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Department of Planning & Zoning**

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**STAFF REPORT ADDENDUM
SEPTEMBER 8, 2010
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT: LEE

APR ITEM: 09-IV-21MV

This addendum reflects additional analysis completed for APR 09-IV-21MV subsequent to the publication of the final staff report.

BACKGROUND

On June 28, 2010, the Planning Commission voted to defer this Area Plans Review (APR) nomination, pending the Lee District APR Task Force's review of modified Plan text provided by the nominator. To address concerns raised by the original nomination, this modified text restored conditions related to building design, the environment, and parks. On July 26, 2010, the Lee District APR Task Force recommended this Plan text with the addition of a condition stating that Low Impact Development (LID) techniques should be incorporated to the maximum extent possible. Subsequently, the Planning Commission recommended approval of the Task Force alternative with a modification of the condition related to noise on July 28, 2010.

A related nomination, APR 09-IV-20MV, was adopted by the Board of Supervisors on July 27, 2010.

ANALYSIS

Land Use

As initially submitted, this nomination proposed a similar level of intensity for this portion of Area 4 as the maximum Comprehensive Plan option; however, a number of conditions were proposed to be altered or modified in a way such that the nomination would not meet the planning objectives of the Richmond Highway Corridor in an improved manner over the current Plan option for the subject property. In the modified text, conditions have been added to ensure that the design and layout of buildings provides a pedestrian-oriented development featuring high quality architectural elements on all sides of buildings. Likewise, language has been added to clarify that ground-floor retail is appropriate, possibly with a limited amount of freestanding retail.

Transportation

A condition in the existing option for the entirety of Area 4 allows for improvement of Richmond Highway to six lanes with a raised median between Buckman Road and Janna Lee Avenue as an alternative to dedicating land for an interchange at the Buckman Road/Richmond Highway intersection. As the recommendation presumes unified development of the entire land unit, it was not included in the adopted text for 20MV, which represents about two-thirds of the land unit. Similarly, the condition as written is not entirely relevant to the 21MV subject area. In addition to comprising only about one-third of the land unit, the majority of the land needed for the interchange is outside the 21MV subject area. Accordingly, this condition has been amended to reflect the needed transportation improvements in the vicinity of the subject area.

Parks and Recreation

The nomination suggested that open space at a nearby school site reduced the need for the subject property to contribute to offsetting recreational deficiencies in the area. As noted in the staff report, the referenced property is owned by the School Board of Fairfax County and is not

considered parkland. Modified text supported by staff states that these deficiencies should be offset through the provision of a proportional share of parkland dedication that is required in the existing Plan option, or a dedication of funds. Modifying the text in this manner recognizes that parkland deficiencies still exist in the area of the subject property, and any redevelopment in this portion of Area 4 will be responsible for offsetting its share of these deficiencies.

RECOMMENDATION

As a result of the ongoing work between staff, the Task Force, and the nominator to address concerns raised in the original nomination, staff recommends approval of an alternative that restores many of the conditions that were omitted in the original nomination. This alternative adds conditions related to the design and layout of buildings, further insuring that redevelopment would be attractive and pedestrian-oriented in nature. Language regarding parkland dedication is modified to reflect the existing parkland deficiencies in the area of the subject property. The condition regarding noise has been modified to be consistent with that which was approved by the Board of Supervisors in APR 09-IV-20MV. Likewise, the condition regarding dedication of right-of-way for an interchange at Buckman Road and Richmond Highway has been amended to reflect the needed transportation improvements in the vicinity of the subject area.

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor, page 55:

“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.

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- 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.

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- 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."

NOTE: The Comprehensive Plan Map would not change.