



2009-2010 South County Area Plans Review

Summary of Adopted Amendments Non-VDOT Review Items

to the Fairfax County
Comprehensive Plan Resulting from the
2009-2010 South County Area Plans Review



*This document contains amendments to the **Comprehensive Plan for Fairfax County, Virginia** adopted by the Board of Supervisors on July 27, September 28, and October 19, 2010 for 2009-2010 South County APR items which did not require VDOT 527 review. This Summary is to be used in conjunction with the 2007 Edition of the Comprehensive Plan.*

2009-2010 South County APR amendments awaiting VDOT 527 review will be heard at upcoming public hearings, published in a separate document, and subsequently available from the Department of Planning and Zoning, Suite 730, 12055 Government Center Parkway, Fairfax, Virginia, 22035.

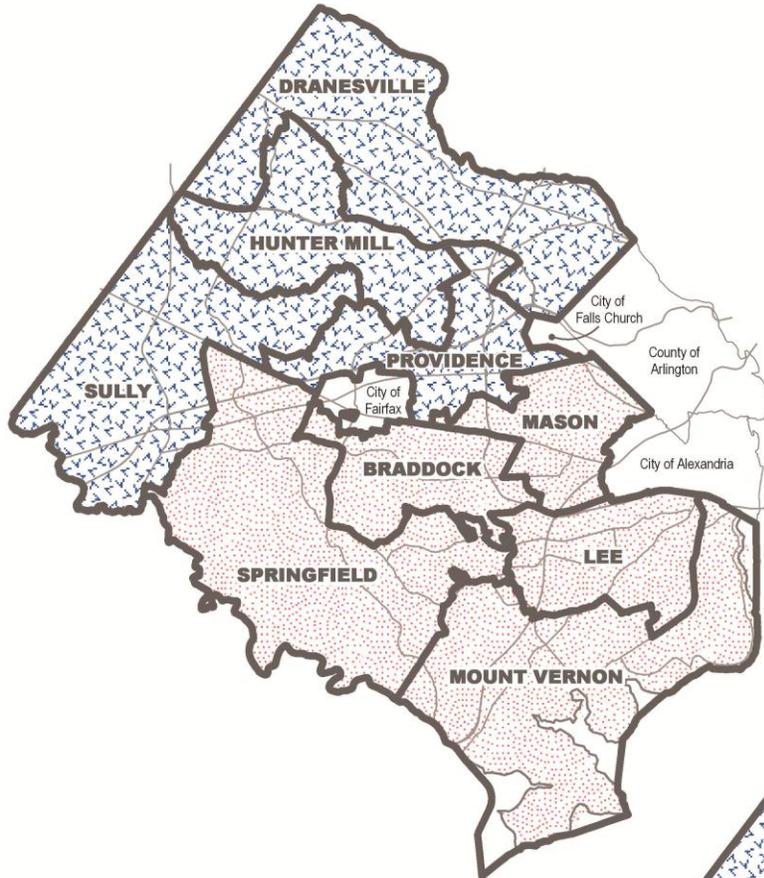
* Plan amendment No. 2007-28 applies to amendments adopted on July 27, 2010; Plan amendment No. 2007-29 applies to amendments adopted on September 28, 2010, and Plan amendment No. 2007-30 applies to amendments adopted on October 19, 2010.



Prepared by the Department of Planning and Zoning
Fairfax County, Virginia

October 2010

FAIRFAX COUNTY, VIRGINIA



← SUPERVISOR DISTRICTS INCLUDED IN THE 2009-2010 SOUTH COUNTY AREA PLANS REVIEW

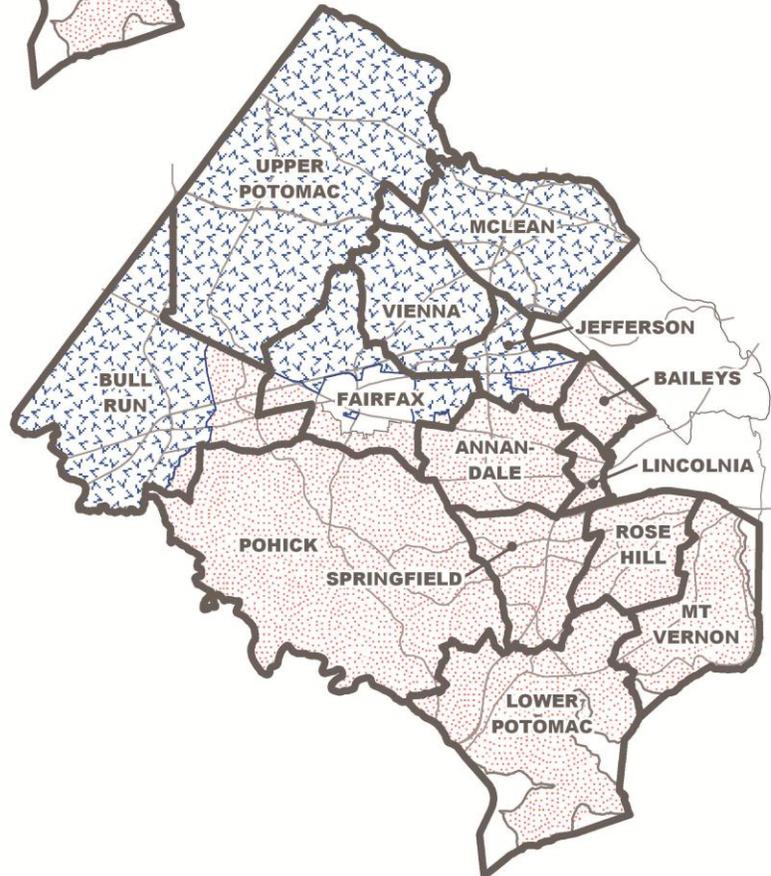
KEY

-  Supervisor Districts
-  2008-2009 North County Area Plans Review
-  2009-2010 South County Area Plans Review

→ PLANNING DISTRICTS INCLUDED IN THE 2009-2010 SOUTH COUNTY AREA PLANS REVIEW

KEY

-  Planning Districts
- | | |
|-----------|---------------|
| Area I | Area III |
| Annandale | Bull Run |
| Baileys | Pohick |
| Jefferson | Upper Potomac |
| Lincolnia | Area IV |
| Area II | Lower Potomac |
| Fairfax | Mount Vernon |
| McLean | Rose Hill |
| Vienna | Springfield |
-  2008-2009 North County Area Plans Review
 -  2009-2010 South County Area Plans Review



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**2009-2010 SOUTH COUNTY APR
Non- VDOT Review Items**

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NOTE: 2009-2010 South County APR nominations awaiting VDOT 527 transportation review will be scheduled for public hearings at a later date.

SUMMARY OF 2009-2010 SOUTH COUNTY AREA PLANS REVIEW NOMINATIONS

The Summary of Area Plans Review Nominations provides information for each nomination considered as part of the 2009-2010 South County Area Plans Review process. The summary is organized by Planning Districts.

The recommendations of the Fairfax County Planning Commission are reflected under the column titled “PC Action” and the actions of the Fairfax County Board of Supervisors are reflected under the column titled “BOS Action.”

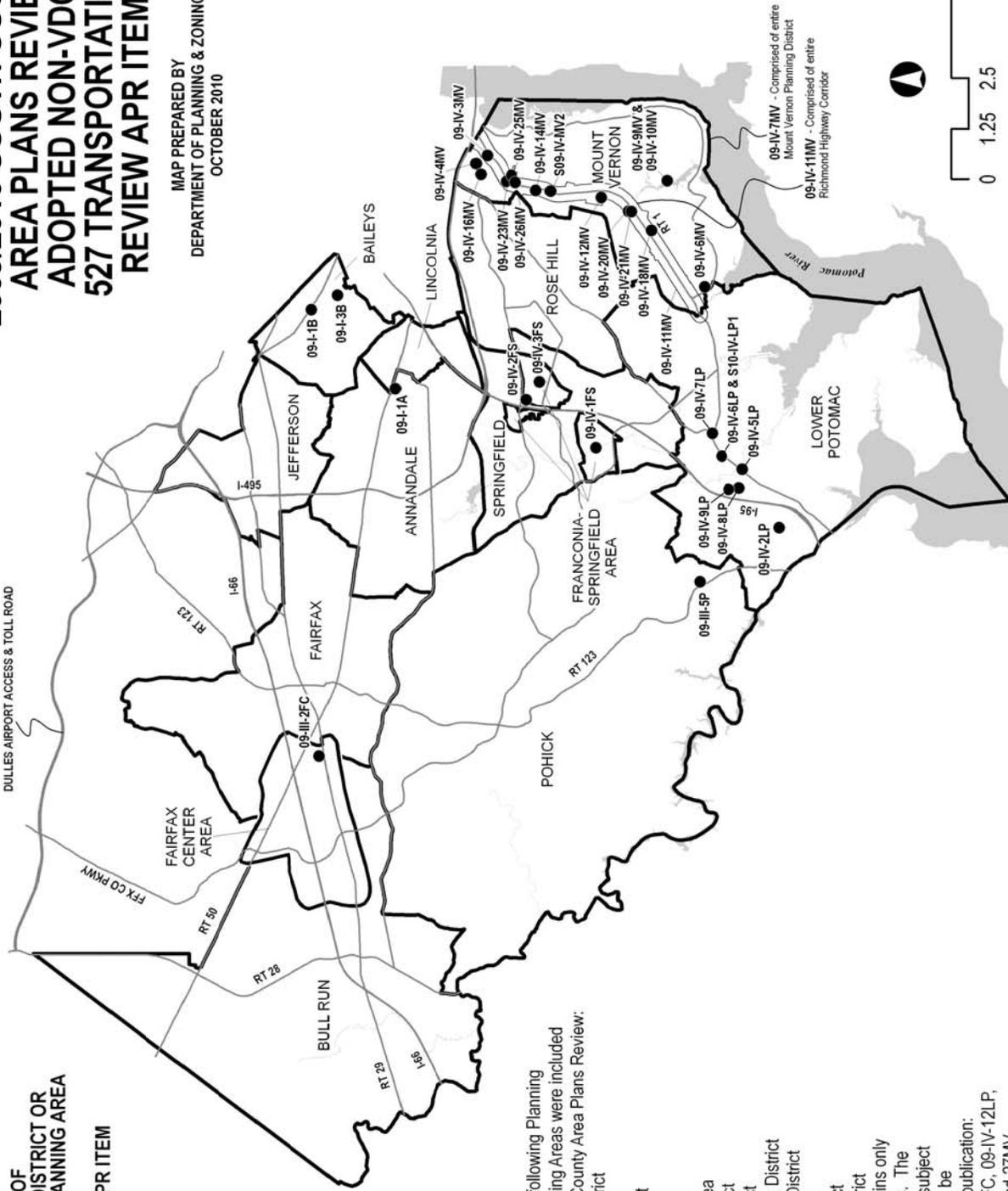
For detailed information on any item listed in the summary, contact the Planning Division of the Department of Planning and Zoning at (703) 324-1380.

2009/2010 SOUTH COUNTY AREA PLANS REVIEW ADOPTED NON-VDOT REVIEW APR ITEMS

MAP PREPARED BY
DEPARTMENT OF PLANNING & ZONING
OCTOBER 2010

KEY
BOUNDARY OF
PLANNING DISTRICT OR
SPECIAL PLANNING AREA

● ADOPTED APR ITEM



NOTES:
1) All or a portion of the following Planning Districts or Special Planning Areas were included in the 2009/2010 South County Area Plans Review:
Annandale Planning District
Baileys Planning District
Bull Run Planning District
Fairfax Planning District
Fairfax Center Area
Franconia-Springfield Area
Jefferson Planning District
Lincolnia Planning District
Lower Potomac Planning District
Mount Vernon Planning District
Pohick Planning District
Rose Hill Planning District
Springfield Planning District

2) This publication contains only Non-VDOT Review items. The following APR items are subject to VDOT Review and will be presented in a separate publication:
09-I-1L, 09-I-2L, 09-III-1FC, 09-IV-12LP,
09-IV-1MV, 09-IV-2MV and 27MV,
09-IV-13MV, 09-IV-15MV, 09-IV-2S

2009-2010 South County APR Nomination Summary

Annandale (Area I)
 Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-I-1A (Adopted)	Mason	Greg Budnik, Agent for 6651 LLC (Campbell and Ferrara Nurseries)	SE corner of Little River Tpk and Willow Run Dr.	71-2((1))36; 71-2((10))17A; 71-2((13))1	8.79	Residential 1-2 du/ac	Mixed use residential 3-4 du/ac, office, retail up to .31 FAR.	6/30/2010	Recommended the task force alternative for residential use up to 1-2 du/ac. Option for office, retail or a combination of office and retail up to 30,000 s.f. on 2 acres on the northern portion and for the residual area or the entire area, residential use at 3-4 du/ac.	7/27/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Baileys (Area I)
Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-1-1B (Adopted)	Mason	William B. Lawson, Jr., Esquire	Generally S of Leesburg Pk and Glen Forest Dr intersection.	61-2((18))1-4	0.98	Office use up to .35 FAR with conditions.	Neighborhood serving retail up to .35 FAR. Option for office up to .50 FAR.	6/30/2010	Recommend staff alternative that allows town-house style office use up to .25 FAR, with option for mix of office and/or retail up to .25 FAR with full parcel consolidation, R.O.W. dedication. Development should be urban in character, auto-oriented uses should be prohibited, restaurant uses discouraged, and primary pedestrian entrance should be visible and accessible from Route 7.	7/27/2010	Adopt PC recommendation.
09-1-2B (Withdrawn)	Mason	Elizabeth Baker for Juniper Lane Associates, LLC (Walsh Colucci Lubeley Emrich & Walsh PC)	SW corner of Leesburg Pike and Juniper Ln.	51-3((11))190A; 51-3((23))A	8.18	Retail use up to .70 FAR	Option for mixed use office, retail, and residential (50-60 du/ac) up to 1.5 FAR	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Baileys (Area I)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-I-3B (Adopted)	Mason	Lisa Chiblow (McGuire-Woods, LLP)	Generally at the eastern terminus of Arnet St. and W of Danny's Ln.	61-4((1))118	5.00	Infill development should be of compatible use, type and intensity.	Option for mixed use institutional up to .21 FAR and residential up to 5-8 du/ac.	6/30/2010	Recommend approval of the task force recommendation of the staff alternative to educe the number of residential units to 22. Attention to buffers, screening and additional cooperation with the community.	7/27/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Jefferson (Area I)
Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-I-1J (Denied)	Mason	Albert Riveros	Generally E of Cedarwood Ln, S of Arlington Blvd, and parcels front E and W of Aspen Ln.	51-3((5))7A,7B, 8-14,14A,15, 16,30; 51-3((6))13A, 13B	10.06	Retain single-family residential use and discourage commercial.	Residential 8-12 du/ac.	6/30/2010	Retain adopted Plan.	NA	NA

2009-2010 South County APR Nomination Summary

**Lincolnia (Area I)
Planning District**

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-I-1L (Active – VDOT Review)	Mason	William B. Lawson, Jr.	N of Little River Tpk, E and S of Beauregard St.	72-4((1))3,5,5A	23.66	Commercial development. Provide pedestrian access to and from residential neighborhoods.	Mixed use office, retail and residential (30-40 du/ac) up to 1.78 FAR.	NA	NA	NA	NA
09-I-2L (Active – VDOT Review)	Mason	Martin D. Walsh for Plaza 500 LLC (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	SE corner of Edsall Rd and Winter View Dr.	81-2((1))7	34.16	Light industrial and warehousing up to .50 FAR.	Option for mixed use office, retail, hotel and 1,520 residential units, up to 1.85 FAR.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Fairfax Center Area (Area III)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-III-1FC (Active – VDOT Review)	Springfield	Brian Winterhalter (Cooley Godward Kronish LLP)	S of Lee-Jackson Memorial Hwy (Route 50), N of Interstate 66, and E of Legato Rd.	46-3((8))All; 46-4((9))All; 56-1((12))All	133.70	Retail and office mixed-use up to 0.15 FAR (Baseline), 0.25 FAR (Intermediate), 0.50 FAR (Overlay).	Increase intensity of overlay level up to 0.65 FAR for land unit. Add option for retail, office, hotel, residential, and supporting uses up to 0.80 FAR for portion of land unit, based on bus rapid transit and other conditions, and up to 1.0 FAR for portion of land unit, based on Metrorail and other conditions.	Currently scheduled for PC public hearing on 3/16/2011	NA	Currently scheduled for BOS public hearing on 4/26/2011	NA
09-III-2FC (Adopted)	Springfield	David R. Gill (McGuire-woods LLP)	N of Lee Hwy between Waples Mill and Ridge Top Rds.	56-2((1))37A, 37B,37C,37D, 37E,37F,37G, 39	22.10	Office at an intensity up to 0.15 FAR (Baseline), up to 0.35 FAR (Intermediate), up to 0.70 FAR (Overlay); option for residential mixed-use up to 1.2 FAR with consolidation and other conditions, unconsolidated parcels office mixed-use up to 1.0 FAR.	Reduce residential mixed-use to 1.05 FAR maximum with consolidation and other conditions. Increase overall sub-unit intensity up to 1.15 FAR.	9/30/2010	Recommend staff and task force alternative to recommend that some office use may be replaced with single family attached units in consolidation option, with remaining office use as professional office use. Proposed transferred of office use was not supported.	10/19/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

