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BRAC# 08-IV-3FS

2008
BRAC

APR
Area Plans Review

FAIRFAX COUNTY
PLANNING COMMISSION

NOMINATION FORM

TYPE OR PRINT RESPONSES IN BLACK INK

Incomplete forms will not be accepted for review and will be returned to the nominator. Staff reserves the right to correct errors in street address, tax map number, acreage or current Plan designation. Be sure to attach required map and original certified mail receipts as proof of property owner notification.

PART 1. NOMINATOR/AGENT INFORMATION

Name: David R. Gill on behalf of Daytime Phone: (703) 712-5039
Address: MR Springfield Metro Capital LLC
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]

THIS BOX FOR STAFF USE ONLY
Date Received: 3/28/08
Date Accepted: 4/7/08 ARH
Planning District: _____
Special Area: _____

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Agent on behalf of MR Springfield Metro Capital 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): 25.57 acres 1,113,709 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: Industrial
c. CURRENT ZONING DESIGNATION: I-4

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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). Office/mixed use (see statement)

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/mixed-use at a base of 1.5 FAR with an option up to 2.0 FAR
See statement for full description of proposed use

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: 1.5 base, 2.0 option TOTAL Gross Square Feet: Depends on base recommendations versus option

Categories	Percent of Total FAR	Square feet
Office	70-95%	
Retail	5-15%	
Public Facility, Govt & Institutional		Depends on base recommendations
Private Recreation/Open Space		versus option
Industrial		
Residential -Hotel	5-15%	
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)	5 - 8 du/ac
.2 - .5 du/ac (2-5 acre lots)	8 - 12 du/ac
.5 - 1 du/ac (1 - 2 acre lots)	12 - 16 du/ac
1 - 2 du/ac	16 - 20 du/ac
2 - 3 du/ac	20+ (specify 10 unit density range)
3 - 4 du/ac	_____
4 - 5 du/ac	

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

* Sub-unit D-2

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 NVCC/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.

Transportation

In order to mitigate serious transportation issues the following conditions should be addressed for any development proposed for Sub-units D-1 or D-2:

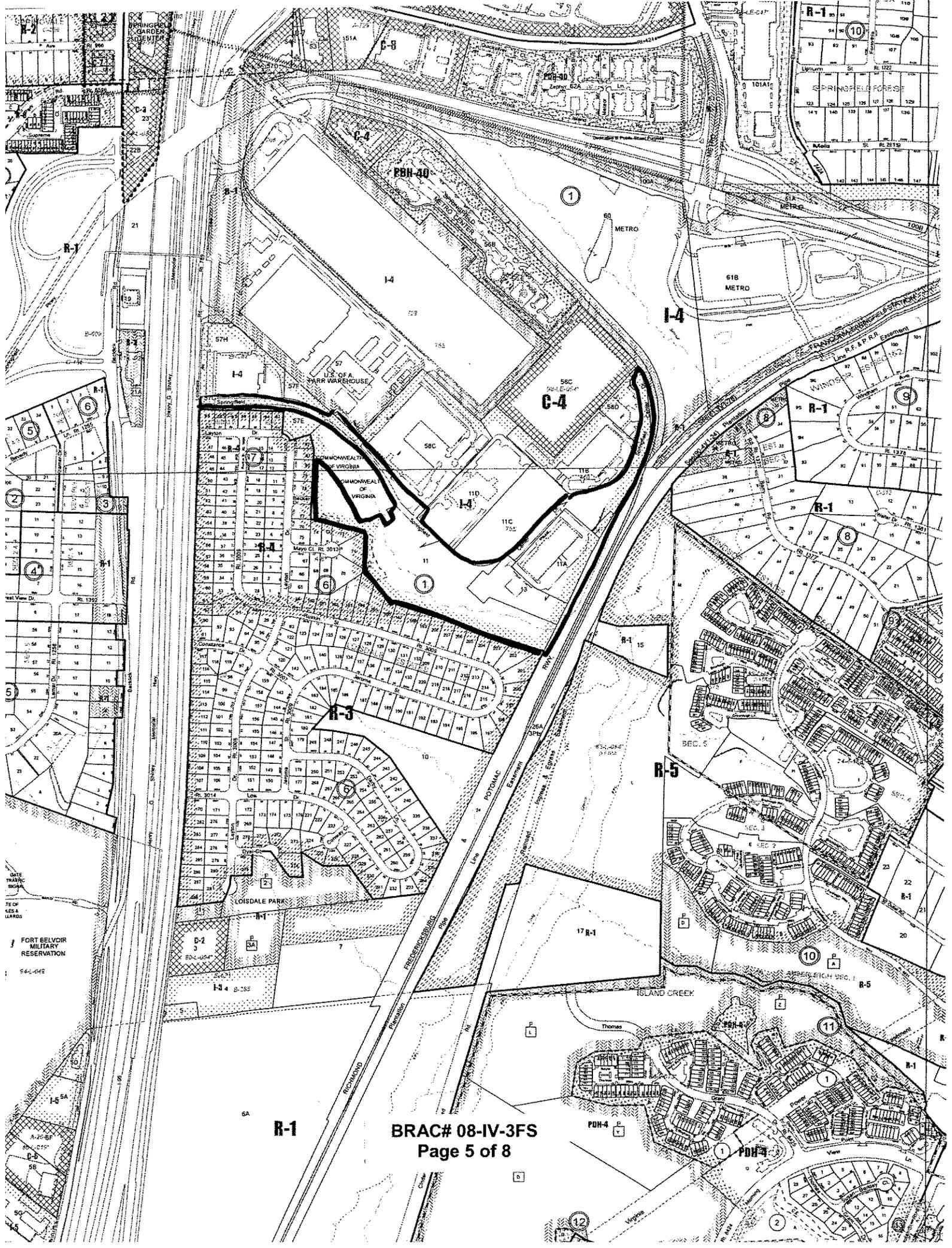
- Improve Loisdale Road to a 4 lane section between Spring Mall Road and Springfield Center Drive;
- Provide two points of access to Loisdale Road and an interconnected 4 lane divided section to serve the site;
- Phase buildout of the site conditioned on the provision of additional access via a road connection to/from the Joe Alexander Transportation Center or Franconia-Springfield Parkway. Incorporate pedestrian access into the roadway connection;
- Site access is coordinated and/or integrated to the extent possible with the facilities provided at the Joe Alexander Transportation Center;
- Transportation impacts are mitigated through an aggressive transportation demand management system emphasizing transit alternatives to vehicular use that achieves at a minimum, 15% usage of public transportation for commuting trips to and from the site; and
- A Transportation Management Association (TMA) is established to implement such measures.

