

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: Stuart Mendelsohn/ Daytime Phone: 703-720-8071
Holland and Knight LLP on behalf of
A&R Development Corporation
 Address: 1600 Tysons Boulevard, Suite 700,
McLean Va 22102-4867
 Nominator E-mail Address: stuart.mendelsohn@hklaw.com
 Signature of Nominator (NOTE: there can be only one nominator per nomination):
[Signature]

THIS BOX FOR STAFF USE ONLY
 Date Received: 3/25/08
 Date Accepted: 4-11-08 CBR
 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.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district: Lee Mount Vernon
 Total number of parcels nominated: 20
 Total aggregate size of all nominated parcels (in acres and square feet): 4.36 acres 189,560 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: See Attached

c. CURRENT ZONING DESIGNATION: C-5, C-8

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). Mixed Use consisting of Residential with a workforce housing component, offices, and retail

(See proposed Comprehensive Plan Text)

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) See Attached

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

g. TOTAL Floor Area Ratio (FAR) Proposed: 3.0 TOTAL Gross Square Feet: 568,680

Categories	Percent of Total FAR	Square Feet
Office	20%	113,736
Retail	4%	22,747
Public Facility, Govt & Institutional	-	-
Private Recreation/Open Space	1%	5,686
Industrial	-	-
Residential*	75%	426,511
TOTAL	100%	568,680

*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) <u>120-130</u>
3 - 4 du/ac	<u>du/ac</u>
4 - 5 du/ac	

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached	-	-	-
Townhouse/ 2 over 2	22	2,400	52,800
Low-Rise Multifamily (1-4 stories)	-	-	-
Mid-Rise Multifamily (5-8 stories)	72	825	59,400
High-Rise Multifamily (9 + stories)	447	845	377,715
TOTAL:	541	906	489,915**

BRAC# 08-IV-9MV
Page 2 of 16

** Information on residential unit types are a representative sample showing an approximate ratio of unit types, and one approach depending on the residential unit mix. Dwelling unit tabulation includes density increase for affordable housing.

Land Unit B comprises most of the southern portion of the Huntington Conservation Area. It is developed with duplex residential units and is planned for residential use at 8-12 dwelling units per acre. Pedestrian facilities from the terminal points of Elaine Drive and Biscayne Drive should be provided to facilitate pedestrian movement between the Huntington community and the Metro station and Mount Eagle Park.

In the center of the Huntington Conservation Area on either side of Huntington Avenue is Land Unit T, an area developed with duplexes, garden apartments and local retail uses. This 10-acre area is planned for residential use at 16-20 dwelling units per acre with a retail component of up to 20,000 gross square feet to provide local services to the neighborhood (see Figure 25). Substantial consolidation of parcels is required in order to attain this level of development. To maintain the scale and character of the adjacent residential neighborhood, redevelopment of Land Unit T should:

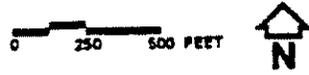
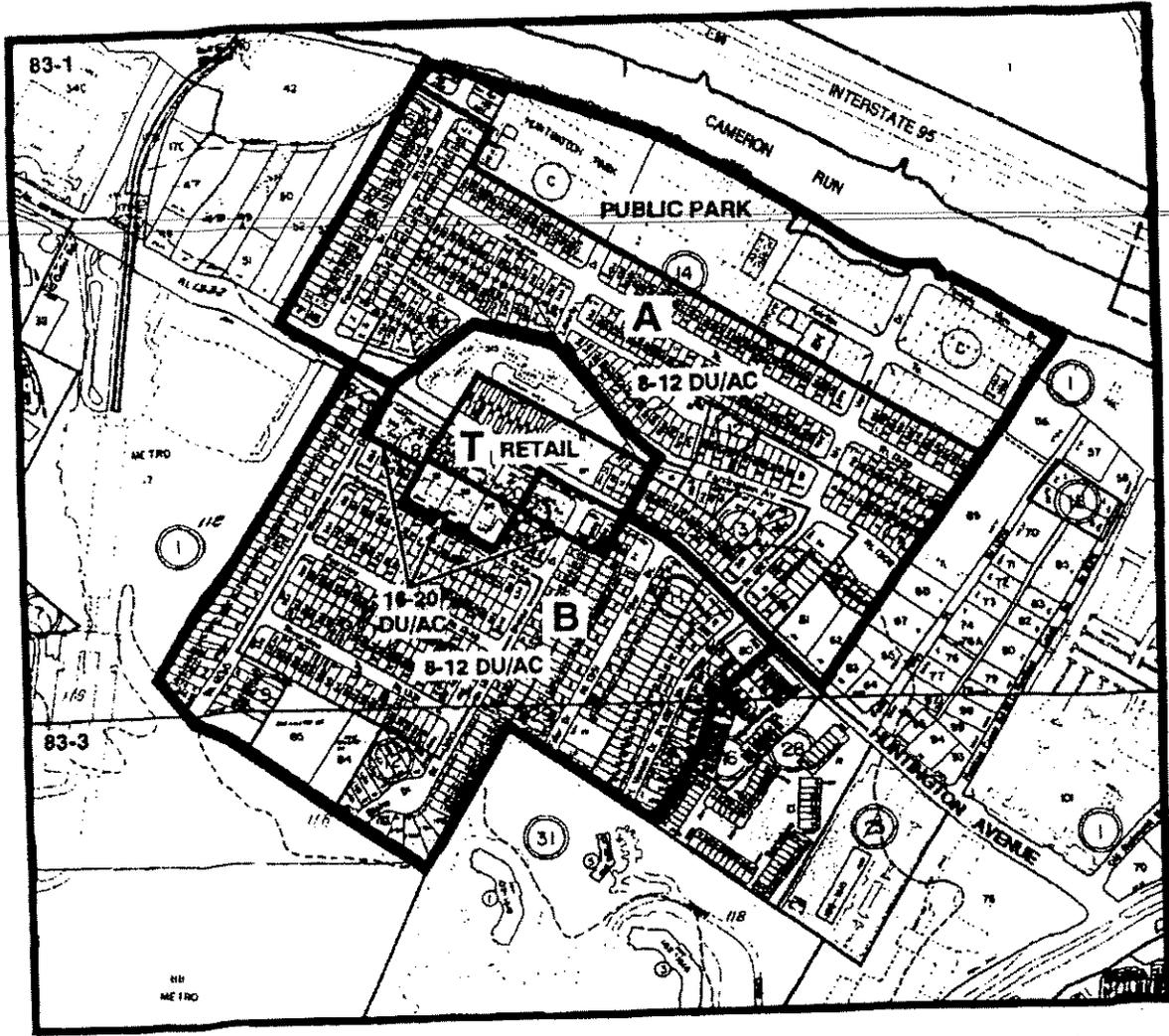
- Respect a building height limit of three stories on the north side of Huntington Avenue; on the south side of Huntington Avenue, buildings should be within a three-story height as established along Glendale Terrace due to the sloping topography;
- Provide landscaping between the existing residential uses and areas redeveloped with non-residential uses or parking facilities to buffer the residential areas from adverse impacts;
- Encourage the retention and rehabilitation of existing garden apartments on the site; and
- Coordinate building design, massing and open spaces on both sides of Huntington Avenue.