**Pohick (Area III)
Planning District**

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-III-1P (Denied)	Mt. Vernon	Carl Sell	Located on Hooes Rd, N of Silverbrook Rd.	97-4((2))14, 14A,15-18	5.50	Residential 1-2 du/ac.	Residential 3-4 du/ac.	7/28/2010	Retain adopted Plan.	NA	NA
09-III-2P (Withdrawn)	Mt. Vernon	Brian Winterhalter (Cooley Godward Kronish LLP)	S of Hooes Rd and the Fairfax County Pkwy and E of Gambrill Rd.	89-3((1))39,42	7.19	Residential 2-3 du/ac.	Single-family attached residential 12-16 du/ac with consolidation, access and buffering conditions.	6/2/2010	Accepted withdrawal.	N/A	NA
09-III-3P (Withdrawn)	Mt. Vernon	Brian Winterhalter (Cooley Godward Kronish LLP)	On Hooes Rd, E of Gambrill Rd.	89-3((1))37,38; 89-3((2))2	2.65	Residential 2-3 du/ac.	Neighborhood-serving retail uses up to .35 FAR. Drive-thru uses may be appropriate with conditions.	6/2/2010	Accepted withdrawal.	N/A	NA
09-III-4P (Denied)	Mt. Vernon	Michael Grogan (South County Federation)	S of Peniwill Dr, W of Route 123, N of Occoquan River.	106-3((1))4B,9; 106-4((1))1B, 19,20B,23-25, 56; 112-2((1))8,9, 11-14	75.32	Parcel 106-3((1)) 4B, residential .1-.2 du/ac. Option for Parcels 106-3((1)) 4B, 106-4((1)) 1B and 20B pt. (area south of Peniwill Drive) may be appropriate for expansion of existing quarry with adequate buffering from neighboring residential areas, adequate road access and mitigation of environmental impacts.	Area immediately north of existing quarry operation planned for residential use at .1-.2 du/ac with no industrial uses in this area. Quarry operation should be discontinued. Buffering neighborhood residential areas. Provide adequate road access, mitigate environmental impacts.	7/28/2010	Retain adopted Plan.	N/A	NA

2009-2010 South County APR Nomination Summary

**Pohick (Area III)
Planning District
(continued)**

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-III-5P (Adopted)	Mt. Vernon	Steven F. Teets	Northeast of Ox Road, North of Crosspointe subdivision (Weatherly Way).	106-2((1))9A, 9B; 106-2((7))1,4,5	21.97	Residential 0.5-1.0 du/ac with option for neighborhood shopping center up to 125,000 S.F. with conditions. No free-standing retail.	Residential 0.5-1.0 du/ac with option for neighborhood shopping center up to 125,000 S.F. to include free-standing retail and other conditions.	7/28/2010	Recommend staff and task force alternative to update Tax Map parcel numbers. Proposed nomination regarding free standing use was not supported.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Franconia-Springfield Area (Area IV)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-1FS (Adopted)	Lee, Mt. Vernon	Kimberly Rybold (Fairfax County Department of Planning and Zoning)	W of Backlick Rd, E of Rolling Rd, N of Fairfax County Pkwy.	90-3((1))32	803.00	Public facilities, government and institutional, and public parks. Option: mixed-use at overall intensity of .17 FAR.	Public facilities, government and institutional, and public parks; remove mixed-use option.	6/30/2010	Recommend approval of staff alternative to incorporate minor modifications to original nomination for public facilities, government and institutional, and public parks; remove mixed-use option.	7/27/2010	Adopt PC recommendation.
09-IV-2FS (Adopted)	Lee	Molly Novotny and Fairfax County Board of Supervisors (Cooley Godward Kronish LLP)	W of Loisdale Rd and S of Franconia Rd.	90-2((1))40D, 40F,40G; 90-2((11))All	19.40	Office and hotel up to 0.50 FAR.	Office, residential, hotel, civic/conference center, and retail up to 2.0 FAR.	7/28/2010	Recommend staff and task force alternative to expand subject area as mixed-use redevelopment including civic/conference center up to 1.0 FAR overall, concentrated around plaza in 6-acre core area coordinated with planned town center in Land Unit I. Conditions related to land use, trip neutrality, circulation, connectivity, urban park.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Franconia-Springfield Area (Area IV)
(continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-3FS (Adopted)	Lee	Mark Viani, Esquire (McGuire-Woods LLP)	N of Franconia-Springfield Pkwy and E of Frontier Dr.	90-2((1)) 101A1,101A2, 101B	20.06	Office and retail up to 0.30 FAR with option for residential up to 20 du/ac.	Residential, office, and retail up to 1.8 FAR.	6/30/2010	Recommend staff and task force alternative: Retain base Plan. Recognize transit-oriented redevelopment potential through concurrent Plan amendment and rezoning.	7/27/2010	Adopt PC recommendation.
09-IV-4FS (Denied)	Lee	Rajai Zumot, agent for Springfield Industrial Park Partnership (Zumot Real Estate Management, Inc.)	SE of Springfield Center Dr and NW of CSX railroad tracks.	90-4((1))11A	4.14	Industrial use up to 0.35 FAR; option for biotech/ research and development up to 0.50 FAR.	Office and retail up to 1.0 FAR.	6/30/2010	Retain adopted Plan.	NA	NA

2009-2010 South County APR Nomination Summary

Lower Potomac (Area IV)
Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-1LP (Denied)	Mt. Vernon	Linwood Gorham (South County Federation)	Generally located E of Hooes Rd., S of Fairfax County Pkwy, W of the eastern boundary of Fort Belvoir, and N of the Potomac River.	NA	0.00	Lower Potomac Planning District, Overview, Major Objectives section to establish focal points for development, preserve stable residential areas, provide pedestrian links, parks, buffering, protect sensitive environmental and historic resources.	Lower Potomac Planning District, Overview, Major Objectives section. Add new bulleted text "Keep the skyline as natural and green as possible. Promote building height that is consistent or lower than the tree canopy".	7/28/2010	Retain adopted Plan.	NA	NA
09-IV-2LP (Adopted)	Mt. Vernon	Michael Grogan (South County Federation)	Generally located N of I-95, W of Furnace Rd.	113-1((1))5, 11-13	27.47	Industrial use for a recycling center and/ or recycling related industries, option for public open space when the adjacent landfills are covered.	Light industrial use, option for public open space when the adjacent landfills are covered.	7/28/2010	Recommend approval of task force alternative to approve nomination for northern triangular portion of subject property, and to retain adopted Plan for southern triangular portion of subject property.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Lower Potomac (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-3LP (Denied)	Mt. Vernon	Linwood Gorham (South County Federation)	On Richmond Hwy, SW of Greencastle Ln.	107-4((1))34	6.15	Public facilities, governmental and institutional uses.	Public facilities, governmental and institutional uses, option for a police station adjacent to existing Lorton Library, Lorton Community Action Center and community park.	7/28/2010	Retain adopted Plan.	NA	NA
09-IV-4LP (Denied)	Mt. Vernon	Anh Minh Tran	Accotink Village - W of Backlick Rd, N or Richmond Hwy, E of Anderson Ln.	109-1((1))13	0.78	Residential 2-3 du/ac.	Retail with 50 parking spaces.	7/28/2010	Retain Adopted Plan.	NA	NA
09-IV-5LP (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	S of Richmond Hwy, W of Noman Cole, Jr. Pollution Control Plant.	107-4((1))30,32	5.31	Residential facility for persons requiring special needs housing. Option for 5-8 du/ac. Consider County acquisition for buffering to Noman Cole Pollution Control Plant.	Reflect Sub-unit acquired by Fairfax County and used as a buffer to the plant. Option for recreation fields.	7/28/2010	Recommend staff alternative to maintain county-owned land as a buffer. Delete residential uses. Note existing recreation uses operated and maintained by the Park Authority. Modify TF rec. related to soil contamination to apply to all environmental contamination.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Lower Potomac (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-6LP and Plan Amendment S10-IV-LP1 (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	Intersection of Lorton Rd and Richmond Hwy.	108-3((1))2,3; 108-3((2))2,5,6	3.18	Retail up to .25 FAR, up to .15 FAR without full consolidation. Option for drive-in bank and drive-through pharmacy up to .15 FAR with conditions.	Remove option for drive-through uses.	7/28/2010	Recommend Planning Commission alternative which removes text addressing widening at Route 1 and Lorton Rd, retains guidance noting primary access on Lorton Rd, and limits drive-through uses to those approved prior to 2011, and does not permit new drive-through uses.	9/28/2010	Adopt PC recommendation.
09-IV-7LP (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	NW quadrant of the intersection of Richmond Hwy and Telegraph Rd.	108-1((1))20, 22A,24-26,28	5.14	Residential 5-8 du/ac with conditions. Option for 8-12 du/ac with conditions.	Residential 3-4 du/ac for parcels 108-1((01))20, 22A, 24-26, and 28. Option for open space buffer.	7/28/2010	Recommend PC alternative to retain current recommendation for parcel 108-1 ((1)) 20. Recommend 3-4 du/ac for remaining parcels. Add text noting some parcels are owned by the state and may be used for open space or transportation improvements.	9/28/2010	Adopt PC recommendation.
09-IV-8LP (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	E of Groom Cottage Dr, S of Lorton Station Shopping Center, N of Thomas Baxter Pl.	107-4((1))44	2.16	Mixed use up to .25 FAR with conditions.	Maintain parcels as open space. If parcels are developed, should not negatively impact the community.	7/28/2010	Recommend nomination as submitted.	9/28/2010 10/19/2010	Retain adopted Comprehensive Plan. Reconsidered on 10/19/2010 to adopt PC recommendation.

2009-2010 South County APR Nomination Summary

**Lower Potomac (Area IV)
Planning District
(continued)**

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-9LP (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	E of CSX tracks, SE corner of the intersection at Lorton Rd and Lorton Market St.	107-4((23))B	1.47	Mixed use up to .25 FAR with conditions.	Discourage auto-oriented uses on parcel 107-4((23)) B due to access limitations.	7/28/2010	Recommend nomination as submitted.	9/28/2010	Adopt PC recommendation.
09-IV-10LP (Denied)	Mt. Vernon	Linwood Gorham (South County Federation)	Generally SE of Lorton Station Blvd and N or Bakers Dr.	107-2((1))13	2.21	Mixed non-residential use up to .30 FAR on 22 acres and residential use up to 5 du/ac on 202 acres with conditions.	Parcel 107-2((1))13 should be compatible with adjacent residential neighborhood.	7/28/2010	Retain adopted Plan.	NA	NA
09-IV-11LP (Withdrawn)	Mt. Vernon	David R. Gill (McGuire-Woods, LLC)	Generally located W of I-95, E of Giles Run EQC, N of Lorton Landfill.	107-4((1))98, 98A	25.90	Maintain single-family residential use, new or infill res. at 1-2 du/ac. Development on the portion of sub-unit B1-c adjacent to I-95 should provide measures to mitigate noise impacts.	Option for mini-warehouse up to 125,000 GFA with accessory storage for boats/RVs.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Lower Potomac (Area IV)
Planning District
(continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-12LP (Active – VDOT Review)	Mt. Vernon	David R. Gill (McGuire-Woods, LLC)	Generally located W of Telegraph Rd, E of Pohick Estates Park, N of Southgate Woods townhouses.	108-1((1))1C, 1D,1E,1F,1G, 1H,1J,1M,1N, 2A,3C,3D; 108-1((10))	69.37	Industrial up to .35 FAR.	Mixed non-residential uses up to .8 FAR.	NA	NA	NA	NA
				7220,7220A, 7220B,7220C, 7220D,7220E, 7220F,7220G, 7220H,7220J, 7220K,7220L, 7220M,7220N, 7220P,7220Q, 7220R,7220S, 7220T,7220U, 7220V,7220W, 7240,7240A, 7240B,7240C, 7240D,7240E, 7240F,7240G, 7240H,7240J, 7240K,7240L, 7240M,7240N, 7240P,7240Q							
Plan Amendment S10-IV-LP1 and 09-IV-6LP (Adopted)	Mt. Vernon	Linwood Gorham (South County Federation)	Intersection of Lorton Rd and Richmond Hwy.	108-3((1))2,3; 108-3((2))2,5,6	3.18	Retail up to .25 FAR, up to .15 FAR without full consolidation. Option for drive-in bank and drive-through pharmacy up to .15 FAR with conditions.	Remove option for drive-through uses.	7/28/2010	Recommend Planning Commission alternative which removes text addressing widening at Route 1 and Lorton Rd, retains guidance noting primary access on Lorton Rd, and limits drive-through uses to those approved prior to 2011, and does not permit new drive-through uses.	9/28/2010	Adopt PC recommendation.