Land Unit E

Tax Map 90-2((1))85B and 90B comprise this land unit. Tax Map 90-2((1))85B is planned for institutional use up to .30 FAR and is developed with an assisted living/medical care facility for the elderly. The assisted living facility is located on the site of the former Oak Grove Plantation House. Tax Map 90-2((1))90B is planned for public facilities and is the site of the Forestdale Elementary School. Any future uses should be well-buffered from Franconia Road and Frontier Drive.

MR SPRINGFIELD METRO CAPITAL LLC - ZUMOT - 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
0904 01 0013	Springfield Industrial Park Partnership	N/A	Zumot Real Estate Management Suite 200 1400 Chain Bridge Road McLean, VA 22101	132,300	3.04	I-4	7004 2510 0000 1595 5419
0904 01 0011A	Springfield Industrial Park Partnership	N/A	Zumot Real Estate Management Suite 200 1400 Chain Bridge Road McLean, VA 22101	180,192	4.14	I-4	"
0904 01 0011	Springfield Industrial Park Partnership	N/A	Zumot Real Estate Management Suite 200 1400 Chain Bridge Road McLean, VA 22101	801,217	18.39	I-4	"
				1,113,709	25.56724059		
	Doc. #5231557V1						



R-1

FORT BELVOIR
MILITARY
RESERVATION
644-04E

GATE
TRAFFIC
SIGN
75' OF
45' x 4
LARGES

SPRINGFIELD FOREST
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PART 6: JUSTIFICATION (Zumot)

Introduction

The site, known as the Springfield Industrial Park, is strategically located at the heart of central Springfield, between the Franconia-Springfield Metro Station and the "GSA Warehouse" site, the latter of which could potentially accommodate up to 9,000 jobs related to relocation of the Washington Headquarters Service (WHS) and other Department of Defense agencies pursuant to the BRAC directives. Unique among sites eligible for the current Area Plans Review, this site will accommodate transit-oriented development (TOD) in response to the BRAC relocations and the expected private-sector spin-off, as the site is located less than ½ mile from the Joe Alexander Transportation Center with its bus, Metro, and Virginia Railway Express (VRE) service and only ¼ mile from the GSA Warehouse.

However, the site's existing zoning and planning guidance limits the ability to create a transit-oriented development. The current zoning is I-4, Medium Industrial. The current Comprehensive Plan only recommends light industrial at a 0.35 FAR, with an option for research and development up to 0.5 FAR. This narrow range of low-density industrial uses simply does not make sense for one of the few viable sites within walking distance of a Metro station and the potential 6,200 jobs directly associated with the WHS.

Overview of Proposed Nomination

In order to maximize the opportunity and public investment that the Joe Alexander Transportation Center represents, the nomination is proposing office/mixed-use at a base density of 1.5 FAR, with an option to increase the FAR to a maximum of 2.0, upon determination by the DoD that the WHS will relocate to the GSA Warehouse. These densities seem entirely appropriate given the site's proximity to the transit center. If a site with Metro and VRE access is planned for lower densities, sites without these transit links will presumably be planned for even less density, and adequately accommodating spin-off from BRAC will be extremely difficult. The nominator anticipates that a majority of the proposed FAR would be office uses, with complimentary retail and restaurant uses, and a potential hotel.

