 Springfield, VA 22150	21,783	0.50	R-1	7004 2510 0000 1356 3143
0911 04 0008	Shazack Ali Maureen Ali	6907 Arco Street	6907 Arco Street Alexandria, VA 22310	21,781	0.50	R-1	See attached petition
0911 04 0009	William J. Shuttleworth Jennifer C. Shuttleworth	6254 Lewin Drive	6254 Lewin Drive Alexandria, VA 22310	21,783	0.50	R-1	See attached petition
0911 04 0010	Park Meredith LLC	6248 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	21,780	0.50	R-1	See attached petition
0911 04 0011	Reginald Maurice Roberts	6244 Lewin Drive	319 Westview Court Vienna, VA 22180	21,780	0.50	R-1	See attached petition
0911 04 0013	Meredith M M Foundation	6323 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	12,967	0.30	R-1	See attached petition
0911 04 0014	Meredith M M Foundation	6319 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	12,556	0.29	R-1	"
0911 04 0015	Meredith M M Foundation	6315 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	13,726	0.32	R-1	"
0911 04 0016	Meredith M M Foundation	6311 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	14,997	0.34	R-1	"
0911 04 0017	Meredith M M Foundation	6307 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	15,397	0.35	R-1	"
0911 04 0018	Meredith M M Foundation	6301 Lewin Drive	1725 I Street, NW Suite 300 Washington, DC 20006	21,781	0.50	R-1	"
0911 04 0019	Meredith M M Foundation	6918 Arco Street	1725 I Street, NW Suite 300 Washington, DC 20006	11,072	0.25	R-1	"

MR LEWIN PARK LLC - BRAC APR NOMINATION FORM

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Area (sf)	Parcel Size In Acres	Current Zoning	Signature of Owner or Certified Receipt Number
0911 04 0020	David F. Nichols Linda A. Nichols Elem Alvin Nichols Deborah Nichols Michael K. White Debra Jo White	6915 Arco Street	6416 Rose Hill Drive c/o David Francis Nichols Alexandria, VA 22310	21,781	0.50	R-1	7004 2510 0000 1386 3174
0911 04 0021	Lewin Park LLC	6919 Arco Street	1725 I Street, NW Suite 300 Washington, DC 20006	15,334	0.35	R-1	7004 2510 0000 1386 3167
0911 04 0022	Ronald S. Fecso	6251 Lewin Drive	1838 N Herndon Street Arlington, VA 22201	19,040	0.44	R-1	See attached petition
0911 04 0023	James D. Bruffy Ronald L. Bruffy	6247 Lewin Drive	1212 Golf Meadow Boulevard Vairico, FL 33594	21,782	0.50	R-1	See attached petition
0911 04 0024	Robert W. Jones, Jr.	6922 Beulah Street	6922 Beulah Street Alexandria, VA 22310	19,829	0.46	R-1	See attached petition
0911 04 0025	Thomas G. Watkins, Jr. Lois J. Watkins	6926 Beulah Street	6926 Beulah Street Alexandria, VA 22310	19,021	0.44	R-1	7004 2510 0000 1386 3150
0911 04 0500	Wayne Martin Shepard Judith Forehand Woods Wanda Sue Novak Carol Brett Natoli	6914 Beulah Street	232 Tazwell's Way c/o Judith Forehand Woods Williamsburg, VA 23185	19,516	0.45	R-1	See attached petition
0911 04 0501	Wayne Martin Shepard Judith Forehand Woods Wanda Sue Novak Carol Brett Natoli	6910 Beulah Street	232 Tazwell's Way c/o Judith Forehand Woods Williamsburg, VA 23185	23,493	0.54	R-1	See attached petition
	Doc. # 5231605V1						



BRAC# 08-IV-10S
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PART 6: JUSTIFICATION

Introduction

This nomination consolidates 26 separate single-family residential parcels known as Lewin Park into a 12-acre assemblage to address a long-standing land use inequity. The property surrounding Lewin Park has redeveloped into high-density commercial and retail over the past decade. Lewin Park also directly benefits from a number of substantial public infrastructure investments including the Franconia-Springfield Parkway and the multi-modal Joe Alexander Transportation Center. As a result, Lewin Park benefits from a wide range of options for creative transportation planning. Similarly, the proposed redevelopment of Lewin Park respects well-settled planning theory of siting commercial uses where multi-modal infrastructure exists.