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2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-1MV (Active – VDOT Review)	Mt. Vernon	Patrick Rea (c/o MVCCA)	W of Richmond Hwy, S of I-495, N of Old Richmond Hwy.	83-2((1))All; 83-4((1))1	15.29	Retail, office and/or residential uses up to .50 FAR. Option for mixed use up to 1.0 FAR with conditions. 2nd option for residential use up to 30 du/ac with conditions. Additional options if consolidated with Sub-units A-2 and B-2.	Retail/hotel/office uses up to .50 FAR. Option for office/hotel/retail mixed use up to 2.0 FAR, with conditions including consolidation with Sub-unit A-2.	NA	NA	NA	NA
09-IV-2MV (Active – VDOT Review)	Mt. Vernon	Brian J. Winterhalter (Cooley Godward Kronish LLP)	S of Huntington Ave, W of the Huntington Metro Station.	83-1((1))32	0.50	Residential 16-20 du/ac.	Option for office or residential use up to 3.0 FAR. May include ground floor retail.	NA	NA	NA	NA
09-IV-3MV (Adopted)	Mt. Vernon	Keith C. Martin, Agent (Sack Harris & Martin, PC)	SW corner of Huntington Ave and Richmond Hwy.	83-3((1))76	8.50	Residential up to 40 du/ac with conditions. Option for up to 50 du/ac.	Up to 1.67 FAR with full service hotel and existing residential.	7/28/2010	Recommend staff and task force Alternative to support replacing existing office and retail with 200,000 square feet of hotel use with an additional condition that the new development should minimize blocking the river views of the adjoining residential units.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-4MV (Adopted)	Mt. Vernon	Lindsay Mason (Fairfax County, Department of Planning and Zoning)	E of Blaine Dr, N and S of Huntington Ave.	83-1((8))68A, 68B,102A,102 B,103A,103B, 104A,104B, 501A,501B; 83-1((15))1A, 1B,2A,2B	1.20	Residential 8-12 du/ac.	Correct Land Unit T boundary. Residential 16-20 du/ac.	7/28/2010	Recommend nomination as submitted to correct the boundary for Land Unit T in the Huntington Transit Station Area and to correct the Comprehensive Plan map to show parcels located north and south of Huntington Avenue, east of Black Lane as planned for residential use at 16-20 du/ac.	9/28/2010	Adopt PC recommendation.
09-IV-5MV (Withdrawn)	Lee , Mt. Vernon	Aaron Klibaner (Fairfax County Government, DPZ)	Richmond Hwy from the Fairfax County/ Alexandria City line, to Fort Belvoir.	NA	0.00	Richmond Highway Corridor Area Urban Design Standards Cross Section/ Streetscape Design including width of right-of-way and streetscape.	Amend Richmond Highway Corridor Area Urban Design Standards to reflect current Policy Plan guidance and insert a new Figure 18 Cross Section diagram that includes updated standards for widths of the landscape corridor, curb edge, sidewalk, trail, browsing area, highway center median design and bicycle accommodation on the roadway.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-6MV (Adopted)	Mt. Vernon	Patrick Rea (c/o MVCCA)	On Mount Vernon Memorial Hwy, S of George Washington's Grist Mill.	109-2((1))32A	6.10	Former Dogue Creek Treatment Plant, community-serving public facilities. If declared surplus then, residential 2-3 du/acre. Future development should not encroach into 100-year floodplain.	Former Dogue Creek Treatment Plant, community-serving public facilities, continue as sewage pumping station. Portions not in use by DPWES should be open space. Passive uses to promote watershed stewardship and historical walking tours.	7/28/2010	Recommend staff alternative which recognizes use as a sewage pumping station, deletes text related to site being declared as surplus for public use in future and text for residential use at 2-3 du/ac, adds new text to plan site for public facilities use in long term to serve future sewer service demands.	9/28/2010	Adopt PC recommendation.
09-IV-7MV (Adopted)	Mt. Vernon, Lee	Patrick Rea (c/o MVCCA)	Generally located S of Fairfax County - Alexandria City line, W of Potomac River and NE of Fort Belvoir.	NA	0.00	General policy text in Mount Vernon Planning District, Planning Objectives and Environment sections related to land use and environmental resources.	Add text to encourage pedestrian and bicycle safety, resource protection, stormwater management and LID practices consistent with watershed management plan.	6/30/2010	Recommend staff alternative but modify Environment section proposed Plan language, line 10 to read "(LID) practices, projects to restore riparian buffers and streams, outreach "and"..." Modify line 13 to read "improvements. The plans should be consulted during reviews of proposed comprehensive plan amendments and rezoning applications".	7/27/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-8MV (Denied)	Mt. Vernon	Patrick Rea	S of Hinson Farm Rd, W of Parkers Ln.	102-1((1))3A,3 C	11.40	Residential 5-8 du/ac and 2-3 du/ac.	Senior housing 5-8 du/ac on 4.4 acre portion of site with conditions, 7 acres open space; pervious paving. Follow Little Hunting Creek Watershed Management Plan recommendations . Option to convey 7 acres of open space to County ownership.	7/28/2010	Retain adopted Plan.	NA	NA
09-IV-9MV (Adopted)	Mt. Vernon	Patrick Rea	W of Culpeper Rd, E of Little Hunting Creek, S of Childs Ln.	102-3((1))36A	9.60	Former Little Hunting Creek Treatment Plant, community-serving public facilities, if declared surplus, residential 2-3 du/acre. Future development should not encroach into 100-year floodplain.	Recognize Pumping Station, which is still in operation. Community-serving public facilities. Portions not in use as Pumping Station should be preserved as open space. Option to consolidate with Parcel 102-3((2)) A.	7/28/2010	Recommend PC alternative which modifies staff alternative by deleting text referring to site being declared as surplus for public use in the future, and residential use at 2-3 du/ac. Adds new text that plans site for public facilities use in long term to serve future sewer service demands.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-10MV (Adopted)	Mt. Vernon	H. Jay Spiegel	W of Culpeper Rd, E of Little Hunting Creek, S of Childs Ln.	102-3((1))36A	9.60	Little Hunting Creek Treatment Plant, community-serving public facilities. If declared surplus, residential use 2-3 du/ac. Future development should not encroach into the 100-year floodplain.	Recognize pumping station use, community-serving public facilities, if declared surplus, residential 2-3 du/ac. Future development should not encroach into 100-year flood plain. Security of the site should be maintained. Land use or access changes subject to Stratford Landing community approval.	7/28/2010	Recommend PC alternative that modifies the staff alternative by deleting text related to site being declared as surplus for public facilities use in future, and text for residential use at 2-3 du/ac. Adds new text that states site is planned for public facilities use in long term to serve future sewer service demands.	9/28/2010	Adopt PC recommendation.
09-IV-11MV (Adopted)	Lee, Mt. Vernon	Patrick Rea	Area generally surrounding Richmond Hwy from the City of Alexandria boundary to Woodlawn Plantation.	NA	0.00	Richmond Highway Corridor Area plan seeks to promote revitalization and redevelopment while maintaining an acceptable land use and transportation balance.	Strengthen recommendations to reduce stormwater runoff and be consistent with county watershed plans.	6/30/2010	Recommend staff alternative to reflect the role of the Comprehensive Plan in promoting stormwater management.	7/27/2010	Adopt PC recommendation.

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2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-12MV (Adopted)	Lee	Patrick Rea (c/o MVCCA)	W side of Richmond Hwy, generally near Fordson Rd intersection.	92-4((9))All; 101-2((1))12A, 12A1,12C,12D, 12E,12F; 101-2((6)) 504A,504B, 505,506,507A, 507B,513, 514A,A	121.72	Land Unit recommendations for Hybla Valley/Gum Springs CBC address conditions for redevelopment.	Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations.	6/30/2010	Recommend staff alternative to reflect the role of the Comprehensive Plan in promoting stormwater management and environmental protection and restoration through the development process.	7/27/2010	Adopt PC recommendation.
09-IV-13MV (Active – VDOT Review)	Mt. Vernon	Patrick Rea	W of Schellhorn Rd., N of Sherwood Hall Ln, W of Friars Ct and Bayberry Dr, N of Apple Hill Rd and E of Holland Rd.	102-1((1))1C, 2A,4; 102-1((7))7) 17B,18A; 102-1((35))100; 102-1((36))1A, 2A; 102-1((38))All; 102-1((39))All	73.30	Govt. center/fire station/mental health fac./ hospital and ancillary uses incl. medical office at an intensity up to .35 FAR w/conditions and provided impacts to surrounding community mitigated.	Expand to create a campus-like design with retail uses that serve employees and visitors, at an intensity up to .50 FAR with conditions related to structured parking, stormwater management, open space, urban design and transit.	7/28/2010	Recommend PC alternative that modifies staff alternative that includes retaining adopted Plan intensity of .35 FAR to be applied to Tax Map Parcel 102-1 ((1)) 4 only, that allows consideration for a table service restaurant on properties located on north side of Sherwood Hall Lane, and that includes nomination suggestions to establish campus like design with greater pedestrian and bicycle connectivity and access to transit, and opportunities to create additional useable open space.	9/28/2010	Defer consideration of item by BOS until a TIA analysis of parcel 4 developed at 0.5 FAR has been approved by VDOT, the PC has considered the item with parcel 4 developed at 0.5 FAR. The TIA will also serve as the study to support an SEA application that will immediately follow the approval of the revised APR nomination.

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-14MV (Adopted)	Lee , Mt. Vernon	Patrick Rea (c/o MVCCA)	W & E side of Richmond Hwy, generally near Beacon Hill Rd intersection.	92-2((1))13A,16; 92-2((18))(6)1A; 92-2((18))(7)8A,9; 93-1((1))1,1A,2,5,19,21,22,24-26,74B,75A,76A,77A,78,97,98; 93-1((16))13,14; 93-1((17))1,1A,2,5,602A,A,B; 93-1((18))(A)1,5; 93-1((18))(B)49,52,55; 93-1((18))(C)83; 93-1((18))(D)117,126,130,138; 93-1((18))(E)150,153,156; 93-1((27))All; 93-1((38))(1)1,4,7	75.97	Land Unit recommendations for Beacon/ Groveton CBC address conditions for redevelopment.	Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations.	6/30/2010	Recommend staff alternative to reflect the role of the Comprehensive Plan in promoting stormwater management and environmental protection and restoration through the development process.	7/27/2010	Adopt PC recommendation.
09-IV-15MV (Active – VDOT Review)	Mt. Vernon	Patrick Rea	NW of Richmond Hwy and Huntington Ave intersection, E of Old Richmond Hwy.	83-3((1))67A,69,69A,70; 83-4((1))2	2.52	Neighborhood retail up to .25 FAR. Option for mixed use up to 1.0 FAR if consolidated with sub-unit A-1.	Neighborhood retail up to .25 FAR. Option for office/restaurant/ retail mixed use up to 2.0 FAR if consolidated with Sub-unit A-1.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-16MV (Adopted)	Mt. Vernon	S. Neel Teague for Huntington Metro, LLC (Stout and Teague)	S of the Huntington Metro Station, E of North Kings Hwy.	83-1((1))17E, 32; 83-1((7))1A; 83-3((1))88A, 88C1,88C2,88 D; 83-3((38))All	58.12	Public facilities associated with the Metro Station. Mixed use development south of the station at the following max levels: 250,000 gsf office; 30,000 gsf retail; 400 du residential; 200-room hotel with conference facilities or 250 additional dwelling units.	Add 200 residential dwelling units to max levels.	7/28/2010	Recommend staff and task force alternative to support the addition of 200 multifamily residential units, with a new Planning Commission condition prescribing design conditions for above ground parking.	9/28/2010	Adopt PC recommendation.
09-IV-17MV (Denied)	Mt. Vernon , Lee	Patrick Rea (c/o MVCCA)	Richmond Highway Corridor.	NA	0.00	General policy text in Richmond Hwy Corridor recommends orientation/ alignment of new commercial buildings toward road, where feasible.	General policy text in Richmond Hwy Corridor recommends orientation/ alignment of new commercial buildings toward road, where feasible, unless setback required for green building certification.	7/14/2010	Recommend staff recommendation to retain adopted Plan.	NA	NA
09-IV-18MV (Adopted)	Mt. Vernon	Patrick Rea (Mount Vernon Council of Civic Associations)	E corner of Richmond Hwy and Mohawk Ln.	101-4((1))5A; 101-4((7))1; 101-4((8))(O)1 A,1B	11.72	Public facilities and institutional uses.	Add language to more specifically outline future uses and retention of open space.	7/28/2010	Recommend staff alternative to add language to more specifically outline future uses and modify proposed language regarding open space.	9/28/2010	Adopt PC recommendation.

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2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-19MV (Deferred by BOS)	Mt. Vernon	Patrick Rea (c/o MVCCA)	SE side of Richmond Hwy generally near Forest Pl intersection.	101-3((1))28, 29B,29C,30,30 B,30C,31B, 31C,32,33; 101-3((9))(1) All; 101-3((9))(2)B	26.40	Residential 5-8 du/ac. Option: Residential 8-12 du/ac (75%), retail and office up to .35 FAR (25%) with conditions in Area 6. Option: Mixed use up to .50 FAR with conditions in Areas 3 and 6.	Residential 5-8 du/ac. Option: Residential 16-20 du/ac (75%); retail and office up to .35 FAR (25%) with conditions or up to .50 FAR with conditions.	7/28/2010	Recommend staff alternative to add an option for residential 16-20 du/ac (75% of land area) and retail and office up to .50 FAR (25% of land area) and add conditions related to transportation and parks.	9/28/2010	NA
09-IV-20MV (Adopted)	Lee	John H. Thillmann (Landmark Atlantic)	S of Buckman Rd, N of Rolling Hills Rd, NW of Richmond Hwy.	101-2((1))22, 23; 101-2((5))(2) 13-15; 101-2((5))(3)All	10.09	Residential 2-3 du/ac; office/retail up to .25 FAR. Option: Residential 25 du/ac with 50,000-80,000 square feet office/retail.	Option for residential 12-16 du/ac.	6/30/2010	Recommend staff alternative to reduce intensity to 8-12 du/ac and retain many of the existing conditions.	7/27/2010	Adopt PC recommendation with modifications pertaining to transportation, design, parks, and noise conditions.
09-IV-21MV (Adopted)	Lee	Richard L. Labbe (Eastwood Properties)	S of Rolling Hills Ave, E of Janna Lee Ave, NW of Richmond Hwy.	101-2((1))24; 101-2((5))(2) 1,2,5-7,8A,8B, 9-12,16	6.08	Residential 2-3 du/ac; office/retail up to .25 FAR. Option: Residential 25 du/ac with 50,000-80,000 square feet office/retail.	Option for residential 20-30 du/ac, office and retail up to 80,000 square feet with minimum of 10,000 square feet retail.	7/28/2010	Recommend task force alternative for residential 20-30 du/ac and up to 80,000 office with ground floor retail, revised conditions related to parks, design, and freestanding retail, add condition related to LID practices; modify conditions related to noise.	9/28/2010	Adopt PC recommendation with modification related to intersection improvements at the Buckman Road/Richmond Highway intersection.

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2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-22MV (Deferred to Penn Daw Plaza Special Study, ST10-IV-MV1)	Lee	Marianne Lowenthal (Combined Properties Incorporated)	W of N Kings Hwy and S of Poag St.	83-3((1))6,7	10.77	Retail up to 0.35 FAR.	Residential, office, retail up to 1.55 FAR.	4/29/2010 5/11/2010	Deferred to Special Study. Authorized Special Study.	NA	NA
09-IV-23MV (Adopted)	Mt. Vernon	Patrick Rea	N of intersection of Richmond and North/South Kings Hwys.	83-3((1))22A, 22B1	1.94	Retail up to 0.35 FAR	Rapid transit bus station	7/28/2010	Recommend task force & staff Alternative with modification: Retain base Plan for Sub-unit F2. Update text with current Tax Map parcel references. Remove language about interchange improvements and gateway park. Add language that recommends accommodating transit center or enhanced transit stop in land unit to be coordinated with planned redevelopment in CBC. Modify to remove directional guidance about transit center/stop.	9/28/2010	Adopt PC recommendation.
09-IV-24MV (Withdrawn)	Lee	Patrick Rea (c/o MVCCA)	W of North Kings Hwy and S of Poag St.	83-3((1))6,7	10.77	Retail up to 0.35 FAR.	Retail, residential, office, and restaurant up to 1.5 FAR with consolidation and other conditions.	4/29/2010	Accepted withdrawal.	NA	NA

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2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-25MV (Adopted)	Mt. Vernon	Patrick Rea (c/o MVCCA)	E of Richmond Highway between Fairview Dr and Quander Rd.	83-3((1))20, 23A,24,24A, 24B,25,26B, 26C,26D,26E, 26F,27,28,30, 33,34,36-38, 40,41,41A, 42,44-46,49-51; 83-3((8))All; 83-3((22))All; 83-3((40))1,2	49.40	Base recommendation office and/or retail up to 0.50 FAR and residential 3-4 du/ac, 5-8 du/ac; Option for retail, office, hotel, and residential use up to 1.0 FAR overall with consolidation, non-residential limits and location, building heights, and other conditions.	Delete base recommendation; Add option for office, retail, restaurant, and residential mixed-use up to 1.5 FAR, if Land Unit E and parcel 83-3((1))23A substantially consolidate, parcel 83-3((1))24 remains as open space, and other conditions. Option to increase up to 2.0 FAR with full consolidation and other conditions.	7/28/2010	Recommend staff & task force Alternative with modification: Retain base plan for Sub-units E-1, E-2, and E-3 and dissolve sub-units into unified Land Unit E. Transfer parcel 83-3((1))23A to Land Unit E. Add option for portion of Land Unit E as mixed-use up to 1.5 FAR with consolidation, land use mix, design, orientation, access, circulation, transit, and other conditions. Delete option for redevelopment for Land Unit G. Modify to remove directional guidance about transit center/stop.	9/28/2010	Adopt PC recommendation.