5163025_v1

Huntington Avenue
BRAC Nomination Form
Part 4d- Proposed Comprehensive Plan Text

The area bounded by Huntington Avenue, Biscayne Drive, Glendale Terrace and Blaine Drive is planned for transit oriented mixed use with an overall FAR of 3.0 as an average for the landbay, incorporating residential or office uses with a significant portion of workforce housing. The FAR for individual buildings that are located closest to the Huntington Metro may exceed 3.0 FAR, as long as the average total FAR for the landbay does not exceed 3.0. Building heights adjacent to Huntington Avenue closest to the Metro station will not exceed 180 feet, transitioning to lower building heights toward Glendale Terrace. High rise residential and office buildings along Huntington Avenue will incorporate street level community retail uses and a pedestrian friendly streetscape and convenient sidewalk access to the Metro station. Residential buildings along Glendale Terrace limited in height to 50 feet or less should be used as a transition to the neighborhood conservation area adjacent to Glendale Terrace. Development along Glendale Terrace should be compatible in scale and architectural treatments to the surrounding residential neighborhood, incorporating sidewalk connections to the Metro and a pedestrian friendly streetscape.

5163347_v1



HUNTINGTON CONSERVATION AREA FIGURE 25

The area bounded by Huntington Avenue, Biscayne Avenue, Glendale Terrace and Blaine Drive, will be redeveloped from older retail uses, garden-style apartments and duplexes, that are located within C-5 and C-8 Zoning Districts, to a transit-oriented, mixed-use development that is within a tenth of a mile of the Huntington Metro Station. The site will be divided into three sections with the uses with the greatest intensity located in closest proximity to the metro station and Huntington Avenue, transitioning to lower intensity uses farther east along Huntington Avenue, with lower intensity residential uses along Glendale Terrace and Blaine Drive.

The western section will contain high rise residential apartments, with significant workforce housing and building heights of up to 180 feet, over first-floor retail uses located closest to the metro entrance, adjacent to the intersection of Huntington Avenue and Biscayne Avenue. Parking for the western section will be provided in a location internal to the site with access to Huntington Avenue. The first floor along Huntington Avenue will contain community-serving retail uses commonly used by commuters and residents such as coffee shops, dry cleaners, restaurants and convenience retail stores. The streetscape along Huntington Avenue will contain wide sidewalks and an inviting urban landscape treatment to attract and preserve a pedestrian friendly atmosphere. The portion of the western section along Glendale Terrace will be developed with lesser intensity residential buildings to provide a transition from the neighborhood conservation area to the transit-oriented development. Building heights will be limited to 50 feet along Glendale Terrace with off street parking concealed from the view of the street and a neighborhood serving sidewalk system softened with a street-friendly landscape treatment.

The central section will begin the transition to lower building heights and intensity along Huntington Avenue, with residential or commercial office building heights of up to 110 feet over street-level retail uses. The community-serving retail uses set within the framework of a pedestrian-friendly streetscape, established with the western section will continue along Huntington Avenue. Residential uses along Glendale Terrace with building heights limited to 50 feet will also continue as established within the western section.