Site Context

As the attached site map demonstrates, besides a few parcels directly to the north, the site is closest to the Metro of any commercial property in Springfield. In fact, it is closer than the Springfield Mall. To the west is the GSA Warehouse, as well as sites committed to long-term users such as INOVA and Northern Virginia Community College. To the east and south, the site is buffered by the multi-modal transit station and an existing resource protection area (RPA).

The site also benefits from the orientation of the Metro station platform at the Joe Alexander Transportation Center. The primary access to the platform is on the western edge of the platform and south of the Franconia-Springfield Parkway. Thus, the actual access to the transit station will be more convenient and simpler for workers at sites south of the parkway, such as the nominated property. In the end, this site will have better transit access than all but a handful of properties.

In addition, projections by the County have presumed 9,000 jobs would be relocated by the BRAC directives to this quadrant of central Springfield. This is almost 3,000 more jobs than those generated by the WHS relocation alone. Thus, given the paucity of sites in this area, the nominated property would be an obvious and anticipated candidate for accommodating its share of those nearly 3,000 jobs. The site is ideally positioned to accommodate private-sector companies that serve the WHS and other Department of Defense agencies.

Relationship to BRAC

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

The site's strategic and practical link to both BRAC and central Springfield is directly related to its proximity to the Joe Alexander Transportation Center. The site is only a 5 to 10 minute walk from the station and represents a significant opportunity to accomplish meaningful and substantial TDM measures. That Metro accessibility will also make the site attractive to potential tenants looking to relocate due to BRAC, especially if

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the WHS relocates to the GSA Warehouse site. Even without the WHS, the site is one of the few developable sites within walking distance of a Metro. Further, given the amenities of central Springfield and its proximity to the Engineering Proving Grounds (EPG) and Ft. Belvoir, most contractors seeking to be near those relocated units will be looking for space in central Springfield. Thus, the nominated site is an ideal location to "capture" those contractors seeking the amenities of central Springfield and proximity to Metro.

- 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 adjacent to commercial development and already planned for industrial use, the impact to the surrounding community will be greatly reduced.

- 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 sound land-use planning and urban design principles, such as locating development proximate to transit, the nomination will yield a development that minimizes its non-Single Occupancy Vehicle trips while accommodating the market demands associated with the BRAC relocations. Further, given the proximity of existing retail in central Springfield, such as the Springfield Mall, and the opportunity to provide convenience retail on-site, workers at the site will not have to travel far to locate key services, reducing the number of vehicles miles traveled and the impact on the transportation network. Failing to take advantage of this site's proximity to transit will only result in workers and residents having to drive more.

As indicated in the preliminary concepts contained in the initial transportation studies of the area, the site is also in an ideal position to accommodate key transportation improvements, such as the potential extension of Frontier Drive, a new pedestrian connection to the transit center, and a Springfield circulator. These improvements are all proposed as ways to address the likely growth that Springfield will see as part of BRAC relocations and recent revitalization efforts. Indeed, a vehicle and pedestrian connection to Frontier Drive and the transit center has already been proffered by an adjacent property owner. The site is ideally positioned to provide some of those integral improvements.

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

More adverse impacts would be created by utilizing the existing planning guidance and failing to properly plan for the BRAC relocations by maximizing the use of sites near transit.

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

The site will be developed as market conditions allow. These conditions will be largely determined by the implementation of BRAC, including the ultimate decision on where the WHS will be relocated. The nominator's intent is to proceed with a rezoning as soon as reasonable in order to fulfill the vision created with this nomination.

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Cerdeira, Lilian

From: Mason, Lindsay A.
Sent: Monday, April 28, 2008 10:46 AM
To: Cerdeira, Lilian
Subject: FW: BRAC APR PC-2008-32 (Springfield Metro/Zumot)

Clarification for PC 2008-032, BRAC # 08-IV-3FS

From: Gill, David Robert-Jan [mailto:dgill@mcguirewoods.com]
Sent: Friday, April 25, 2008 3:58 PM
To: Mason, Lindsay A.
Subject: BRAC APR PC-2008-32 (Springfield Metro/Zumot)

Lindsay,

Pursuant to recent discussions and to narrow down the scenarios staff has to evaluate, below are the two preferred alternatives that the nominator envisions for the property.

Option 1 - The secured facility option. This is really only appropriate if most of the spin-off contractor jobs need secure facilities per DoD regulations and thus cannot accommodate retail or other mixed-use concepts. A maximum FAR of 2.0 as 100% office (2,227,418 sf) as multi-story office with structured parking oriented toward the Metro station.

Option 2 - The more traditional mixed-use concept. A maximum FAR of 2.0 with 80% office (1,781,934 sf) as multi-story office with integrated ground-floor retail and structured parking, all oriented toward Metro, 10% retail (222,741 sf) as ground-floor service retail in the office buildings with potentially a few independent restaurant pads, and 10% hotel (222,741 sf) with a maximum of 350 rooms.

Please let me know if you have any additional questions.

David R. Gill
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703.712.5297 (Direct FAX)
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