2009-2010 South County APR Nomination Summary

Mount Vernon (Area IV)
Planning District
 (continued)

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-26MV (Adopted)	Mt. Vernon	Elizabeth Baker for Kings Crossing Venture LLC (Walsh Colucci Lubeley Emrich & Walsh PC)	E of Richmond Highway and N of Fairview Dr.	83-3((1))18-20	5.24	Retail up to 0.50 FAR with option for mixed-use up to 1.0 FAR with conditions (pt.); residential use at 3-4 du/ac (pt.)	Residential and retail use up to a 1.0 FAR, expand Penn Daw CBC	7/28/2010	Recommend staff & task force Alternative: Retail up to 0.50 FAR. Recognize redevelopment potential of parcel 83-3((1))20 through concurrent Plan amendment and rezoning and possible consolidation with adjacent parcels.	9/28/2010	Adopt PC recommendation.
09-IV-27MV (Active – VDOT Review)	Mt. Vernon	Rossman P. Irwin III (Huntington Club)	S of Huntington Ave, W of Huntington Metro Station, N of N Kings Hwy.	83-1((23))1,33-364	19.00	Residential 16-20 du/ac.	Residential/office/retail/hotel mixed use up to 3.0 FAR.	NA	NA	NA	NA
09-IV-28MV (Withdrawn)	Mt. Vernon	Brian Winterhalter (Cooley Godward Kronish, LLP)	East of Richmond Hwy and N of Fairview Dr.	83-3((1))20	4.32	Retail up to 0.50 FAR with option for mixed-use up to 1.0 FAR with conditions (pt.); residential 3-4 du/ac (pt.).	Free-standing, fast-food restaurant with drive-through.	NA	NA	NA	NA
09-IV-29MV (Deferred indefinitely at PC screening)	Lee	Brian Winterhalter (Cooley Godward Kronish, LLP)	W of Richmond Hwy, E of Fordson Rd., and N of Lockheed Blvd.	92-4((1))79A	0.72	Residential use at a density of 8-12 du/ac and townhouse retail and/or office up to an intensity of 0.35 FAR with substantial consolidation.	Free-standing, fast-food restaurant with drive-through.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

**Rose Hill (Area IV)
Planning District**

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-1RH (Withdrawn)	Lee	David R. Gill (McGuire-Woods, LLC)	Generally located at E end of Oakwood Rd, S of I-95/495.	82-1((1))2A	10.58	Office up to .30 FAR with option up to .50 FAR with consolidation.	Option for mini-warehouse up to .25 FAR.	6/16/2010	Accepted withdrawal.	NA	NA
09-IV-2RH (Withdrawn)	Lee	Martin D. Walsh for OVD Associates LLC (Walsh, Colucci, Lubeley, Emrich & Walsh PC)	S side of Oakwood Rd, E of S Van Dorn St.	81-2((3))12A	12.05	Office up to .50 FAR. Option: office/hotel/retail mixed-use up to 1.0 FAR.	Option for office/residential mixed-use up to 1.62 FAR, remove phasing conditions.	NA	NA	NA	NA
09-IV-3RH (Deferred to Special Study pending coordinated planning with the City of Alexandria)	Lee	Mark C. Looney (Cooley Godward Kronish LLP)	N & S side of Vine St, E of S Van Dorn St.	81-2((1))22,25A; 81-2((3))9A; 81-2((4))All	27.71	Industrial up to .50 FAR. Option: office or mixed-use up to 1.0 FAR or greater with conditions.	Replace current option with residential, retail, office, and hotel mixed-use up to 4.0 FAR.	NA	NA	NA	NA

2009-2010 South County APR Nomination Summary

Springfield (Area IV)
Planning District

APR #	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Proposed Plan	PC Action Date	PC Action	BOS Action Date	BOS Action
09-IV-1S (Denied)	Mt. Vernon	Cynthia Ann Smith	S of the Landsowne development on Telegraph Rd.	99-4((1))32,33	7.46	Clustered, single-family detached residential 1-2 du/ac. Land for a public park, adjacent to existing parkland, should be provided.	Residential .5-.1 du/ac. Low impact design (LID) stormwater management and minimal disturbance. A treed buffer.	7/28/2010	Retain adopted Plan.	NA	NA
09-IV-2S (Active - VDOT Review)	Lee	Sarah E. Hall for Inova Health Care Services (Blankenship & Keith, PC)	N of Franconia-Springfield Pkwy and E of Walker Ln.	91-1((1))11A	8.16	Residential 3-4 du/ac or office up to 0.25 FAR; Option for office and support retail use up to 0.55 FAR and up to 110,000 SF office with option for child care center, conditions such as consolidation and others.	Residential use at a density of 3-4 du/ac; Option for office and support retail use up to 0.55 FAR and up to 110,000 SF office with option for child care center with consolidation and other conditions; Add option for Tax Map parcel 91-1 ((1)) 11A for medical office up to 296,000 S.F.	Currently scheduled for PC public hearing on 2/3/2011	NA	Currently scheduled for BOS public hearing on 3/8/2011	NA

2009-2010 South County
Area Plans Review
Adopted Amendments

AREA I

Annandale Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-I-1A *(Adopted July 27, 2010)*

ADD: Fairfax County Comprehensive Plan, Area I, 2007 Edition, Annandale Planning District as amended through 7-13-2010, A3 - Indian Run Community Planning Sector, Recommendations, Land Use, a new recommendation (#8), page 107:

“8. Parcels 71-2((1))36, 71-2((10))17A, and 71-2((13))1 are planned for residential use at 1-2 dwelling units per acre and developed with a garden nursery and a single-family detached dwelling. As an option, an area up to two acres including parcel 71-2((13))1 and the northern portion of parcel 71-2((1))36 fronting Little River Turnpike may be appropriate for retail or office use or a combination of these uses up to 30,000 square feet of development. Auto-oriented uses, including drive-thru facilities, are discouraged. Any commercial building should be oriented toward Little River Turnpike with parking located to the rear or side of the building to create an attractive streetscape. The residual land or entire area may be appropriate for single-family detached dwellings up to 3-4 dwelling units per acre. Any redevelopment should be viewed as an opportunity for the removal of existing encroachments, restoration and protection of the headwaters area on site. Development should be designed in a manner including the use of effective buffering and screening to maintain the stability of surrounding low-density residential uses.”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Annandale Planning District as amended through 7-13-2010; A3 - Indian Run Community Planning Sector, Figure 40, Land Use Recommendations General Locator Map, page 106 so that a reference to the area of Parcels 71-2((1))36, 71-2((10))17A, and 71-2((13))1 with corresponding land use recommendation number (#8) is added.

PLAN MAP: The Comprehensive Plan map will not be change.

Baileys Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-I-1B (Adopted July 27, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Baileys Planning District as amended through 7-13-2010; Baileys Crossroads Community Business Center, Baileys West and Baileys East Districts, Sub-Unit D-2, page 99:

“Sub-Unit D-2

This sub-unit is located on the south side of Leesburg Pike and east side of Charles Street and is developed with office and retail uses in existing residential scale structures.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 33,500 square feet of office uses and 4,000 square feet of retail uses.

Redevelopment Option – ~~The parcels east of Charles Street (Tax Map parcels 6-12 (18)1-3) are planned for office uses. Or, as an option, townhouse-style office use up to 0.35 FAR may be appropriate if all three parcels are consolidated. The~~ parcels east of Charles Street (Tax Map parcels 61-2((18))1-4) are planned and approved for townhouse-style office use of up to .25 FAR with full consolidation. Any development on these parcels should include dedication for the Right-of-Way for the planned realignment of Charles Street with Glen Forest Drive. As an option, office, retail, or a mixture of these uses, up to .25 FAR may be appropriate with consolidation of all four parcels provided that the following conditions are met: the proposed development should be urban in character and pedestrian-friendly; auto-oriented uses, including drive-thru facilities, should be prohibited; restaurant uses are strongly discouraged; a primary pedestrian entrance should be visible and accessible from Leesburg Pike; parking should be located to the rear or side of the main structure; and vehicle access to the property should be restricted to Charles Street to limit additional curb cuts along Leesburg Pike. The remainder of this area is planned for neighborhood serving retail and office uses up to 0.35 FAR. Building heights within this sub-unit should not exceed 40 feet, and buffering to adjacent residential neighborhoods should consist of a solid wall and landscaping with a setback area designed as a transition to adjacent residential uses.

Redevelopment of this sub-unit (approximately 4.7 acres) is envisioned to include a maximum of 35,000 square feet of office uses and 22,000 square feet of retail uses.”

MODIFY

FIGURES: Fairfax County Comprehensive Plan, Area I, 2007 Edition, Baileys Planning District as amended through 7-13-2010; Baileys Crossroads Community Business Center, the following maps so that Tax Map 61-2((18))4 in its entirety is included in Sub Unit D-2:

Map 1, “Baileys Crossroads CBC Locator Map,” page 15.

Map 2, “Baileys Crossroads CBC Districts,” page 24.

Map 10, “Baileys Crossroads CBC Town Center District - Sub-Units,” page 77.

Map 12, “Baileys West and Baileys East Districts - Sub-Units,” page 95.

PLAN MAP: The Comprehensive Plan map will be revised to show all of parcel 61-2((18))4 located within the Baileys Crossroads Community Business Center.

09-I-3B *(Adopted July 27, 2010)*

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Baileys Planning District as amended through 7-13-2010; B4 - Glasgow Community Planning Sector, Recommendations, Land Use, after recommendation 6, a new recommendation (#7), page 150:

“7. Parcel 61-4((1))118 is planned for public facilities, governmental and institutional use. As an option, two acres located in the southern portion of the parcel, may be appropriate for residential use up to 8-12 dwelling units per acre. To be considered for this option, all units should be affordable dwelling units or workforce housing units or equivalent, access should be from Arnet Street or Poplar Lane, adequate screening and barriers should be included, and low impact development techniques should be used to the extent possible.”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Baileys Planning District as amended through 7-13-2010; B4 - Glasgow Community Planning Sector, Figure 42, “Land Use Recommendations, General Locator Map,” page 149, so that a reference to the area of Parcel 61-4((1))118 with corresponding land use recommendation number (#7) is added.

PLAN MAP: The Comprehensive Plan map will not change.

2009-2010 South County
Area Plans Review
Adopted Amendments

AREA III

Fairfax Center Area

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-III-2FC (Adopted October 19, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Fairfax Center Area as amended through 3-9-2010; land Unit Q, Recommendations, Land Use, Sub-unit Q9, pages 98-100:

“Sub-unit Q9

Sub-unit Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Route 29. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, ~~with the consolidation of a minimum of 18 acres, residential/mixed-use at an intensity up to 1.2 FAR may be appropriate, provided that the following conditions are met:~~ was approved under RZ 2005-SP-019 in 2006 with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

...

- Any development should mitigate the impact of the residential component on public schools;

A portion of the approved office use within RZ 2005-SP-019 may be replaced with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;
- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the

Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,

- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

Any remaining, unconsolidated parcels may develop at an intensity of up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.”

PLAN MAP: The Comprehensive Plan map will not change.

Pohick Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-III-5P *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Pohick Planning District, as amended through January 26, 2009; P5 Dominion Community Planning Sector, Land Use, Recommendation #8, page 64:

“8. Parcels 106-2((7))1-5 and ~~the southern portion of Parcel 106-2((1))9b~~ corresponding to the northern boundary of Parcel 106-2((7))5, at the northeast quadrant of Windrush Drive and Route 123 are planned for residential development at .5-1 dwelling unit per acre as shown on the Plan map. This area may be appropriate for development as a neighborhood shopping center, not to exceed 125,000 gross square feet, if the following conditions are met:

...

- The retail development should provide at least a two-acre site for active recreational use, such as a soccer field. This recreational site should be provided ~~in the northern portion of~~ on Parcel 106-2((1)) 9b and should not be rezoned for commercial use as it is meant to be part of the buffer area for the site. Pedestrian access from the adjacent residential communities should be provided. Parking for the soccer field area should be shared with the shopping center.”

PLAN MAP: The Comprehensive Plan map will not change.

2009-2010 South County
Area Plans Review
Adopted Amendments

AREA IV

Franconia-Springfield Area

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-IV-1FS *(Adopted July 27, 2010)*

REPLACE: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area and Engineer Proving Ground as amended through 4-6-2010; Fort Belvoir Engineer Proving Ground (EPG), replace pages 87-116:

“FORT BELVOIR NORTH AREA (FBNA)

CHARACTER

The Fort Belvoir North Area (FBNA) is an approximately 803-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. This area was formerly known as the Engineer Proving Ground. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 27) The Fort Belvoir North Area was formerly used by the Army Corps of Engineers as a research and testing site. Much of the site is largely vacant with only a few, relatively small, existing structures. However, the National Geospatial-Intelligence Agency is planned to occupy a new 2,400,000 square-foot facility on the eastern portion of the FBNA property.

The FBNA is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the FBNA from north to south, dividing it into two nearly equal parts. Broad level terraces are present on each half of the site. The majority of steep slopes are found along both sides of Accotink Creek. Other steep slopes are formed by secondary streams and swales that feed into Accotink Creek.

The FBNA is bordered by low-density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is predominantly single family detached in nature. Typical residential densities range from 3-4 dwelling units per acre. The industrial development to the south and east of the FBNA is mostly warehousing and distribution.

The FBNA is located west of I-95 (Shirley Highway) and south of the Franconia-Springfield Parkway, but does not have direct access from either of these facilities. Principal access to the existing military reservation is from

Backlick Road. The planned Fairfax County Parkway will traverse the site along its western and southern boundaries, and provide future direct access into the property from a planned interchange of Rolling Road with the Fairfax County Parkway.

LAND USE

In addition to the following recommendations, please refer to the recommendations provided in the Springfield District section of the Plan.

The Fort Belvoir North Area is bordered by low-density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is planned for public facilities, government and institutional, and public park uses. Any development or redevelopment plans by the Federal government under this baseline recommendation should be coordinated with Fairfax County and appropriate officials of the Commonwealth of Virginia and should be consistent with adopted County goals and the Fairfax County Comprehensive Plan.

The Plan calls for the creation of a large active and passive public park to include the Accotink EQC and most of the land west of the EQC. To implement this recommendation, the entire Accotink Stream Valley Environmental Quality Corridor and all land west of the Accotink Stream Valley Environmental Quality Corridor that is not identified for other uses is planned to be dedicated to Fairfax County Park Authority. The park will provide a sylvan retreat and active recreation activities. Specific recommendations are located in the "Parks and Recreation" section.

Environmental Analysis/Clean-up

Because the Fort Belvoir North Area was previously used for research and testing by the military, the Army will be responsible for any environmental analysis and/or clean-up of any toxic or hazardous waste or other environmental hazard existing on the land prior to conveyance to the County.

The exact acreage and legal description of real property to be conveyed shall be determined by surveys satisfactory to the Secretary of the Army and Fairfax County. Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the Clean Water Act (CWA), the Safe Water Drinking Act (SDWA) and any and all other pertinent environmental statutes and regulations, the Secretary shall retain liability for the environmental hazards on the site as of the date of transfer. At least ninety (90) days prior to any land disturbing activities, the Army should provide written notice to the County of proposed activities and the Army should all conduct or permit to be conducted a cultural resource survey and a natural resources survey. Sensitive cultural areas should be identified and protected in accordance with the recommendations of the County Archaeologist. Natural

resource areas should be surveyed, identified, and protected in accordance with the recommendations of the Park Authority.

Dedication of Public Lands

The Plan recommends the dedication of land as described in the following paragraphs. Access to dedicated lands other than by trails of like means may not be available until either development occurs or the County provides access.

The dedication of the following lands is required:

1. All right-of-way for transportation facilities needed for full development, including dedication for the Fairfax County Parkway, recognizing that additional right-of-way may be identified during the monitoring and evaluation process required for subsequent phases of development and that such rights-of-way will be dedicated as needed;
2. The Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority;
3. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;
4. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.
5. A transit facility site of at least 5 acres east of the Accotink Stream Valley Environmental Quality Corridor.

TRANSPORTATION

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the FBNA (See Figure 28):

- Construct the Franconia-Springfield Parkway to an 8 lane section, including HOV lanes and interchanges at Rolling Road, Neuman Street, and I-95;
- Construct the Fairfax County Parkway to a 6 lane section, including interchanges with the Franconia-Springfield Parkway, Rolling Road, and I-95 (Newington Interchange);
- Widen Fullerton Road to 4 lanes between Backlick Road and the Fairfax County Parkway;

FORT BELVOIR NORTH AREA TRANSPORTATION RECOMMENDATIONS

FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED

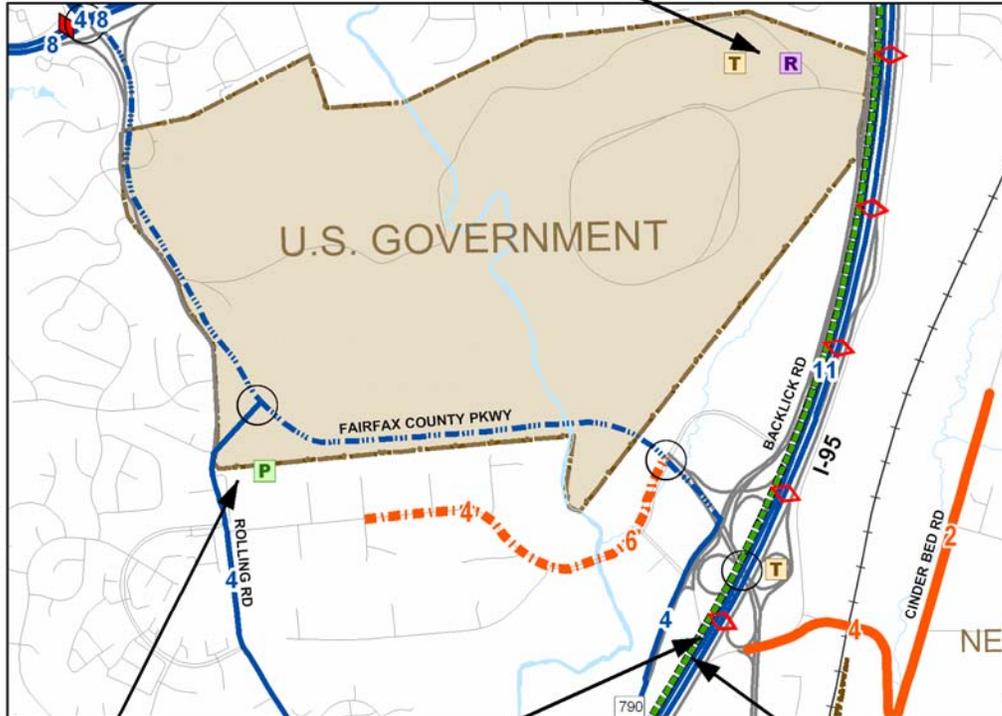


FIGURE DEPICTS GENERAL AREA WITHIN WHICH A COMMUTER PARKING FACILITY WILL BE LOCATED

ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)

I-95 IS PLANNED FOR 11 LANES INCLUDING HOT LANES (3 REVERSIBLE LANES) FROM THE CAPITAL BELTWAY TO THE PRINCE WILLIAM COUNTY LINE

SEE TEXT FOR TRANSPORTATION REQUIREMENTS BASED ON OPTIONAL LEVEL OF DEVELOPMENT

TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION

HIGH OCCUPANCY VEHICLE LANES

PLANNING SECTOR OR DISTRICT

- CONSTRUCT FULL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- CONSTRUCT PARTIAL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
- HIGH OCCUPANCY TOLL LANES
- HIGHWAY OVERPASS
- CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

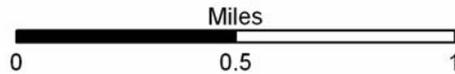


FIGURE 28

- Widen I-95 (Shirley Highway) to 11 lanes, including HOT lanes, HOT designation, and the extension of the existing HOV lanes south to Prince William County; and
- Dedicate a site of at least 5 acres for a Transit Facility within the eastern portion of the FBNA site.