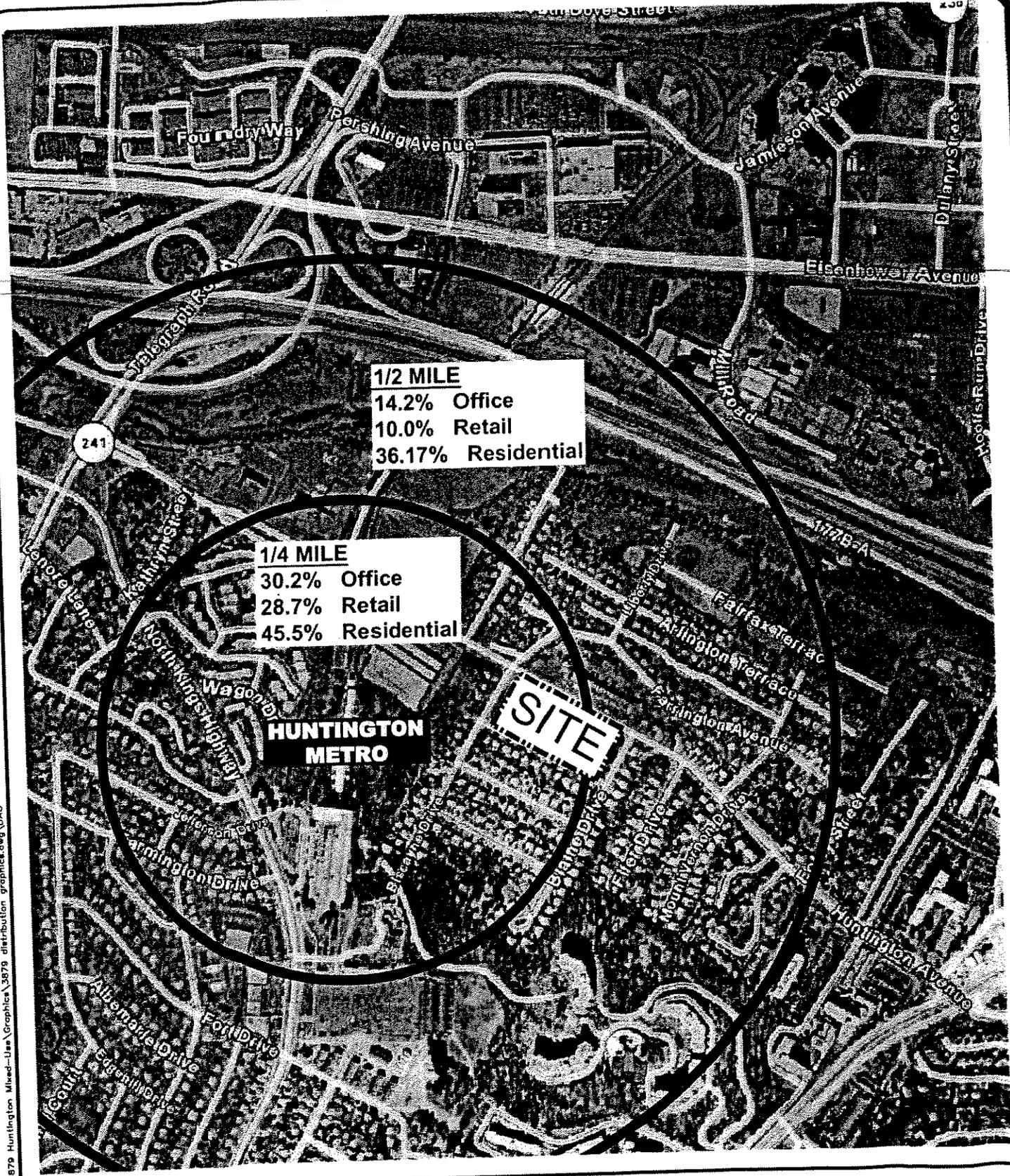
The eastern section of the APR nomination area will contain office buildings up to 100 feet along Huntington Avenue, continuing the pattern of reducing the intensity of uses farther from the entrance to the Metro station. First floor, street-level retail uses established with the first two sections set within a pedestrian-friendly atmosphere will continue. Office uses are provided in this transit oriented development as opportunities for convenient locations for contractors serving the new locations designated as BRAC locations, providing metro access to the GSA warehouse, Victory Center and the Engineer Proving Ground, and access along Route 1 to Fort Belvoir. Residential development along Glendale Terrace would be limited to four story buildings which could accommodate townhome style 2 over 2 units, with off street parking concealed from the view of the street. The neighborhood-serving sidewalk system established with the western section would continue to enhance the transition to the older duplex homes existing along the south side of Glendale Terrace and the east side of Blaine Drive.

An evaluation of traffic effects from the proposed project are included in subsequent pages.

Attachment B
 Huntington East
 Site Trips Generation Summary (1)