In that context, the site is inappropriately zoned and planned for low-density residential and limited office. The current zoning is R-1, Residential, one dwelling unit/acre. The current Comprehensive Plan designation is for residential uses between 1-2 dwelling units per acre with a limited option for office, hotel and support retail uses up to 0.55 FAR.

Given Lewin Park's strategic, transit-accessible location, approximately ½ mile from the Joe Alexander Transportation Center and at the prominent intersection of Franconia Springfield Parkway and Beulah Street in central Springfield, the current planning and zoning guidance is simply inappropriate. This is further reinforced by the existing land use pattern which has committed all of the adjacent property to high-density commercial or retail. The existing land use inequity will only be exacerbated by the BRAC relocations, as contractors who will seek to be located very near Ft. Belvoir and the GSA Warehouse site, but do not need to be located on-site, create significant demand for space and services in central Springfield.

Overview of Proposed Nomination

Simply stated, this nomination capitalizes on the property's historic commercial designation and proposes a strategic increase in the allowable FAR to respond appropriately to demand generated by BRAC. As noted, this replanning occurs on a site having convenient access to all available forms of transit and takes advantage of public infrastructure investment that a Metro station represents. The nomination is proposing office/mixed-use at a base density of 1.25 FAR, with an option to increase the FAR to a maximum of 1.95, under certain conditions. The nominator envisions this "maximum" FAR being attainable subject to logical and substantial consolidation of the Lewin Park parcels as well as demonstrating that the resultant development will incorporate transportation demand management (TDM) measures. The nominator anticipates that a majority of the proposed FAR would be office uses, with complimentary retail and restaurant uses.

Site Context

The site's strategic and practical link to both BRAC and central Springfield is directly related to its proximity to the Franconia-Springfield Metro station. The site is only a 10-minute walk (approximately ½ mile) from the station and represents a significant opportunity accomplish meaningful and substantial TDM measures. That Metro accessibility will also make the site attractive to potential tenants looking to relocate due to BRAC.

The existing land use pattern also enhances the viability of the site. The adjacent properties to the north and west have developed as a high-density office park known as Metro Park. The existing uses and intensities compare favorably to the density proposed here for Lewin Park. In fact, the parcel immediately to the north of the site, bounded by Walker Lane, Jasper Lane and Metro Drive has an effective density approaching a 1.1 FAR, while the overall effective density the entire adjacent Metro Park development is incrementally lower at 0.84 FAR. Further, directly across Beulah Street from the site is significant retail in the form of the Festival at Manchester Lakes Shopping Center.

Nominally, the site is located outside the areas strictly designated as BRAC eligible. However, as noted, the site is proximate to transit, surrounded by existing high-density commercial and is practically and geographically within to the area most likely to be impacted by the BRAC relocations, namely central Springfield. In these ways the site is actually better suited to address the impacts of BRAC than other "BRAC eligible" areas.

a. Why should this proposal be considered BRAC-related?

The nomination will create office space specifically designed to accommodate companies that will seek to relocate to central Springfield as part of the BRAC relocations. The primary target market will be contractors who need to be proximate to the relocated jobs at EPG, Ft. Belvoir and potentially the GSA Warehouse, but also seek to have superior Metro access. The site's prominent visibility, proximity to Metro, the recently completed Franconia-Springfield Parkway, GSA, and Ft. Belvoir will make the site attractive to these contractors.

b. How would the proposed changes serve the new employees and residents of Fort Belvoir and the surrounding area?