ENVIRONMENT

The principal environmental feature of the Fort Belvoir North Area is the Accotink Stream Valley Environmental Quality Corridor. The EQC traverses the site from north to south and includes some wetlands located outside the stream valley. These areas should be preserved and protected from development. Protection and support should include monitoring of water quality, stabilization of stream valley erosion, reduction of watershed siltation, removal of invasive species, and mitigation of site contaminants. Protection and enhancement of the watershed should include interpretation and public education about such efforts and their results. The EQC should be made publicly accessible through dedication.

PARKS AND RECREATION

The following recommendations are intended to ensure that adequate parks and recreation services will be available to offset the need created by development and help address unmet demand in surrounding communities. The location and type of park and recreational uses should be identified through the Parks Master Planning process so that adequate park and recreation services will be available for residents, employees of and visitors to the Fort Belvoir North Area and the surrounding area. The approximately 225-acre Accotink Steam Valley EQC is planned as a "Stream Valley/Greenway Park." Most of the approximately 245 acres west of the EQC will be considered a "Countywide" park and will be planned in subunits that will have different classifications. Other units in the northwest and southwest portions of the property are planned as "Multiple Resource" and "Special Purpose" Parks. If parks are developed within the mixed-use area, it is anticipated that these would function as "Neighborhood Urban" parks. The following recommendations should be considered for the Park Master Planning process:

- A 60-acre portion of the park site in the northwest portion of the property to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.
- A 25-acre portion of the park in the southwest portion of the property to be developed as a multi-use activity center that should include indoor/outdoor facilities for cultural and seasonal events including performing arts entertainment. Such a facility could be an urban park with improvements such

as an amphitheater, a market area, restrooms, concessions and similar support improvements.

Additional Parks and Recreation recommendations for the Fort Belvoir North Area are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Fort Belvoir North Area are delineated on Figure 30 in the Belvoir Community Planning Sector (S5) as part of the Countywide Trails Plan. It is anticipated that pedestrian and bicycle travel will be important modes of transportation at the FBNA. A comprehensive network of trails and sidewalks is essential to providing access to employment at FBNA. An extensive network of trails and pathways for non-motorized transportation should be developed to connect all public features. The network should also connect to adjacent parkland at the FBNA perimeter including such as the Accotink Stream Valley and Hooes Road parks. The trail system should also provide connections to planned or existing trails serving area neighborhoods, the Joseph Alexander Transportation Center, the Springfield Community Business Center on Backlick Road and the Springfield Mall (future town center). These connections will be extension provide connections to existing and planned regional trails such as the Franconia-Springfield Parkway trail, the Fairfax County Parkway trail, the Cross County trail via the Accotink Stream Valley, the Lorton/Laurel Hill trails, the Potomac Heritage National Scenic Trail and the Route #1 National Bicycle Trail.”

NOTE: The “Franconia-Springfield Area and Engineer Proving Ground” section of the Plan will be renamed “Franconia-Springfield Area and Fort Belvoir North Area.” The Table of Contents for Area IV will be updated accordingly.

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Overview, as amended through 1-26-2009; Figure 2, “Concept Map,” page 5:

Update item 31 in the legend to read “Fort Belvoir (Main Post and North Area).”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area II, Overview, as amended through 1-26-2009; Figure 2, “Concept Map,” page 5:

Update item 31 in the legend to read “Fort Belvoir (Main Post and North Area).”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Overview, as amended through 1-26-2009; Figure 2, “Concept Map,” page 5:

Update item 31 in the legend to read “Fort Belvoir (Main Post and North Area).”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Pohick Planning District as amended through 3-9-2010; Overview, District-Wide Recommendations, Heritage Resources, Figure 5, “Inventory of Historic Sites, Pohick Planning District, General Locator Map,” page 14:

Replace references in figures to “Fort Belvoir Engineer Proving Ground” with “Fort Belvoir North Area.” Replace references to “EPG” with “FBNA.”

MODIFY

FIGURE: Pohick Planning District as amended through 3-9-2010; P2 – Main Branch Community Planning Sector, Figure 14, Recommendations, Land Use “Land Use Recommendations, General Locator Map,” page 32:

Replace references in figures to “Fort Belvoir Engineer Proving Ground” with “Fort Belvoir North Area.” Replace references to “EPG” with “FBNA.”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Overview, as amended through 1-26-2009; Figure 2, “Concept Map,” page 5:

Update item 31 in the legend to read “Fort Belvoir (Main Post and North Area).”

MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP4 – Fort Belvoir Community Planning Sector, Recommendations, Land Use, Figure 46, “Land Use Recommendations, General Locator Map,” page 121:

Replace reference in figure to “Engineer Proving Ground” with “Fort Belvoir North Area.”

MODIFY

TEXT AND

FIGURES: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, as amended through 4-6-2010; pages 1, 3, 4, 5, 10, 12, 17, 18, 19, 46, 47, 52, 54, 55, 62, 63, 71, and 83:

Replace references in text and figures listed below to “Fort Belvoir Engineer Proving Ground” and “Engineer Proving Ground” with “Fort Belvoir North Area.” Replace references to “EPG” with “FBNA.”

- Overview, District-Wide Recommendations, Heritage Resources, Figure 5, “Inventory of Historic Sites, Springfield Planning District, General Locator Map,” page 12;

- I-95 Industrial Area, Recommendations, Land Use, Recommendations, Land Use, Figure 8, “Land Use Recommendations, General Locator Map,” page 19;
- S3 – Country Club Community Planning Sector, Recommendations, Land Use, Figure 19, “Land Use Recommendations, General Locator Map,” page 46;
- S4 – Springvale Community Planning Sector, Recommendations, Land Use, Figure 23, “Land Use Recommendations, General Locator Map,” page 54;
- S5– Belvoir Community Planning Sector, Recommendations, Land Use, Figure 28, “Land Use Recommendations, General Locator Map,” page 63:
- S6 – Newington Community Planning Sector, Recommendations, Land Use, Figure 32, “Land Use Recommendations, General Locator Map,” page 71; and
- S7 – Springfield East Community Planning Sector, Recommendations, Land Use, Figure 38, “Land Use Recommendations, General Locator Map,” page 83.

MODIFY

FIGURES: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, as amended through 4-6-2010; Figure 29, page 65 (“S5 – Belvoir Community Planning Sector, Transportation Recommendations”) and Figure 39 (“S7 – Springfield East Community Planning Sector, Transportation Recommendations”), page 85:

Remove reference to Enhanced Public Transportation Corridor between Joe Alexander Transportation Center and EPG. This action is consistent with the removal of this recommendation from the Transportation Plan as a result of Plan Amendment S09-CW-3CP.

**MODIFY
TEXT AND**

FIGURES: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area and Engineer Proving Ground, as amended through 4-6-2010; pages 1, 2, 4, 26, 27 and 88:

Replace references in text and the figures listed below to “Fort Belvoir Engineer Proving Ground” and “Engineer Proving Ground” with “Fort Belvoir North Area.” Replace references to “EPG” with “FBNA.”

- Overview, Figure 1, “Franconia-Springfield Area and Engineer Proving Ground,” page 2;

- Area-Wide Recommendations, Transportation Figure 5, “Recommended Transit Services,” page 27; and
- Fort Belvoir Engineer Proving Ground (EPG), Character, Figure 27, “Engineer Proving Ground Location,” page 88.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, as amended through 4-6-2010; Overview, page 3:

“The Fort Belvoir North Area (formerly the Engineer Proving Ground (EPG)) is an 82003-acre site located between I-95 and Rolling Road, south of the Franconia-Springfield Parkway. The Fort Belvoir North Area EPG is one of several significant land holdings in the County owned by governmental agencies. The eastern portion of this property is planned to be developed as a 2.4 million-square-foot office facility for the National Geospatial-Intelligence Agency. ~~However, under special congressional legislation, the Army is pursuing a joint public-private development of the site under which a private developer would construct office for the Army in exchange for land upon which to build additional office, retail, hotel and residential space. It is important to ensure that potential development of this property supports overall County goals and policies.”~~

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, as amended through 4-6-2010, Overview, page 17:

“Completion of the Accotink Stream Valley trail to Hooes Road from Lake Accotink will provide area residents with a major recreational resource in the form of a hiking and biking corridor, over seven miles in length, affording non-vehicular access to a rich diversity of outdoor and indoor recreation facilities to the north. If the current use of the Fort Belvoir North Area Engineer Proving Ground is redeveloped ~~to alternative uses~~, the trail should be extended southward from Hooes Road.”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area and Engineer Proving Ground, as amended through 4-6-2010, Overview, page 1:

“The Fort Belvoir North Area Engineer Proving Ground site is an approximately 8053-acre military reservation located between I-95 and Rolling Road, south of Hooes Road, less than a mile away from the Franconia-Springfield Area to the north. The 2005 Base Realignment and Closure (BRAC) actions will bring up to 18,000 jobs to northern Virginia. These actions should facilitate the redevelopment and revitalization of the Franconia-Springfield Area as associated support services and employee and contractor needs may be accommodated in the nearby Franconia-Springfield Area and the amenities and public transportation options offered. The former military research and training facility is planned for

~~public facilities, government and institutional, and public park uses. a mixed-use development comprised of office, research and development, conference center/hotel, neighborhood retail and residential uses. The implementation of this plan would require special federal legislation.”~~

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-2FS (*Adopted September 28, 2010*)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area as amended through 4-6-2010; Franconia-Springfield Transit Station Area, Land Unit Recommendations, Land Unit H, pages 41-42:

“Land Unit H

Land Unit H, about 29 acres, contains retail stores, offices, and hotels. This land unit is planned for a mix of office and hotel uses at an intensity up to .50 FAR. Accessory uses such as banks and restaurants may also be appropriate provided they are not located in free standing structures. Landscaping and plantings along sidewalks and streets are encouraged to foster pedestrian activity. Safe pedestrian connections to the Springfield Mall (future town center) in Land Unit I and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit. A signalized, mid-block crossing is planned to connect the northern portion of this area to the Town Center’s central plaza. Development in this land unit should follow the guidance set forth in the overview section of this Plan, particularly focusing on the high frequency bus service to the Joe Alexander Transportation Center and, eventually, the Springfield CBC.

As an option, multi-family residential use at a density of up to 45 dwelling units per acre may be appropriate for Tax Map parcel 90-2((1))46 provided that the following conditions are satisfied:

- The entire land unit is developed as residential use through a unified development plan which highlights pedestrian and vehicular access;
- High quality architecture and site design is provided, including landscaping and lighting;
- Structures are mid- or high-rise, not garden type apartments in order that they may be compatible with existing and planned development in the immediate area;
- Structures are located to provide an appropriate set back from I-95 to mitigate noise. Additional noise mitigation measures may also be necessary;
- Parking is provided either underground and/or in structures to maximize land area for open space and recreational amenities;

- Recreation facilities are provided to meet the active recreation needs of residents. These facilities should be an integral part of the residential complex or building; and
- Effective landscaping is provided on the periphery of the site in order to buffer this residential development from existing and planned non-residential use adjacent to the land unit and in the immediate area.

As an option, the 19-acre northern portion of Land Unit H, north of Tax Map parcel 90-2((1))46, may be appropriate for mixed-use redevelopment up to an overall intensity of 1.0 FAR. The mix of land uses within the entire Land Unit should include a combination of hotel, office, and supporting retail uses and may include civic/conference center and residential uses, with a maximum of approximately 460,000 square feet of office use. The highest intensity in this 19-acre area should be concentrated on the 6-acre core area, located across from the planned central plaza of the town center in Land Unit I, which includes the consolidation of parcels 90-2((1))1, 3A, and 8. The core area is planned for the an intensity up to 1.4 FAR, and at least 150,000 square feet of the total office use should be located in this area. The intensity of the properties within the remaining 13 acres, surrounding the core area and north of parcel 90-2((1))46, is planned to reflect the approved zoning, up to either 0.8 FAR or 1.0 FAR. Redevelopment under this option is predicated on a demonstration of peak hour trip neutrality when compared to the peak hour trip characteristics of the existing uses in the land unit.

The overall intensity of the 19-acre northern portion of this land unit may be increased up to a 1.2 FAR, if the option for residential use on Tax Map parcel 90-2((1))46 is implemented. In this case, the maximum for office use in this area should increase up to 470,000 square feet. Redevelopment up to the 1.2 FAR should include the same mix of land use types and should address the same condition of trip neutrality.

Any redevelopment under these options should enhance the area's linkage with the Joe Alexander Transportation Center through participation in and contribution to high frequency transit service, such as a bus circulator system. Redevelopment should support multi-modal connectivity and integrate usable open spaces, such as pocket parks, plazas, common greens and recreation-focused urban parks that enhance functionality and contribute to the overall sense of place. A central urban park of approximately 1 acre should be included in the core area, as well as a bus stop for the planned circulator service and the provision and/or contribution to the pedestrian connection to the central plaza in the planned town center in Land Unit I. The urban park in Land Unit H should be designed to coordinate with the central plaza in town center and should achieve the open space standards that are recommended in the areawide goals. If only a portion of the urban park can be accommodated in the core area, then the design of the core area should demonstrate how a unified and usable park can be completed on other parcels. Buildings should align with and front Loisdale Road and the urban park.

If parcels 1 and 3A are not consolidated with parcel 8, then the development should demonstrate how such redevelopment could be integrated with the future redevelopment of parcel 8, particularly through a unified plan for the urban park.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-3FS *(Adopted July 27, 2010)*

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Transit Station Area as amended through 4-6-2010; Land Unit Recommendations, Land Unit M, pages 50-51:

“Land Unit M

...

It is important that good pedestrian access be provided to the Joe Alexander Transportation Center and to the office and retail uses in the area. Vehicular access to this land unit should be limited to Frontier Drive with the primary access point at the intersection of Spring Mall Road. Development in this land unit should be linked with the Joe Alexander Transportation Center through the provision of high frequency transit service, such as a circulator bus system.

This land unit may be appropriate for redevelopment in the future, due to its proximity to the Joe Alexander Transportation Center and the planned Springfield Town Center. The mix of use and intensity should be determined through a concurrent Comprehensive Plan amendment and zoning application. The concurrent process should address issues related to transportation capacity and connectivity, vehicular and pedestrian access and circulation, high quality site design, the timing of redevelopment, and building height transitions, setback, and buffering to the Springfield Forest neighborhood. This approach will help provide an understanding of the timing of redevelopment that is anticipated, as well as how this area will complement the redevelopment of the town center.”

PLAN MAP: The Comprehensive Plan map will not change.