Development/Land Use	ITE Land Use Code	Size	Units	AM Peak Hour			PM Peak Hour			Weekday AET
				In	Out	Total	In	Out	Total	
Peak Hour of Generator										
Existing Comprehensive Plan (2):										
VEHICLE TRIPS (Peak Hour of Generator)										
Apartment	220	54	DU's	10	23	33	31	19	50	475
Townhouse	N/A (1)	10	DU's	1	5	6	5	3	8	87
Retail (3)	814	9,956	SF	79	85	164	28	22	50	464
Total Site-Generated Trips				90	113	203	64	44	108	1,026
Proposed Comprehensive Plan:										
VEHICLE TRIPS (Peak Hour of Generator)										
High-Rise Apartment	222	447	DU's	33	119	152	110	67	177	1,930
Mid-Rise Apartment (4)	223	72	DU's	6	13	19	16	11	27	583
Townhouse	N/A (1)	22	DU's	2	10	12	12	6	18	191
Office (5)	710	113,736	SF	182	25	207	35	172	207	1,473
Retail (3)	814	22,747	SF	109	118	227	84	50	134	1,011
Total Site-Generated Trips				332	285	617	237	306	543	5,188
TRIP DIFFERENCE (Proposed Plan minus Existing Plan)				242	172	414	173	262	435	4,162
Peak Hour of Adjacent Street										
Existing Comprehensive Plan (2):										
VEHICLE TRIPS (Peak Hour of Adjacent Street)										
Apartment	220	54	DU's	6	24	30	31	16	47	475
Townhouse	N/A (1)	10	DU's	1	5	6	5	3	8	87
Retail (3)	814	9,956	SF	79	85	164	20	25	45	464
Total Site-Generated Trips				86	114	200	56	44	100	1,026
PERSON TRIPS (Peak Hour of Adjacent Street)										
Apartment (7)	220	1.00	PPV	6	24	30	31	16	47	475
Townhouse (7)	N/A (1)	1.00	PPV	1	5	6	5	3	8	87
Retail (3) (8)	814	1.23	PPV	97	105	202	23	31	54	521
Total Site-Generated Trips				104	134	238	61	50	111	1,133
NON-AUTO PERSON TRIPS (Peak Hour of Adjacent Street)										
Apartment	220	45.5%	Non-Auto	3	11	14	14	7	21	216
Townhouse	N/A (1)	45.5%	Non-Auto	-	1	2	2	1	3	40
Retail (3)	814	28.7%	Non-Auto	28	30	58	7	9	16	164
Total Site-Generated Trips				31	43	74	23	17	40	420
AUTO PERSON TRIPS (Peak Hour of Adjacent Street)										
Apartment	220	54.5%	Auto	3	13	16	17	9	26	259
Townhouse	N/A (1)	54.5%	Auto	1	3	4	3	2	5	47
Retail (3)	814	71.2%	Auto	69	75	144	18	22	40	407
Total Site-Generated Trips				73	91	164	38	33	71	713
EXTERNAL VEHICLE TRIPS (Peak Hour of Adjacent Street)										
Apartment (7)	220	54	DU's	3	13	16	17	9	26	259
Townhouse (7)	N/A (1)	10	DU's	1	3	4	3	2	5	47
Retail (3) (8)	814	9,956	SF	56	61	117	15	18	33	331
Total Site-Generated Trips				60	77	137	35	29	64	637
Proposed Comprehensive Plan:										
VEHICLE TRIPS (Peak Hour of Adjacent Street)										
High-Rise Apartment	222	447	DU's	34	100	134	95	60	155	1,930
Mid-Rise Apartment (4)	223	72	DU's	5	11	16	13	10	23	583
Townhouse	N/A (1)	22	DU's	2	10	12	12	6	18	191
Office	710	113,736	SF	183	25	208	35	171	206	1,473
Retail (3)	814	22,747	SF	109	118	227	33	43	76	1,011
Total Site-Generated Trips				333	264	597	186	290	478	5,188
PERSON TRIPS (Peak Hour of Adjacent Street)										
High-Rise Apartment (7)	222	1.00	PPV	34	100	134	95	60	155	1,930
Mid-Rise Apartment (7)	223	1.00	PPV	5	11	16	13	10	23	583
Townhouse (7)	N/A (1)	1.00	PPV	2	10	12	12	6	18	191
Office (9)	710	1.20	PPV	220	30	250	42	205	247	1,768
Retail (3) (8)	814	1.23	PPV	134	145	279	41	53	94	1,244
Total Site-Generated Trips				395	296	691	203	334	537	5,716
NON-AUTO PERSON TRIPS (Peak Hour of Adjacent Street)										
High-Rise Apartment	222	45.5%	Non-Auto	15	46	61	43	27	70	878
Mid-Rise Apartment (4)	223	45.5%	Non-Auto	2	5	7	4	5	11	265
Townhouse	N/A (1)	45.5%	Non-Auto	1	5	6	5	3	8	87
Office	710	30.2%	Non-Auto	66	9	75	12	42	75	534
Retail (3)	814	28.7%	Non-Auto	28	42	70	12	15	27	357
Total Site-Generated Trips				122	107	229	79	112	191	2,121
AUTO PERSON TRIPS (Peak Hour of Adjacent Street)										
High-Rise Apartment	222	54.5%	Auto	19	54	73	52	33	85	1,052
Mid-Rise Apartment (4)	223	54.5%	Auto	3	6	9	7	5	12	318
Townhouse	N/A (1)	54.5%	Auto	1	5	6	7	3	10	104
Office	710	69.8%	Auto	154	21	175	29	143	172	1,234
Retail (3)	814	71.2%	Auto	96	103	199	25	38	63	867
Total Site-Generated Trips				273	189	462	124	222	346	3,595
EXTERNAL VEHICLE TRIPS (Peak Hour of Adjacent Street)										
High-Rise Apartment (7)	222	447	DU's	19	54	73	52	33	85	1,052
Mid-Rise Apartment (7)	223	72	DU's	3	6	9	7	5	12	318
Townhouse (7)	N/A (1)	22	DU's	1	5	6	7	3	10	104
Office (9)	710	113,736	SF	128	18	146	24	119	143	1,028
Retail (3) (8)	814	22,747	SF	78	84	162	24	31	55	721
Total Site-Generated Trips				229	167	396	114	191	305	3,223
TRIP DIFFERENCE (Proposed Plan minus Existing Plan)				169	90	259	79	162	241	2,966

NOTE: (1) Trip generation based on rates and positions in the Institute of Transportation Engineers Trip Generation Manual, Seventh Edition.
 (2) Trips generated using Fairfax County Department of Transportation townhouse rates and ITE directional distributions.
 (3) Development program for Existing Comprehensive Plan based on existing site development, per Fairfax County Real Estate Property Tax Records.
 (4) Shopping Center (Land Use Code 820) rate used for PM peak hour of generator due to lack of data by ITE.
 (5) Apartment (Land Use Code 220) rate used to calculate average daily weekday trips.
 (6) ITE states that for office uses, the peak hour of the generator typically coincides with the adjacent street peak. Thus, the same calculations are used for both peak periods.
 (7) ITE states that for office uses, the peak hour of the generator typically coincides with the adjacent street peak. Thus, the same calculations are used for both peak periods.
 (8) Peak hour of generator data used for AM peak hour of adjacent street due to lack of data by ITE.
 (9) Person trips assumed as 1.00 persons per vehicle (PPV).
 (10) Person trips obtained from the Institute of Transportation Engineers Trip Generation Manual, Fifth Edition.
 (11) Person trips obtained from the Institute of Transportation Engineers Trip Generation Manual, Fifth Edition.