As discussed in the items above, by providing strategically-located, transit accessible office opportunities, the site is ideal for accommodating the expected contractors associated with the BRAC relocations. In addition, by focusing on a site that is already surrounded by commercial development, the impact to the surrounding community will be greatly reduced. Lastly, complimentary retail and restaurants will be incorporated to capture as many office workers "on-site" and reduce the need for them to drive their cars.

c. What needs created by the BRAC directives does this proposal fulfill?

As described fully in the items above, the nomination responds directly to the need for office space that is proximate to transit, and is strategically located to minimize the impact on the surrounding community.

d. How could the proposed uses address the transportation networks impacted by the changes anticipated in the area?

By utilizing well-established land use planning principles, such as locating development proximate to transit, the nomination will yield a development that minimizes the trip generation. Also by providing an opportunity to accommodate key improvements to the Franconia-Springfield Parkway and Beulah Street intersection, the existing transportation network can be enhanced. The proximity of existing retail in central Springfield and the opportunity to provide convenience retail on-site also helps to "capture" future workers on-site, reducing their need to drive.

e. What adverse impacts might be created and how would they be off-set?

Most of the adverse impacts exist because of the current land use inequality between this site and the surrounding commercial development. Rectifying that imbalance will lead to better land use planning and allow the site to take advantage of its Metro accessibility.

f. What is your anticipated timeframe for development, if the proposed uses were to be approved?

Primarily, the site will develop as market conditions allow. However, given the difficulty of consolidating 26 separate parcels, the nominator's intent is to proceed with a rezoning directly.

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

Meredith Park LLC endorses an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. Meredith Park LLC owns property within this Land Unit. The current Comprehensive Plan designation for the property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-10
Street Address:	6248 Lewin Drive
Mailing Address:	Meredith Park LLC c/o Mark R. Herring, Esq. The Herring Law Firm, P.C. 1 West Market Street Leesburg, Virginia 20176
Parcel Acreage:	0.5002
Property Owner Name:	Meredith Park LLC
Printed name:	Meredith Park LLC
Signature:	
Name and Title:	Loren W. Hershey Member of the Management Committee

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

Lewin Park LLC endorses an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. Lewin Park LLC owns property within this Land Unit. The current Comprehensive Plan designation for the property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-21
Street Address:	6919 Arco Street
Mailing Address:	Lewin Park LLC c/o Loren W. Hershey, Esq. 1725 I Street, N.W., Suite 300 Washington, D.C. 20006
Parcel Acreage:	0.352
Property Owner Name:	Lewin Park LLC
Printed name:	Lewin Park LLC
Signature:	Loren W. Hershey
Name and Title:	Loren W. Hershey Managing Member

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

The Meredith Foundation endorses an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. The Meredith Foundation owns property within this Land Unit. The current Comprehensive Plan designation for the property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Numbers:	91-1-((4))-13, 14, 15, 16, 17, 18, 19
Street Addresses:	6301, 6307, 6311, 6315, 6319 and 6323 Lewin Drive; and 6918 Arco Street
Mailing Address:	The Meredith Foundation c/o Mark R. Herring, Esq. The Herring Law Firm, P.C. 1 West Market Street Leesburg, Virginia 20176
Parcel Acreage (Total):	2.353
Property Owner Name:	The Meredith Foundation
Printed name:	The Meredith Foundation
Signature:	
Name and Title:	Loren W. Hershey Chairman/CEO

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-8
Street Address:	6907 Arco Street
Mailing Address:	6907 Arco Street Alexandria, VA 22310
Parcel Acreage:	0.5000

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Shazack Ali	Maureen Ali
Signature (s):	Shazack Ali	Maureen Ali

\5182402.8

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-6
Street Address:	6908 Arco Street
Mailing Address:	10808 B Henderson Road Fairfax Station, VA 22039
Parcel Acreage:	0.5000 + or −

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Harvest Enterprises LLC.
Signature (s):	
Name and Title:	Randy L. Herbst Managing Partner

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number: 91-1-((4))-501

Street Address: 6910 Beulah Street

Mailing Address: 232 W. Tazwell's Way
c/o Judith Forehand Woods
Williamsburg, VA 23185

Parcel Acreage: 0.5393

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s): Estate of
James Owens Shepard