Lower Potomac Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-IV-2LP *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP2 - Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit B3, page 79:

“Sub-unit B3

These two triangular-shaped pieces of property west of Furnace Road together contain about 27 acres. The northern piece of property is planned for light industrial use and for public open space when the adjacent landfills are covered. ~~The southern piece of property is and are~~ planned for industrial use for a recycling center and/or recycling related industries with an option in the long range for public open space when the adjacent landfills are covered.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-5LP *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP2 - Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit G5, page 97:

“Sub-unit G5

“This 10-acre sub-unit (Tax Map 107-4((1))30 and 32) ~~is~~ located on the east side of Richmond Highway across from the Williamsburg Square townhouse development is planned for public facilities use. The entirety of this sub-unit is owned by Fairfax County and should be used as a buffer to the Noman M. Cole, Jr. Pollution Control Plant. Recreational uses could be considered for the site provided that all environmental contaminants are fully identified and remediated or mitigated. Parcel 107-4((1))32 is part of the pollution control plant and is developed with tennis and basketball courts that are operated and maintained by the Fairfax County Park Authority. Development should be extensively buffered from the Noman M. Cole, Jr. Pollution Control Plant. ~~It is planned for development of a residential facility for persons requiring special needs housing. As an option, residential use at 5-8 dwelling units per acre is planned provided the~~

~~entire area is consolidated and developed as one project. The County should also consider acquiring this property for buffers to the plant.”~~

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-6LP and Plan Amendment S10-IV-LP1 *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP2-Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit E4, page 87:

“Sub-unit E4

This sub-unit, located southwest of the intersection of Route 1 and Lorton Road (see Figure 33), is planned for retail and related uses up to .25 FAR, as long as all the parcels in the sub-unit are consolidated. Absent full consolidation no development should exceed .15 FAR. Any development on the site should recognize site and access constraints. Auto-oriented uses are not appropriate, except as specified under the option below for drive-thru uses. Efficient circulation should be provided and curb cuts should be minimized. Buffering and screening of adjacent residential development should be provided. ~~Dedication for the widening of Route 1 and Lorton Road should be provided with primary access to the site from Lorton Road.~~ Primary access to the site should be from Lorton Road. Secondary access may be provided from Route 1, but must be restricted to right turns in and out. Internal vehicular circulation and locations of entrances and median breaks should be arranged to minimize conflicts with traffic on the adjacent arterial roadways. As an option, parcels within Sub-unit E4 may be considered for public park.

No new drive-through uses should be permitted. However, as an option, drive-through uses approved before 2011 such as a drive-in bank and drive-through pharmacy ~~As an option, a drive-in bank and drive-through pharmacy~~ up to .15 FAR may be appropriate provided the following conditions are met:

...”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-7LP *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP2 – Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit E3, pages 86-87:

“Sub-unit E3

Sub-unit E3 is located within the Pohick Church Historic District at the northwest quadrant of Route 1 and Telegraph Road (see Figure 33), ~~and planned for residential use at 5-8 dwelling units per acre provided that the following site-specific conditions are met:~~ Parcels 108-1((1))22A, 24, 25, 26, and 28 located in the southern portion of this Sub-unit near Richmond Highway and closest to Pohick Church are planned for residential use at 3-4 dwelling units per acre, provided the units are part of a high quality design that is compatible with Pohick Church. Parcels 108-1((1))24, 25, 26, and 28 are owned by the Commonwealth of Virginia and may be used for future transportation improvements or open space.

The northern portion of the sub-unit is planned for residential use at 5-8 dwelling units per acre provided that the following site specific conditions are met:

...”

PLAN MAP: The Comprehensive Plan map will be revised to show Parcels 108-1((1))22A, 24, 25, 26, and 28 planned for residential use at 3-4 du/ac.

09-IV-8LP (*Adopted October 19, 2010*)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 9-28-2010; LP2 – Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit E-8, pages 88-89:

“Sub-unit E8

Sub-unit E8 is located east of the CSX Railroad tracks, south of Lorton Road, as shown on Figure 33. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. *[New text from APR 09-IV-9LP inserted here]* Effort should be made to maintain parcels 107-4((1))44 and 107-4((1))54A as open space. In the event this parcel is developed, special care should be taken to ensure that it does not have a negative impact on the adjacent residential community. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

...”

NOTE: *See adopted text for APR 09-IV-9LP below for additional changes to Land Use recommendations to Sub-unit E8.*

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-9LP (Adopted September 28, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District as amended through 3-23-2010; LP2 – Lorton-South Route 1 Community Planning Sector, Recommendations, Land Use, Sub-unit E-8, pages 88-89:

“Sub-unit E8

Sub-unit E8 is located east of the CSX Railroad tracks, south of Lorton Road, as shown on Figure 33. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. The access to parcel 107-4((23))B is constrained because it does not have enough frontage on Lorton Road for an exit. Because of this limitation, auto-oriented uses and those that generate high amounts of vehicular traffic should be discouraged on this parcel. [New text from APR 09-IV-8LP inserted here] Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

...”

NOTE: See adopted text for APR 09-IV-8LP above for additional changes to Land Use recommendations to Sub-unit E8.

PLAN MAP: The Comprehensive Plan map will not change.

Mount Vernon Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

09-IV-3MV (Adopted September 28, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV1 - Huntington Community Planning Sector, Recommendations, Land Use, Transit Development Area Conditions and Recommendations, Land Units Q, R, S and U (North Gateway Area), pages 103-104:

“Land Units Q, R, S and U (North Gateway Area)

The area south of Huntington Avenue and west of Richmond Highway is built-out. Land Unit Q is designated for residential use at 35-40 dwelling units per acre, reflecting the build-out of the Montebello and Belle Haven Towers high-rise residential projects. The Berkshire townhouse developments which comprise Land Unit U have been built in conformance with the planned density of 8-12 dwelling units per acre.

Near the intersection of Richmond Highway and Huntington Avenue, one portion of Land Unit R has been developed with the Hunting Creek condominiums at the planned density of 16-20 dwelling units per acre. The other portion of this land unit, approximately 9 acres, is ~~approved for developed with~~ a mixed-use project of 443 dwelling units and 39,200 gross square feet of commercial space. This site (Tax Map 83-3((1))76) is planned for residential development at ~~40~~ 52 dwelling units per acre, ~~plus a full service hotel up to 200,000 square feet to replace the existing commercial uses,~~ in the event that the following conditions are met: ~~Coordinated development should take place so that:~~

- Project design, building materials, and layout provides a high quality development and pedestrian focused site design which should include street-oriented building forms; in keeping with the character of residential development in the area;
- Buildings should be designed in a way that unifies the site and minimizes negative impacts on the adjacent uses;
- Building height and orientation shall be coordinated to minimize blockage of river views from the adjoining residential units;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building’s architecture and conceals the antennas and equipment from surrounding properties and roadways;

- Underground structured parking is provided to serve the development;
- Implementation of an effective transportation demand management (TDM) program to reduce auto travel in the area, which could include coordinated shuttle service to Huntington Metro Station for both residents and hotel users;
- 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;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver green building certification;
- 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;
- ~~Development is screened and set back from Richmond Highway to avoid excessive building bulk in proximity to Richmond Highway and to provide~~ an adequate transition toward the lower residential densities existing and planned south of Richmond Highway and west of Fort Hunt Road;
- Mixed-use is encouraged provided that the traffic impact is thoroughly analyzed and mitigated so that Huntington Avenue and Richmond Highway adjacent to the site will operate at levels of service acceptable to the Virginia Department of Transportation and the County;
- There is an internal circulation system to allow connection with adjacent parcels;
- Vehicular access points are limited to locations as far from the Richmond Highway/Huntington Avenue intersection as possible;
- The site access points will operate at levels of service acceptable to the Virginia Department of Transportation and the County; and
- Adequate right-of-way is provided for the improvement of ~~that~~ the intersection of Huntington Avenue and Richmond Highway as planned, or other improvements found to be necessary if necessary.

~~A density of up to 50 dwelling units per acre may be considered in the event that Huntington Avenue and Richmond Highway adjacent to the site can be proven to operate at levels of service acceptable to the Virginia Department of Transportation and the County.”~~

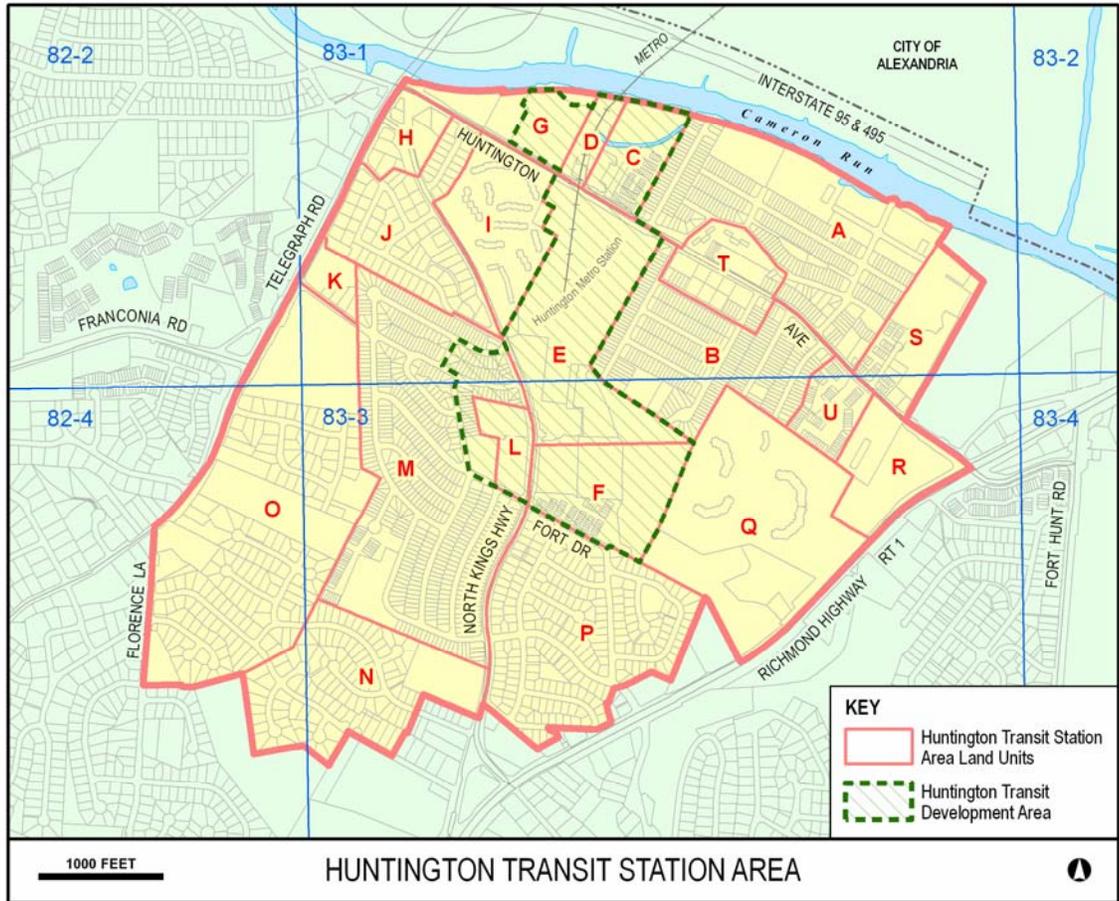
...

PLAN MAP: The Comprehensive Plan map will be amended to show parcel 83-3((1))76 planned for “Mixed Use.”

09-IV-4MV (Adopted September 28, 2010)

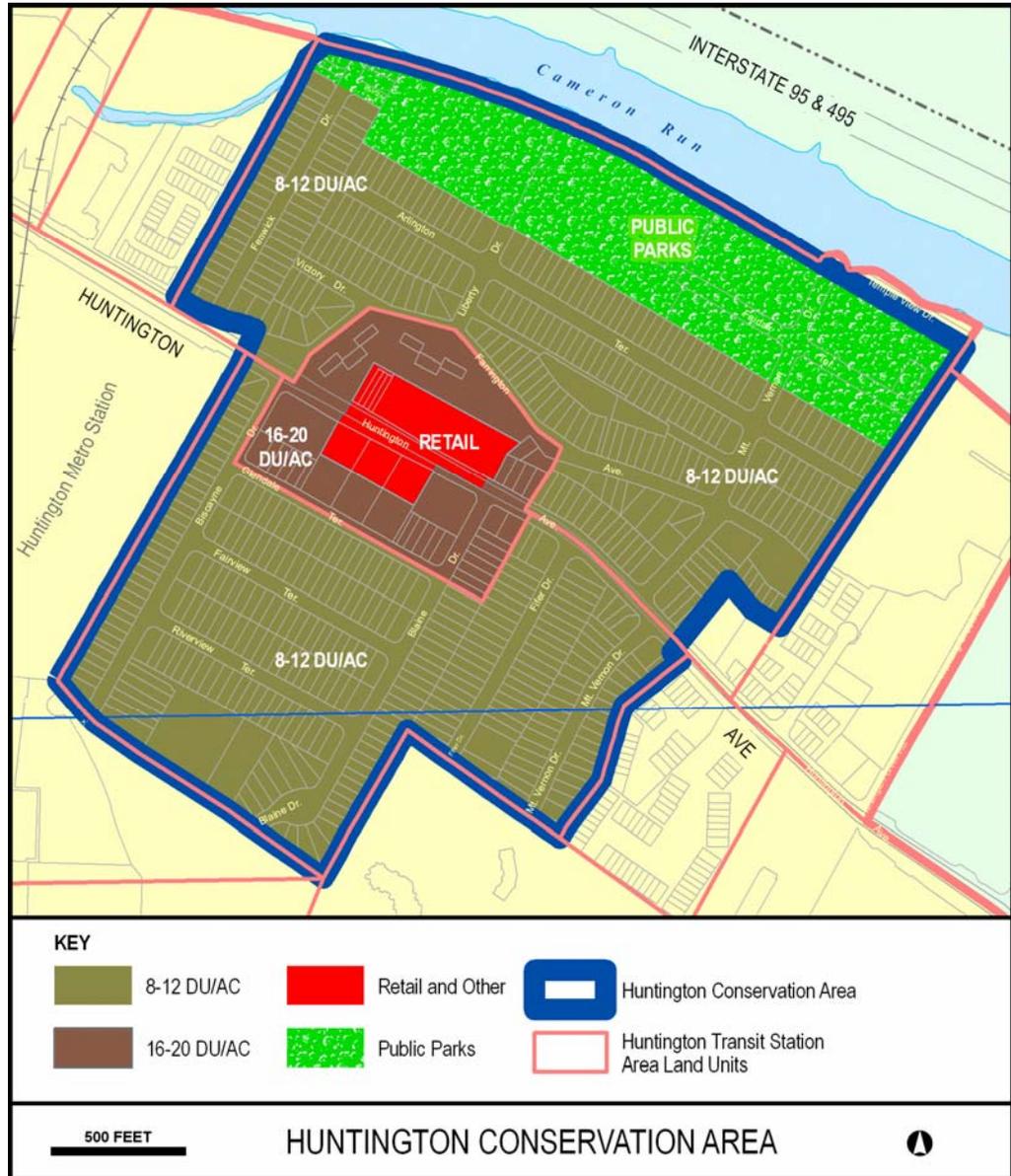
MODIFY

FIGURE: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV1 - Huntington Community Planning Sector, Recommendations, Land Use, Figure 22 – “Huntington Transit Station Area,” page 87, to update the boundary between Land units B and T.



**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV1 - Huntington Community Planning Sector, Figure 27 - "Huntington Conservation Area," page 99, to update the boundary between Land units B and T.



NOTE: All other relevant Plan figures will be corrected to show the original 1985 boundary of Land Units B and T.

PLAN MAP: The Comprehensive Plan map will be amended to show parcels 83-1((15))1A, 1B, 2A, 2B; 83-1((8))68B, 68A, 104A, 104B, 103A, 103B, 102B, 102A, 501A, 501B planned for 16-20 du/ac.

09-IV-6MV (Adopted September 28, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; Overview, District-Wide Recommendations, Public Facilities, Recommendation #6, page 18:

“6. The site of the ~~former~~ Dogue Creek Sewage Pumping Station Treatment Plant located on Old Mill Road in Sector MV7 is planned for community-serving public facilities that will be compatible with the surrounding existing ~~and proposed~~ residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands. ~~Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.”~~

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV7 - Mount Vernon Community Planning Sector, Recommendations, Public Facilities, page 163:

“Public Facilities

The site of the Dogue Creek Sewage Pumping Station Treatment Plant is planned for community-serving public facilities that will be compatible with the surrounding existing ~~and proposed~~ residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands. ~~Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.”~~

PLAN MAP: The Comprehensive Plan map for the northern portion of parcel 109-2((1))32A will be amended from “Public Parks” to “Public Facilities.”