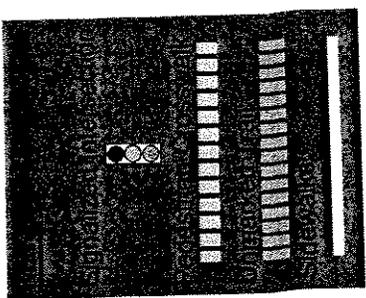
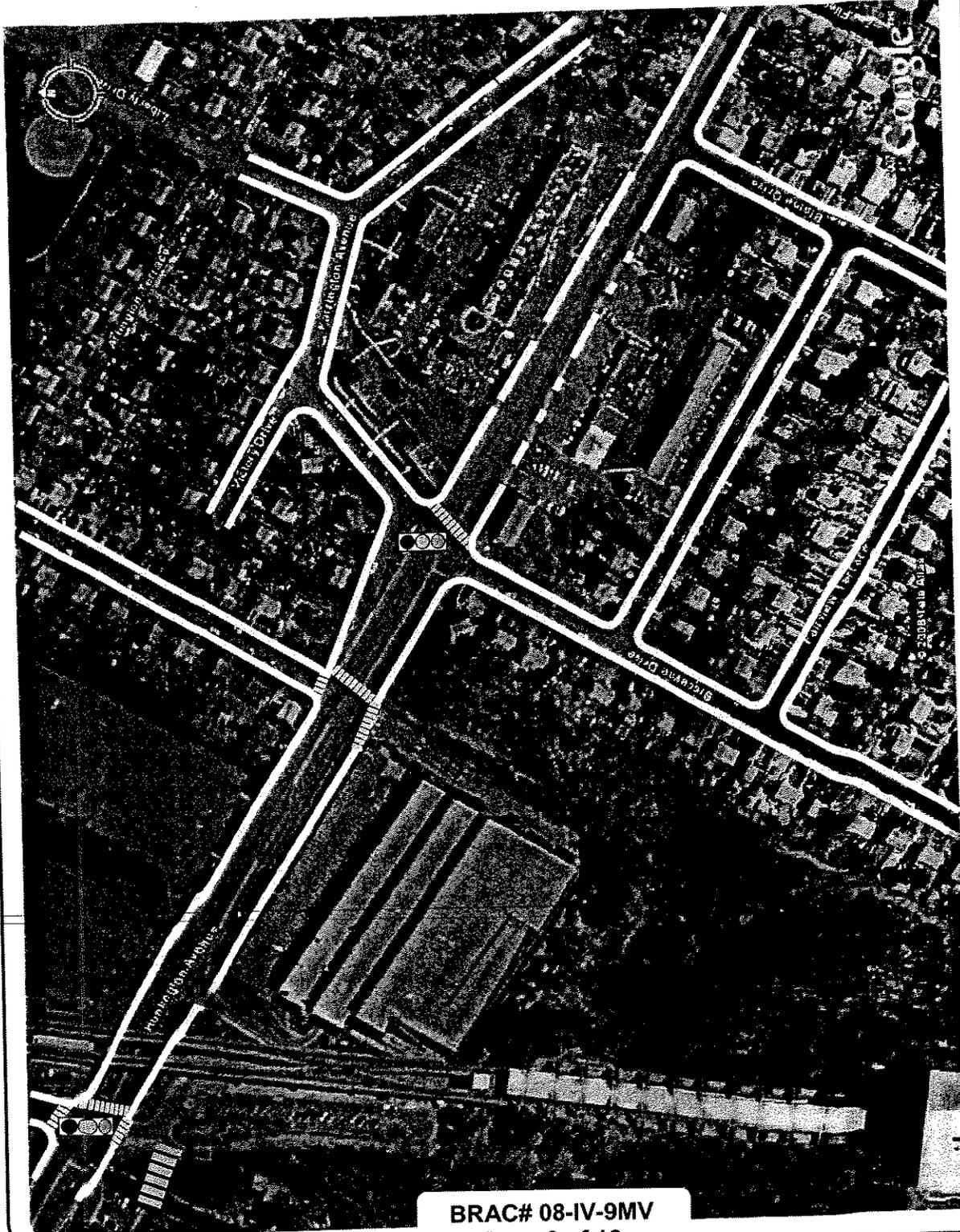
3878 Huntington Mixed-Use\Graphics\3878 distribution_graphics.dwg_DAO

Commuter Non-Auto Mode Share

SCALE 1" = 700'