Signature (s): Judith Forehand Woods, Executor

Wayne Martin Shepard — Judith F. Woods, POA

Judith Forehand Woods — Judith Forehand Woods

Wanda Sue Novak — Judith F. Woods, POA

Carol Brett Natoli — Judith F. Woods, POA

\5182402.22

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number: 91-1-((4))-500

Street Address: 6914 Beulah Street

Mailing Address: 232 W. Tazwell's Way
c/o Judith Forehand Woods
Williamsburg, VA 23185

Parcel Acreage: 0.4480

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s): Estate of
James Owens Shepard

Signature (s): Judith Forehand Woods, Executrix

Wayne Martin Shepard — Judith F. Woods, POA

Judith Forehand Woods — Judith Forehand Woods

Wanda Sue Novak — Judith F. Woods, POA

Carol Brett Natoli — Judith F. Woods, POA

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-24
Street Address:	6922 Beulah Street
Mailing Address:	6922 Beulah Street Alexandria, VA 22310
Parcel Acreage:	0.4552

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Robert W. Jones, Jr.
Signature (s):	

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-11
Street Address:	6244 Lewin Drive
Mailing Address:	319 Westview CT Vienna, VA 22180
Parcel Acreage:	0.5000

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Reginald Maurice Roberts	Rhonda Lynn Roberts
Signature (s):		
	Nathan Gray Roberts	

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-23
Street Address:	6247 Lewin Drive
Mailing Address:	317 Forest Oaks Drive Simons Island, GA 31522
Parcel Acreage:	0.4371

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s): James D. Bruffy

Signature (s):

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-22
Street Address:	6251 Lewin Drive
Mailing Address:	1838 N. Herndon Street Arlington, VA 22201
Parcel Acreage:	0.4371

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s): Ronald S. Fesco

Signature (s):

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-9
Street Address:	6254 Lewin Drive
Mailing Address:	6254 Lewin Drive Alexandria, VA 22310
Parcel Acreage:	0.5001

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	William J. Shuttleworth	Jennifer C. Shuttleworth
Signature (s):	William J. Shuttleworth	Jennifer C. Shuttleworth

\5182402.9

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-5
Street Address:	6308 Lewin Drive
Mailing Address:	6308 Lewin Drive Alexandria, VA 22310
Parcel Acreage:	0.5075

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Diane L. Beachy
Signature (s):	Diane L. Beachy

\5182402.5

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-4
Street Address:	6312 Lewin Drive
Mailing Address:	6312 Lewin Drive Alexandria, VA 22310
Parcel Acreage:	0.5075

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Heirs of Mary Jane Scherzer
Signature (s):	Jackie Riley Gina Shipp Brenda Scherzer Jill Scherzer

\5182402.4

Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-3
Street Address:	6316 Lewin Drive
Mailing Address:	6316 Lewin Drive Alexandria, VA 22310
Parcel Acreage:	0.5075

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Robert J. Hartman	Judith A. Hartman
Signature (s):	Robert J. Hartman	Judith A. Hartman

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Area Plans Review (APR) Nomination Petition – Lewin Park

Supervisor District: Lee

I endorse an APR nomination by McGuireWoods LLP representing MR Lewin Park Capital LLC to amend the current Comprehensive Plan Land Unit Recommendation for Land Unit C of the S9 Beulah Community Planning Sector to permit office/mixed-use up to 2.0 FAR. I own property within this Land Unit. The current Comprehensive Plan designation for my property is for residential uses between 1-2 dwelling units per acre with an option for office, hotel and support retail uses up to 0.55 FAR if optional uses for Land Unit B are approved through a rezoning.

Tax Map Number:	91-1-((4))-2
Street Address:	6320 Lewin Drive
Mailing Address:	7801 Blackacre Road Clifton, VA 20124
Parcel Acreage:	0.5092

Property Owner Name (s) (consistent with what is listed in tax records):

Printed name (s):	Ali R. Kilinc	Laura R. Kilinc
Signature (s):		
	03.20.08	03.20.08

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