09-IV-7MV (Adopted July 27, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Planning Objectives, pages 3-4:

“PLANNING OBJECTIVES

Planning objectives in the Mount Vernon Planning District include the following:

- Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.

- Limit commercial encroachment into stable residential neighborhoods and establish well-defined edges between commercial and residential uses.
- Establish well-defined buffers, particularly for existing residential development adjacent to high density/intensity corridors, with appropriate pedestrian access between commercial and residential areas.
- Establish an appropriate mix of land uses and intensities in the Community Business Centers along Richmond Highway and provide transitions to adjacent Suburban Neighborhoods.
- Encourage pedestrian access to commercial areas and improve the appearance and image of Richmond Highway by addressing issues of functional efficiency, pedestrian safety, aesthetics, streetscaping, tree cover and design by using the urban design principles found in this section.
- Improve and upgrade existing commercial development within the Community Business Centers along the Richmond Highway Corridor to serve as the focus of office buildings, hotel, and other commercial development that encourages the growth of professional employment opportunities and promotes tourism and related activities.
- Encourage improved access to and increased ridership of the transit system.
- Encourage the provision of pedestrian and bicycle facilities to include trails, sidewalks and crosswalks.
- Encourage transit ridership by encouraging appropriate economic development and redevelopment around the Huntington Metro Station.
- Encourage the consolidation of small land parcels to provide for future development opportunities.
- Improve the public's perception and enjoyment of the environmental and heritage resources of the Mount Vernon area.
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.
- Protect environmentally sensitive areas including wetlands, environmental quality corridors, and undeveloped areas within Resource Protection Areas and floodplains. Encourage the restoration of degraded EQCs, RPAs and wetlands.
- ~~Protect wetlands and environmental quality corridors.~~
- Encourage the conservation of existing urban forest assets.
- Encourage the use of low impact development (LID) practices in development and redevelopment projects.

- Encourage reductions in the amount of imperviousness.”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Mount Vernon Planning District as amended through 3-9-2010; page 12:

“Environment

The Mount Vernon Planning District ~~includes substantial portions of~~ ~~is located within the watersheds of~~ Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek watersheds. In order to support stream protection and restoration, reduction of pollution flowing into the county’s waterways, attainment of state and federal water quality standards, and the restoration of the Chesapeake Bay and its tributaries, Fairfax County is developing watershed management plans for all watersheds in the county. The watershed plans include recommendations for specific improvements in stormwater facilities and management, including low impact development (LID) practices, projects to restore riparian buffers and streams, outreach and education to improve residents’ activities that affect water quality, and recommended changes in Fairfax County policies to promote needed improvements. The plans should be consulted during reviews of development projects proposed comprehensive plan amendments and rezoning applications.

The Potomac River shoreline, designated a critical environmental area by the State of Virginia, contains tidal wetlands and estuaries along the shores of Hunting Creek, Little Hunting Creek, and Dogue Creek. This Planning District is within the Coastal Plain geologic province. Consequently, soils are marginal for septic tank usage. Slippage-prone swelling clays underlie most of the district. Any development in areas with these conditions should be based on the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the County and affected properties should be provided.

The Potomac River shoreline which includes a broad floodplain, tidal wetlands and several small embayments is the most significant environmental feature in the district. Activities that require modifications to the shoreline are regulated by the Wetlands Board. The Wetlands Board has adopted a policy favoring “living shorelines”. The shoreline and adjacent tributaries are also protected by the regulations of the Chesapeake Bay Preservation Act.

As growth continues, it is expected that development of environmentally constrained lands will become economically feasible, although environmental constraints will limit their development potential. Future development in this district should also be encouraged to achieve environmental reclamation of degraded environmental quality corridors and other sensitive features.

Older, developed portions of the County often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as the Mount Vernon Planning District do not have the benefit of state-of-the-art water quality practices. Therefore, they are a particular challenge to the County's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Preservation Act.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-9MV and 09-IV-10MV (Adopted September 28, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010, Overview, Public Facilities, Recommendation #4, page 18:

“Public Facilities

4. ~~When the operation of †The Little Hunting Creek Treatment Plant sewage pumping station located near Thomas J. Stockton Parkway in Sector MV6 is discontinued, the property is planned for community-serving public facilities that will be compatible with the surrounding existing and proposed residential uses. †planned for public facilities use in the long term to accommodate future sewer service demands. However, should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.”~~

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV6 - Fort Hunt Community Planning Sector, Overview, Public Facilities, Recommendation #1, page 153:

“Public Facilities

1. The site of the Little Hunting Creek sewage pumping station ~~Treatment Plant~~ is planned for community-serving public facilities that will be compatible with the surrounding existing ~~and proposed~~ residential uses. The site is planned for public facilities use in the long term to accommodate future sewer service demands. ~~Should the property be declared surplus for public use, residential use at a density of 2-3 dwelling units per acre is appropriate. Any future development should not encroach into the 100-year floodplain.”~~

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-11MV (Adopted July 27, 2010)

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Character, page 25:

“CHARACTER

...

The northern part of Richmond Highway is located in the Belle Haven and Little Hunting Creek watersheds, while the southern segment is in the Dogue

Creek watershed and is affected by the floodplains and stream valleys of Dogue Creek. The entire corridor is located in the Coastal Plain geologic province and thus lies in a zone of extensive slippage-prone swelling clays and sensitive aquifer recharge. Development in the Richmond Highway Corridor has degraded all three of these watersheds by increasing stormwater runoff from impervious surfaces and decreasing groundwater recharge.”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Planning Objectives for the Richmond Highway Corridor, Land Use, page 27:

“Land Use

...

- Provide expanded employment opportunities and improve the economic condition of residents in the Richmond Highway Corridor.
- Encourage development approaches that serve to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices of stormwater management (e.g., bioretention facilities; vegetated swales) toward this end. Consideration should be given to reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies.”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Planning Objectives For The Richmond Highway Corridor, Transportation, page 27:

“Transportation

The following objectives are intended to guide general transportation decisions in the Richmond Highway Corridor:

...

- Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of water quality and ecological conditions of streams within the district.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-12MV (Adopted July 27, 2010)

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon

Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Land Unit C, page 48:

“Land Unit C

Land Unit C is located adjacent to the Mount Vernon Plaza Shopping Center along the west side of Fordson Road and is planned for residential use at 8-12 dwelling units per acre.

Redevelopment should be designed such that riparian buffer areas in the Resource Protection Area/Environmental Quality Corridor along the southern boundary of the land unit will be replanted with native vegetation. Restoration of the stream should be encouraged.

As an option, up to 15 dwelling units per acre may be appropriate if it can be demonstrated that such development is of sufficiently high quality to be an appropriate and compatible use adjacent to the stable Hybla Valley residential community. In order to accomplish that, development should meet the following conditions: . . .”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Land Unit C, page 48:

- “Because of the high water table in the area, a drainage study is undertaken and any proposed development ensures that ~~it will not add to existing drainage problems~~ the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end; and”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Sub-unit D-1, page 49:

“Sub-unit D-1

Sub-unit D-1 includes Mount Vernon Plaza and South Valley Shopping Center, located on the west side of Richmond Highway at Fordson Road, and is planned for retail use up to .50 FAR.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end. Redevelopment should be designed such that riparian buffer areas in the Resource Protection Area/Environmental Quality Corridor along the northern and western boundaries of the Sub-unit will be replanted with native vegetation.

As an option, this land unit should serve as the focal point and core area of the Hybla Valley/Gum Springs Community Business Center. This sub-unit is planned for a high-quality, development that may incorporate multiple uses up to .70 FAR,

including residential, office, hotel and/or retail uses. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage. In addition, the following conditions should be met:

...”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Sub-unit D-1, add new bullet point page 49:

- “Accommodate in the design of the project a future transit station at this site; ~~and~~
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end; and
- Adequate measures to mitigate against undue environmental impact are provided including preservation of streams and floodplains, with their existing vegetation, on the property as private open space. Where past practices have degraded these streams, bioengineering approaches to restore them to more natural conditions and functions should be utilized.”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Sub-unit D-2, page 50:

“Sub-unit D-2

Sub-unit D-2 is located on the west side of Richmond Highway and includes the Mount Vernon Crossroads and Hybla Valley Center shopping centers. It is planned for retail use with intensities up to .50 FAR. Any redevelopment proposed in this sub-unit should better integrate this area through improvements to interparcel and pedestrian access, internal circulation, landscaping, screening and buffering to adjacent residential uses, facade improvements and coordination of signage.

Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.”

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Hybla Valley/Gum Springs Community Business Center, Sub-unit D-4, page 50:

“Sub-unit D-4

This sub-unit contains a Wal-Mart store and Multiplex Theater and is planned for retail use up to .50 FAR. Stormwater runoff should be managed such that the contribution of stormwater runoff from the site to stream degradation downstream of the site will be reduced substantially. The application of Low Impact Development (LID) practices should be considered toward this end.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-14MV *(Adopted July 27, 2010)*

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Sub-unit A-1, add new bullet point, page 40:

“Sub-unit A-1

Located at the northwest intersection of Richmond Highway and Southgate Boulevard, this area is planned for retail and/or office uses up to .50 FAR.

As an option and in order to enhance the economic viability of Sub-unit A-1, a well-designed, integrated mix of office, high rise residential, retail uses and/or hotel/conference center in multi-story buildings at an overall FAR of .50 to 1.0 may be appropriate if the following conditions are met:

...

- Pedestrian circulation and the use of mass transit is encouraged through site design, and connection with proposed and existing pedestrian circulation systems in the area and other methods.
- A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Land Unit B, add new bullet point, page 41:

“Land Unit B

This land unit includes lots fronting on the east side of Richmond Highway from Dawn Drive to Beacon Hill Road and from Richmond Highway along Beacon Hill Road to and including Tax Map 93-1((1))78. With the exception of parcels identified below, this land unit is planned for office, and/or retail uses up to .50 FAR with building heights up to 50 feet, and/or residential use at a density of 8-12

dwelling units per acre. An intensity up to .70 FAR may be permitted if the following conditions are met:

...

- Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.
- A stormwater management system is provided that will reduce the contribution of stormwater runoff from the site to stream degradation downstream of the site substantially. The application of Low Impact Development (LID) practices should be considered toward this end.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Land Unit C, page 41:

“Land Unit C

Lots fronting on the east side of Richmond Highway between Beacon Hill Road and East Side Drive are planned for office and/or retail uses up to .50 FAR with maximum building heights of 50 feet. The development plan and architectural design should achieve consolidated access, ~~should and~~ provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties, and should include stormwater management measures that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices should be considered toward this end.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010; Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Land Unit D, page 42:

- “Creative stormwater management techniques are examined as an alternative to, or in addition to, underground detention facilities.”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Land Unit D, add new bullet point, page 43:

“Land Unit D

The area between Richmond Highway and Donora Drive extending from Memorial Street south to midway between Clayborne Avenue and Collard Street has been designated the Groveton Redevelopment Area and is appropriate for redevelopment to medium intensity office use up to .70 FAR. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

As an option, high density residential use with office and support retail at an overall intensity up to 1.8 FAR may be appropriate for parcels 92-2((1))13A, 93-1((1)) 97, 98 and 93-1((38))(1) 1,4,7 if the following conditions are met:

...

- Appropriate turn lanes to and from the site and any necessary intersection improvements are provided to enhance circulation efficiency. In addition, a detailed traffic impact analysis should be done to determine possible other improvements required to mitigate the impacts of the proposed development on the transportation system. The impacts of the development allowed under this option should be offset through a combination of measures as deemed appropriate by the Department of Transportation. These measures may include a combination of capacity, roadway, pedestrian circulation, and access improvements, and an effective Transportation Demand Management (TDM) program that takes advantage of the proximity to the Metrorail and existing and future transit along Richmond Highway. The TDM program should include activities such as the provision of shuttle bus service, Metrorail subsidies, and vanpool and carpool matching services.
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, Beacon-Groveton Community Business Center, Land Unit E, add new bullet point, page 43:

“Land Unit E

...

With the full consolidation of Tax Map Parcels 93-1((18))(D)117, 126, 130 (pt.) and 138 located between East Lee Avenue and Preston Lane, development of townhouse-style office and/or retail use up to .50 FAR with maximum building height of 45 feet may be developed provided that:

- Buildings and parking are oriented to encourage pedestrian traffic;
- Development is screened and buffered from the adjacent residential neighborhood in accordance with zoning regulations.
- Development provides compatible architecture treatments to avoid creating an adverse visual impact on adjacent residential development.
- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.

- A stormwater management system is provided that will reduce substantially the contribution of stormwater runoff from the site to stream degradation downstream of the site. The application of Low Impact Development (LID) practices is considered toward this end.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-16MV *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; MV1 - Huntington Community Planning Sector, Recommendations, Land Use, Land Units E and F, pages 95-96:

“(Land Units E and F) The WMATA Property

The 60-acre WMATA property is occupied by the Huntington Metro Station and associated parking facilities and Mount Eagle Park. There is also a privately-owned parcel associated with the WMATA property; Parcel 83-1((7))1A is a .34-acre lot along North Kings Highway planned for office use.

The portion of Land Unit E which is occupied by the Metro station, the parking garage, and the parking lot along Huntington Avenue is planned for public facilities. Air rights development over the station and the parking facilities may have long-term potential. For ~~the~~ ~~this~~ 35-acre area south of the station, the following mix of uses is recommended within the maximum levels shown:

- 250,000 gross square feet of office space;
- 30,000 gross square feet of retail space;
- ~~400~~ 600 dwelling units; and
- 200-room hotel with conference facilities or 250 additional dwelling units.

In addition, the following uses should be incorporated into this development:

- The existing 900+ space Metro surface parking lot should be reconfigured into an on-site underground or above-ground facility up to six stories. Adequate buffering and landscaping around the parking structure should be provided adjacent to nearby neighborhoods;
- Approximately 9 to 12 acres of the WMATA property should be dedicated to Fairfax County for Mount Eagle Park in order to provide needed park facilities in this high density area and to buffer Metro-related development

from the existing community. The development of both passive and active recreation facilities is suggested; and

- The development of the WMATA property should be in accordance with the urban design concept plan shown in Figures 24, 25 and 26. The commercial uses, including the optional hotel, should be clustered around a public plaza near the Metro station and North Kings Highway. Residential use should be located east and south of this cluster to provide a transition to surrounding residential development. As shown in Figure 26, Mount Eagle Park and/or open space should be accessible to, and provide buffering for, the Huntington community, the high-rise residential projects located east of the WMATA property, and the Fairhaven community.

In order to develop except at the base level, all the applicable general development criteria listed for all sites in the Transit Development Area should be satisfied, except that in lieu of criterion #6, affordable housing should be provided in accordance with the County's Affordable Dwelling Unit Ordinance. In addition, the following site-specific conditions must be met:

- Development should be coordinated under one planning program for the entire site;
- Retail uses should be limited to the ground level of proposed buildings along the main pedestrian access routes to the Metro station;
- Non-residential uses should be clustered around the public space near the Metro station. Residential development should occur towards the south and east of the station in order to provide an appropriate transition to adjacent neighborhoods;
- Provision of integrated pedestrian and bicycle systems with features such as covered and secure bicycle storage facilities, walkways, trails and sidewalks, enhanced crosswalks providing connections to adjacent neighborhoods, and amenities such as street trees, benches, bus shelters, and adequate lighting;
- Creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks on the site;
- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver (or comparable rating system) green building certification and innovative stormwater management techniques;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways;

- Underground parking, or parking built into the slope, is preferred to minimize visual intrusion and create a pedestrian oriented atmosphere. Architectural detailing, screening, lighting, and landscaping that is aesthetically appealing should be employed along exposed parking levels to mitigate negative impacts. Efforts should be taken to face above ground parking structures to service streets, and they should be designed to be consistent with surrounding buildings. On-street and incidental surface parking shall be allowed consistent with urban design guidelines; and
- Vehicular access to private development should be separated from vehicle access to the Metro station.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-18MV *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; Richmond Highway Corridor Area, South County Center Community Business Center, Sub-unit B-2, page 57:

“Sub-unit B-2

The Old Mount Vernon High School is located on the east side of Richmond Highway between Maury Place and Mohawk Lane ~~is planned for public facilities use.~~ The school should be retained in County ownership and preserved as a local historic site. The building is planned for public facilities use, primarily for educational use. The campus includes a main building that is surrounded by, and attached to, smaller structures. Ancillary institutional uses to support non-profit services may be appropriate in the peripheral buildings. Existing county-owned open space at the rear of the property should be retained as publicly accessible park space, subject to Board of Supervisors’ approval.