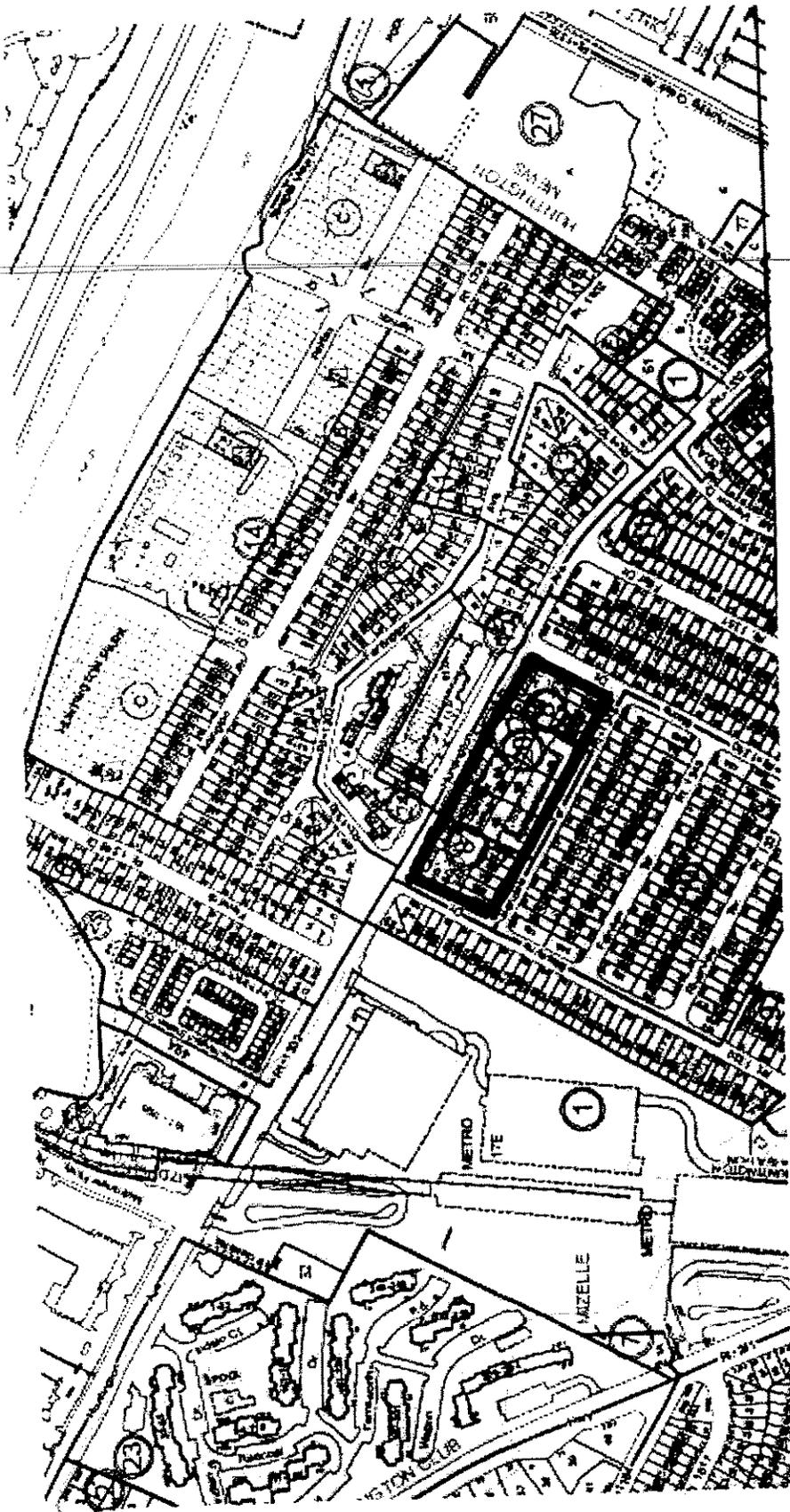
BRAC# 08-IV-9MV
Page 8 of 16



Site Area Transportation Network

Guideline	Does the project meet the criteria?	Plan Area
<p>1. Transit Proximity and Station Area Boundaries Place highest density or land use intensity close to the rail transit station, and above the rail transit station if feasible.</p>	Yes	The area would be divided into three sections; the greatest intensity uses would be located closest to the metro station and Huntington Avenue, transitioning to lower intensity uses farther east along Huntington Avenue, with lower intensity residential uses along Glendale Terrace and Blaine Drive.
<p>2. Station-specific Flexibility Ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.</p>	Yes	The area would be divided into three sections; the greatest intensity uses would be located closest to the metro station and Huntington Avenue, transitioning to lower intensity uses farther east along Huntington Avenue, with lower intensity residential uses along Glendale Terrace and Blaine Drive.
<p>3. Pedestrian and Bicycle Access Provide safe pedestrian and bicycle travel to and from and within the station area.</p>	Yes	The streetscape along Huntington Avenue (the site's frontage) would contain wide sidewalks and an inviting urban landscape treatment to attract and build a pedestrian friendly atmosphere. Because the project is on the same side of Huntington Avenue as the metro, bicyclists and pedestrians will cross only local roads to access the station.
<p>4. Mix of Land Uses Promote a mix of land uses to ensure the efficient of transit and increased ridership during all travel periods in all directions, and to encourage different types of activity throughout the day</p>	Yes	The Plan would allow approximately 75% of the area to be residential, 20% to be office and the remaining portions to be retail and open space uses. This type of development program would increase transit ridership with concurrent inbound and outbound riders.
<p>5. Housing Affordability Incorporate a mix of housing types and sizes, including housing for a range of different income levels.</p>	Yes	Approximately 541 total units (townhouse, mid-rise multifamily, and high-rise multifamily uses) could be accommodated. A workforce housing component could be included.
<p>6. Urban Design Demonstrate excellence in urban design, including site planning, streetscape, and building design, which creates a pedestrian-focused sense of place.</p>	Yes	The streetscape along Huntington Avenue would contain wide sidewalks and an inviting urban landscape treatment to attract and preserve a pedestrian friendly atmosphere.
<p>7. Street Design Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to/from adjacent areas.</p>	Yes	Enhances grid by connecting Huntington Avenue and Glendale Terrace between Blaine Drive and Biscayne Drive with one vehicular connection and two pedestrian connections. Vehicular access would be oriented to and

Guideline	Does the project meet the criteria?	Plan Area
		from local roads instead of Huntington Avenue.
8. Parking <i>Encourage the use of transit while maximizing the use of available parking and minimizing the visual impact of parking structures and surface lots.</i>	Yes	The site's location and enhanced streetscape surrounding the site would encourage the use of alternative modes of transportation.
9. Transportation and Traffic <i>Balance the intensity of TOD and capacity of the transportation infrastructure, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure to limit single occupant vehicle trips.</i>	Yes	The mix of uses would allow for bi-directional transit uses during peak periods and the potential sharing of parking. The new north-south road through the area would break up the block for pedestrians and other non-auto modes of transportation.
10. Vision for the Community <i>Achieve a broadly inclusive, collaborative community participation process when evaluating TOD plans.</i>	Yes	The Plan Review and Amendment process will allow for community involvement and participation.
11. Regional Framework <i>Provide a more efficient land use pattern by concentrating growth around transit station areas.</i>	Yes	Project is within 1/4 mile of transit station.
12. Environmental Considerations <i>Mitigate environmental impacts of development.</i>	Yes	With a mixed-use development program, environmental impacts are inherently reduced.
13. Economic Benefits <i>Create an employment base and encourage commercial revitalization adjacent to transit facilities.</i>	Yes	This plan would allow for a better utilization of the land that comprises the Plan Area. More diverse and denser uses would be permitted and thus would have enhanced economic benefits.
14. Open Space <i>Provide publicly-accessible, high-quality, usable open space.</i>	Yes	Approximately 5,600 SF of open space/private recreation space could be provided with the proposed plan.
15. Public Facilities and Infrastructure <i>Include public facility improvements and services within the TOD area.</i>	Yes	Enhanced sidewalk connections linking the community to the Huntington Metro.
16. Phasing of Development <i>Phase projects in such a way as to include an appropriate mix of uses in each phase of the development.</i>	Yes	The proposed plan would allow for strategic planning and phasing of the future development of the area.



Huntington Avenue 2008 BRAC Nomination
Vicinity Map

Huntington Avenue
BRAC Nomination Form
Part 6- Statement of Justification

The 2005 Base Realignment and Closure (BRAC) process resulted in the transfer of 8,500 employees to the Engineer Proving Grounds, 5,500 employees to the main post of Fort Belvoir, and 6,200 employees to either the GSA warehouse near the Franconia Springfield Metro, or the Victory Center on Eisenhower Avenue and the Mark Center in Alexandria. The pressures on available housing for the workforce serving these new installations, and the considerable impacts brought to bear on roadway transportation networks call for a renewed look at very high intensity transit-oriented development centered on the Metro stations in the vicinity of these new work centers. The area bounded by Huntington Avenue, Biscayne Avenue, Glendale Terrace and Blaine Drive, which is within a tenth of a mile to the Huntington Metro offers an excellent opportunity to address the needs of workforce housing while providing contractor office locations, and the walkable Metro access will relieve the housing and transportation pressures from this significant shift in demographics.

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

The Huntington Avenue transit oriented development proposal is located within the Huntington Metro TSA, which is within the BRAC related APR Process Nomination Areas identified by the Fairfax County Department of Planning and Zoning. It is located within a short walk -- less than 325 feet -- of the entrance of the Huntington Metro parking garage. The Huntington Metro is the station located closest to Fort Belvoir and is currently served by the Richmond Highway Express Metro bus connecting to several stops within Fort Belvoir. The Huntington Metro location can provide direct Metro access to the GSA warehouse facility via the Franconia/ Springfield connection, or the Victory Center via the Eisenhower Avenue connection. The proposal addresses the need for workforce housing, an important alternative transportation connection to BRAC facilities, and a convenient BRAC contractor office location for all of the BRAC facilities.

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

New employees of Fort Belvoir, the Engineer Proving Grounds, or the alternate locations of either the GSA Warehouse or Victory Center and Mark Center may be required to relocate to the area where their job has been assigned and must have affordable high quality workforce housing available in an area where affordable housing with Metro access poses a significant challenge. In addition, contractors must provide work locations within a specified radius of BRAC facilities to meet government contracting provisions. This proposal will provide high quality urban workforce housing with walk able access to the Metro, and a location for government contractor office locations that meet the requirements for proximity to all the existing or proposed BRAC designated facilities.

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

The Community Profile published by the Office of Economic Adjustment, Department of Defense Growth Summit, December 2007 estimates that the working population of Fort Belvoir, including military, civilians, and contractors will increase from 23,000 persons to 47,000 persons by the year 2011. This profile identified a significantly increased demand on infrastructure, transportation, services and housing associated with the shift in demographics caused by the shift in jobs. Ideally these needs should be met around the Huntington Metro station through transit-oriented development with intensities that meet or exceed transit oriented development standards since it is the closest Metro station available to Fort Belvoir, with connections to Franconia Springfield and the

Eisenhower Avenue Metro Station. The proposed APR nomination addresses the need for affordable workforce housing and contractor work locations in a transit-oriented development located in one of the few areas uniquely suited for redevelopment within 1/10 of a mile of the Huntington Metro Station.

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

The proposed APR nomination would provide a transit-oriented development with access to the Huntington Metro, thus minimizing traffic impacts to Huntington Avenue. Any traffic effects to the surrounding local street system including Biscayne Avenue, Glendale Terrace, and Blaine Drive are also minimized by the deliberate design of the development so that the highest intensity of uses are directed toward Huntington Avenue and the Metro and away from the surrounding neighborhood. Vehicle trips from apartment development typically generate a lower rate of vehicles per day than town home or single family development, and vehicle trips generated from office and residential development in this location are significantly reduced by the proximity of the Huntington Metro.