Tax Map Parcels 101-4((8))(O)1A and 1B, which are The two parcels located at the northeast corner of Richmond Highway and Mohawk Street adjacent to the Old Mount Vernon High School are planned for institutional use. Any design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. Uses of this site may include a community recreation center and a performing and visual arts center. These uses are consistent with the Richmond Highway revitalization goals and present an opportunity for a community activity center and adaptive reuse of the site.

Any design and development plan should be compatible with the historic nature of the Old Mount Vernon High School. These uses are consistent with the Richmond Highway revitalization goals and present an opportunity for a

community activity center and adaptive reuse of the site.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-20MV *(Adopted July 27, 2010)*

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor, Suburban Neighborhood Areas Between Hybla Valley/Gum Springs and South County Center Community Business Centers, Area 4, page 55:

“4. The area fronting on the west side of Richmond Highway south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. The remainder of the land unit is planned for residential use at 2-3 dwelling units per acre. As an option, a mix of predominantly residential use up to 25 dwelling units per acre with 50,000 – 80,000 square feet of use consisting of office and ground floor retail may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and all of the following conditions are met:

...

- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.

As a second option for a subset of Area 4 (Tax Map Parcels 101-2((1))22,23; 101-2 ((5))(2) 13-15; and 101-2((5))(3) All), development of residential use at a density of 8-12 dwelling units per acre may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and the following conditions are met. Construction of the residential units may be phased.

Design:

- Substantial and logical parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements are incorporated.

- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to structures.
- All townhouses are designed to ensure an attractive “front door” appearance from all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.
- Trees determined to be of value by the Urban Forester are preserved if feasible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of a proportional share of the total 2.5 to 4 acres to be dedicated in the first option for Area 4, if provided on-site, or a proportional share of 3 to 4 acres, if provided off-site. Any on-site dedication should be located such that it can be expanded upon at the time the remainder of Area 4 redevelops. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be integrated within the site, such as gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Primary access is provided via Rolling Hills Avenue.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor’s urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle

services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-21MV *(Adopted September 28, 2010)*

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District as amended through 3-9-2010; Richmond Highway Corridor, Suburban Neighborhood Areas Between Hybla Valley/Gum Springs and South County Center Community Business Centers, Area 4, page 55:

“4. The area fronting on the west side of Richmond Highway south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. The remainder of the land unit is planned for residential use at 2-3 dwelling units per acre. As an option, a mix of predominantly residential use up to 25 dwelling units per acre with 50,000 – 80,000 square feet of use consisting of office and ground floor retail may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and all of the following conditions are met:

...

Transportation and Pedestrian Circulation:

- Primary access is provided via Rolling Hills Avenue.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor’s urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced

telecommunication systems. The program should be monitored periodically.

As a third option for a subset of Area 4 (Tax Map Parcels 101-2((1))24; and 101-2 ((5))(2) 1,2,5-7,8A,8B,9-12,16), development of residential use at a density of 20-30 dwelling units per acre with up to 80,000 square feet of office and ground floor retail use may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and the following conditions are met. Limited stand-alone retail uses, such as a bank or a coffee shop, may be appropriate.

Design:

- Substantial and logical parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements are incorporated.
- Buildings provide appropriate transition in scale and mass from Richmond Highway towards adjacent residential areas along Buckman Road and Janna Lee Avenue.
- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the commercial and residential structures.
- All buildings are designed to provide an attractive appearance on all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.
- Trees determined to be of value by the Urban Forester are preserved if feasible.
- Low Impact Development (LID) practices should be incorporated to the maximum extent possible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of a proportional share of the total 2.5 to 4 acres to be dedicated in the first option for Area 4, if provided on-site, or a proportional share of 3 to 4 acres, if provided off-site. Any on-site dedication should be located such that it can be expanded upon at the time the remainder of Area 4 redevelops. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Development should provide for the improvement of Richmond Highway to a six-lane section as depicted on the Countywide Transportation Plan, and associated improvements to address projected traffic congestion and relieve capacity issues at the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection.
- Primary access is provided via Janna Lee Avenue. Vehicular access from Richmond Highway is limited to one right turn in and one right turn out access point only with a possibility of a pick up/drop off area along the highway frontage.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway and Janna Lee Avenue. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.”

PLAN MAP: The Comprehensive Plan map will not change.

09-IV-23MV, 09-IV-25MV and 09-IV-26MV (Adopted September 28, 2010)

MODIFY: Fairfax County Comprehensive Plan, Area IV, Mount Vernon Planning District as amended through 3-9-2010; Richmond Highway Corridor, Suburban Neighborhood Area Located On The East Side of Richmond Highway Between North Gateway and Penn Daw Community Business Centers, Penn Daw Community Business Center, Recommendations, Land Unit E, pages 35-37:

“Land Unit E

As delineated on the Plan Map, properties fronting on the east side of Richmond Highway between Quander Road and Shields Avenue and Tax Map parcels 83-3((1))23A and 83-3((8))A are planned for neighborhood-serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of the mobile homes should comply with the County’s voluntary relocation guidelines. Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation of these properties along Quander Road, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. Consolidating and/or limiting access should be encouraged in order to preclude congestion within the Richmond Highway and Quander Road corridors and their intersections.

This land unit presents an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, the properties fronting Richmond Highway in Land Unit E and the Penn Daw Trailer Park if consolidated may be appropriate for redevelopment as a well-integrated mix of residential, office, retail, and hotel uses at an overall intensity up to a 1.5 FAR with a unified development plan. Properties along Quander Road, north of the stream valley and the EQC area (Tax Map parcels 83-3((1))34, 36, 41A, 42, 44, 45, 46, and 49; ((22))2, 2A, A, and B) also may be considered for this option provided logical consolidation is achieved.

Under this option, buildings should be coordinated in terms of scale, mass and function and mitigate impacts to adjacent residential neighborhoods. High-quality building and site design, incorporating the urban design recommendations found at the end of this Plan, should distinguish this area as a well-designed urban center. Development proposals should reflect a single integrated project or a project that allows for future coordination with other projects and should meet the following conditions:

- Substantial and logical consolidation is obtained. Where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- The level of non-residential development should be approximately one third of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the

development and surrounding area in this option should be encouraged. A table-service restaurant that is well-integrated into the project is desirable;

- Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear in order to take advantage of the visual and passive recreational amenity, provided by the adjacent stream valley area.
- Sufficient buffering, year-round screening with predominantly native plants and trees, tapering of building heights and massing, should be utilized to mitigate adverse impacts on nearby residential areas or unconsolidated residential properties.
- High-quality architecture, landscape design, and pedestrian amenities should be provided. Building design should be combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs are provided;
- Parking should be consolidated into structures and integrated into the streetscape in order to avoid adverse visual impacts to major pedestrian, bicycle, or vehicular corridors and unconsolidated parcels. Façade treatment of parking structures should contribute to the visual appeal of the streetscape. On-street and underground parking should be given preference over other forms of parking, such as surface parking lots or structured parking garages. Surface parking lots should be avoided or located in the rear of the buildings when necessary.
- An acceptable, detailed transportation analysis is performed that identifies transportation improvements required to support the development. Access points should be consolidated along Richmond Highway and an efficient internal circulation system provided. Traffic circulation on the site must ensure safe and orderly access to adjacent arterials. Cut-through traffic is minimized;
- Adequate right-of-way is provided for road improvements;
- Consolidating and/or limiting access should be considered in order to preclude congestion within the Richmond Highway and Quander Road corridors and their intersection.
- No more than one additional access onto Richmond Highway, besides Shields Avenue should be provided. Consolidated access for redevelopment along Quander Road should be considered. These provisions are intended to preclude congestion near the Richmond Highway/ Quander Road intersection.
- Low impact development measures and innovative stormwater management techniques should be used to mitigate the impact of development on water quality and quantity. Some low impact development measures which could provide enhancements to development as well as a stormwater benefit

include facilities such as detention, infiltration and bioretention measures, as well as landscaped areas and constructed wetlands. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Safe, attractive, well-signed pathways, using natural surfaces, should connect this area to the redevelopment. Techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other green and sustainable features, as recommended within Policy Plan.

- Pedestrian circulation and the use of mass transit are encouraged through site design, connection with proposed and existing and planned bicycle and pedestrian circulation systems in the area, and other methods. A transit center or enhanced transit stop serving existing and planned Metrobus and Fairfax Connector bus routes in the Richmond, North Kings and South Kings Highway corridors should be accommodated to support this development and the surrounding area. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Unit F2 should be provided to ensure safe operation. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future rail station should be accommodated, as depicted on Figure 13. Land Unit F2 provides additional guidance on mass transit.

Sub-unit E-1

~~Lots fronting on the east side of Richmond Highway between Quander Road and Shields Avenue are planned for neighborhood-serving office and/or retail uses up to .50 FAR with a maximum height of 50 feet. See Land Unit G for an additional land use option.~~

Sub-unit E-2

~~Properties located along the south side of Quander Road between Richmond Highway and Quander Road Center are planned for residential use at 3-4 dwelling units per acre. As an option, with complete parcel consolidation in this sub-unit, a density of 5-8 dwelling units per acre may be appropriate. Structures should be clustered to minimize impacts on steep slopes in the area. No more than one entrance point onto Richmond Highway that is no closer than 200 feet from Quander Road, and no more than two entrance points on Quander Road, that are no closer than 200 feet from Richmond Highway should be provided. These latter provisions are intended to preclude congestion near the Richmond Highway/Quander Road intersection because of the importance of that road for carrying school traffic to and from West Potomac High School and Metro-related traffic to and from Huntington, as well as the residential traffic generated on these sites. See Land Unit G for an additional land use option.~~

Sub-unit E-3

~~The Penn Daw Trailer Park is planned and currently developed as a mobile home park at a density of 5-8 dwelling units per acre. Any redevelopment of this sub-unit is encouraged to comply with the County's voluntary relocation guidelines. See Land Unit G for an additional land use option.~~

Sub-unit F-1

Properties included in this sub-unit are Parcels 83-3((1))22B pt, 22C and 22D which are planned for retail uses up to .50 FAR and building heights of 50 feet. Consolidation of contiguous lots is desirable. Existing landscaping, which serves as a buffer to the adjacent residential neighborhood should be maintained. In any development proposal, sidewalks should be provided to facilitate pedestrian access. Vehicular access should be provided only at one point each on Richmond Highway and North Kings Highway.

Sub-unit F-2

Parcels within this sub-unit include 83-3((1))22A and a portion of Parcel 22B₁ and are planned for retail use up to .35 FAR. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide A gateway feature should be provided on the sub-unit to serve as a focal point for the Penn Daw Community Business Center. If a transit center or enhanced transit stop cannot be accommodated in Land Unit E or additional analysis determines that Land Unit F2 is a more appropriate and logical location, a transit center or enhanced transit stop should be accommodated in this land unit to support mixed-use redevelopment in the surrounding area. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Unit F2 should be provided to ensure safe operation. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future rail station should be accommodated.

Land Unit G

The area along the east side of Richmond Highway south of Shields Avenue to Fairview Drive is planned for community-serving retail use up to .50 FAR. Tax Map parcel 83-3((1))24 is owned by the county. Steep slopes, streams and floodplains with their existing vegetation located on the property should be preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions.

As an option, Tax Map parcel 83-3((1))20 may be appropriate for redevelopment. The mix of use and intensity should be examined through a concurrent Comprehensive Plan amendment and zoning application. This approach is consistent with county policy that permits concurrent processing of Comprehensive Plan amendment and zoning applications in order to facilitate the review of development proposals in Commercial Revitalization Areas. Redevelopment under this option may consider consolidation with Tax Map parcels 83-3((1))19 and 18 in order to accommodate compatible land use transitions, building height tapering, and potential buffering to the adjacent, low density neighborhood.

Existing conditions present an opportunity for a well-designed, mixed-use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, Land Unit G is planned for a well-integrated mix of retail, office, hotel and residential uses with an overall intensity of up to 1.0

FAR. Development proposals for a single integrated project or a project that allows for future coordination with other projects should meet the following conditions:

- Consolidation of Parcels 83-3((1))20, 23A, 24, 24A and 24B together with consolidation of additional lots in adjacent Sub-units E-1, E-2 and E-3 is encouraged. If full consolidation is not achieved, interparcel access to adjacent uses should be provided;
- The level of non-residential development should not exceed two-thirds of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the development in this land unit should be encouraged.
- Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear of parcels 24A and 24B in order to take advantage of the visual and passive recreational amenity provided by the adjacent stream valley area. Residential density and building heights should be tapered from mid-rise or garden-style apartments to townhouses located nearest to the existing adjacent neighborhood;
- Building heights are tapered down toward the existing single-family area;
- Adequate measures to mitigate against undue environmental impact are provided. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Where past practices have degraded these slopes and streams, bioengineering approaches should be followed to restore them to more natural conditions and functions;
- Sufficient buffering and screening are provided to mitigate adverse impacts on adjacent residential areas;
- Adequate right-of-way is provided for road improvements;
- Pedestrian circulation and the use of mass transit is encouraged through site design, connection with proposed and existing pedestrian circulation systems in the area and other methods;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/ recreation facilities, landscaped open space, landmarks or building designs which will denote this area as a focal point of the Penn Daw Community Business Center are provided. The urban design recommendations found at the end of this Plan, should be used as a guide; and
- Incorporation of residential use in office or retail buildings in an “above the shop” arrangement is encouraged.

As an option, if Sub-units E-1, E-2 and E-3 are substantially and logically consolidated with Land Unit G, a well-integrated mix of uses with an overall intensity at up to 1.0 FAR that includes at least two of the following uses: retail, office, hotel and residential. The conditions listed above should be fulfilled for the entire assemblage.”

PLAN MAP: The Comprehensive Plan map will be revised to show Tax Map parcel 83-3((1))23A as “Alternative Uses.”

S09-IV-MV2 *(Adopted September 28, 2010)*

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, amended through 3-9-2010, Richmond Highway Corridor Area, Land Use, Beacon/Groveton Community Business Center, Land Unit E, pages 43-44:

“Land Unit E

Lots on the east side of Richmond Highway from East Side Street to Popkins Lane are planned for townhouse-style office and/or retail use up to .30 FAR with maximum building heights of 35 feet. The following conditions should be met with any development proposal:

- Commercially-zoned lots along Richmond Highway between Groveton Street and East Lee Avenue or East Lee Avenue and Preston Avenue or Preston Avenue and Popkins Lane are consolidated;
- Buildings are oriented to Richmond Highway with parking located at the rear of the property; and
- Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood.

With the full consolidation of Tax Map Parcels 93-1((18))(D)117, 126, 130 ~~(pt.)~~ and 138 located between East Lee Avenue and Preston Lane, ~~development of~~ planned for townhouse-style office and/or retail use without drive thru facilities to include eating establishments and fast food restaurants up to .15 .50 FAR with maximum building height of ~~45~~ 25 feet may be developed provided that:

- ~~• Buildings are oriented to Richmond Highway with parking located at the rear of the property;~~
- ~~• Effective screening and buffering are provided and maintained between the proposed development and the adjacent residential neighborhood;~~
- ~~• Retail use is limited to no more than 10,000 gsf; and~~
- ~~• Development should provide for compatible architecture to mitigate impacts on adjacent residential development.~~
- Buildings and parking are oriented to encourage pedestrian traffic;
- Development is screened and buffered from the adjacent residential neighborhood in accordance with zoning regulations.

- Development provides compatible architecture treatments to avoid creating an adverse visual impact on adjacent residential development.

Limited parking may be considered along the property frontage provided the preceding conditions are addressed and all other applicable Richmond Highway Streetscape elements are met.

~~An option for increased intensity up to .80 FAR could be appropriate for mixed use development consisting of multifamily residential and ground floor retail provided that:~~

- ~~• All conditions for the office/retail option noted above are addressed, including maximum building height;~~
- ~~• Appropriate noise mitigation from Richmond Highway can be demonstrated through a noise study to be reviewed at the time of rezoning; and~~
- ~~• Redevelopment for residential use can achieve a viable living environment that is compatible with adjacent uses.~~

~~Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals provided that appropriate noise mitigation can be achieved as recommended above.”~~

PLAN MAP: The Comprehensive Plan map will be amended to show the entire subject area (parcels 117, 126, 130 and 138) as planned for “Alternative Uses.” The boundary of Land Unit E will be expanded to include the entire subject area.