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

The key concern in the concept formation for the proposed development was the preservation and protection of the neighborhood conservation area adjacent to the proposed project, which is identified as Land Unit B comprising most of the southern portion of the Huntington Conservation Area. The majority of the project area lies outside of Land Unit B, and is within Land Unit T. The Huntington Conservation Area is derived by the Huntington Conservation Plan that was adopted in March of 1976, and outlined goals for the conservation and development of a viable and sound residential community in the Huntington neighborhood. Small areas of the two corners of Land Unit B are located within the block outlined for the APR amendment, at the intersection of Biscayne Avenue and Glendale Terrace, and at the intersection of Blaine Drive and Glendale Terrace. However, the entire block proposed for redevelopment to a transit oriented development, including the areas nominally located in Land Unit B are currently zoned C-5 not residential, and are subject to by-right development that is not in keeping with the existing goals outlined for Land Unit B.

The proposed development will redefine the boundary of Land Unit B to a more logical dividing line, and address the urgent needs created by the BRAC realignment while providing a transition to preserve the existing neighborhoods within Land Unit B along Glendale Terrace, Biscayne Drive and Blaine Drive. The proposed project will also serve to create a gateway to the transit station corridor, and by providing a protective transition to Land Use B, will complement the existing residential neighborhood in Land Unit B. The end result will blend the imperative created by the recent BRAC actions with the overall preservation intent of the Huntington Conservation Plan, as envisioned in 1976.

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

The first phase of the proposed development will be the western component of the plan located closest to the Huntington Metro. Entitlements, including the APR nomination process, rezoning and plan approval are estimated to be two and a half years, followed by two years of construction. The second two phases would be dependent upon economic conditions, however, it is anticipated that the construction of the first phase combined with the completion of the BRAC realignment action in 2011 will operate as a catalyst for the rezoning and construction of the second two phases.

PROPERTY INFORMATION TABLE

All Subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part I 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
0831 20 0001A	G E N Karaiskos LLC	2301 Huntington Av	2447 Shenandoah St. Vienna VA 22180	0.34052	7006 2760 0002 3060 8627
0831 20 0001B	Huntington Station LLC	2330 Glendale Te	104 B E Broad St. Falls Church VA 22046	0.36736	7006 2760 0002 3060 8733
0831 20 0002A	Monis Gust, Monis Diane	2253 Huntington Av	3144 Holmes Run Rd Falls Church VA 22042	0.34615	7006 2760 0002 3060 8603
0831 20 0002B	Huntington Station LLC	2322 Glendale TE	104 B E Broad St Falls Church VA 22046	0.36858	7006 2760 0002 3060 8726
0831 20 0003A	Reynolds Donald F, and Suzanne	2245 Huntington Av	7008 Clenson Dr Alexandria VA 22307	0.34788	7006 2760 0002 3060 8580
0831 20 0003B	Huntington Station LLC	2314 Glendale Te	104 B E Broad St Falls Church VA 22046	0.36858	7006 2760 0002 3060 8689
0831 08 0093A	Rodgers Theo C.	2344 Glendale Te	1040 Park Av. Ste 300 Baltimore MD 21201	0.12602	7006 2760 0002 3060 8566
0831 08 0092B	Rodgers Theo C.	2338 Glendale Te	2338 Glendale Te Alexandria VA 22303	0.0828	7006 2760 0002 3060 8559
0831 08 0083A	Jurkowski Anne	2302 Glendale Te	2302 Glendale Te Alexandria VA 22303	0.0828	7006 2760 0002 3060 8542
0831 08 0094A	2317 Huntington LLC	2317 Huntington Av	4704 Red Fox Dr Annandale VA 22003	0.6679	7006 2760 0002 3060 8535
0831 08 0080A	2243 LLC	2243 Huntington Av	5545 Ashleigh Rd Fairfax VA 22030	0.61976	7006 2760 0002 3060 8528



BRAC
NOMINATION FORM

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
0831 08 0083B	Bates Matthew T and Mary C	2300 Glendale Te	2300 Glendale Te Alexandria VA 22303	0.12333	7006 2760 0002 3060 8511
0831 08 0084A	Carbone Chad A.	2306 Glendale Te	2306 Glendale Te Alexandria VA 22303	0.0828	7006 2760 0002 3060 8504
0831 08 0084B	Ramos Santos S. and Ramos Majura M.	2304 Glendale Te	2304 Glendale Te Alexandria VA 22303	0.0828	7006 2760 0002 3060 8498
0831 08 0085A1	Huntington Station LLC	2310 Glendale Te	104 B E Broad St Falls Church VA 22046	0.00869	7006 2760 0002 3060 8672
0831 08 0085B	Huntington Station LLC	2308 Glendale Te	104 B E Broad St Falls Church VA 22046	0.0828	7006 2760 0002 3060 8665
0831 08 0091A	Huntington Station LLC	2336 Glendale Te	104 B E Broad St Falls Church VA 22046	0.0828	7006 2760 0002 3060 8658
0831 08 0091B1	Huntington Station LLC	2334 Glendale Te	104 B E Broad St Falls Church VA 22046	0.01274	7006 2760 0002 3060 8641
0831 08 0092A	Henriquez, Roxanna	2340 Glendale Te	2340 Glendale Te Alexandria VA 22303	0.0828	7006 2760 0002 3060 8696
0831 08 0093B	A and R Huntington Metro, LLC	2342 Glendale Te	1040 Park Avenue Baltimore, MD 21221	0.0828	7006 2760 0002 3060 8436

5162776_v5