APR
Area Plans Review

2009-2010 South County Area Plans Review Staff Reports

Mason, Lee and Overlapping Mount Vernon/Lee Supervisor Districts

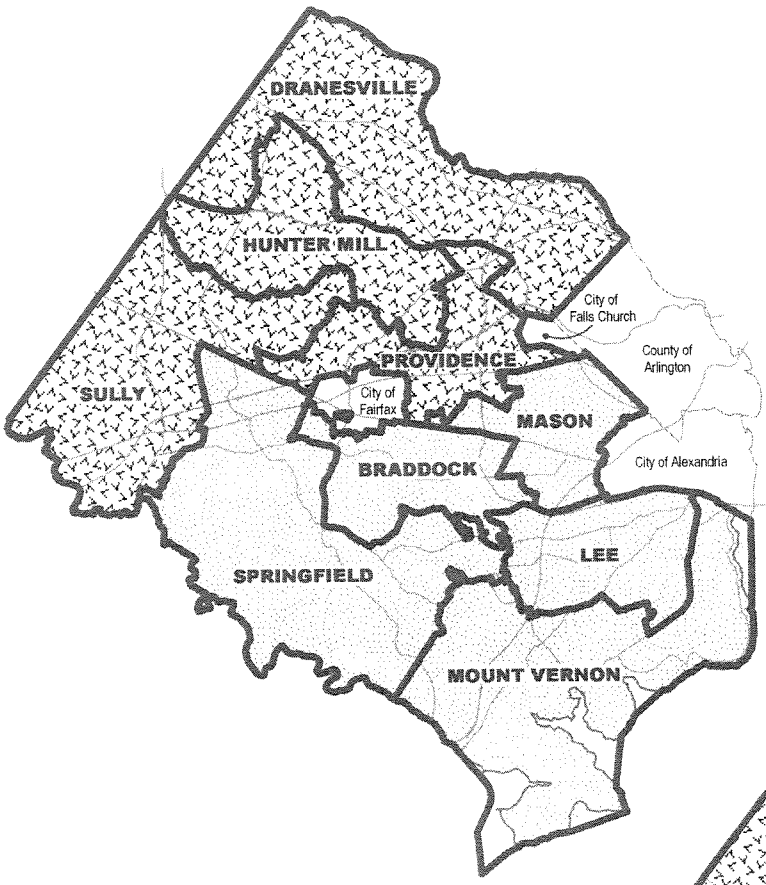
Planning Commission Public Hearing
For Non-VDOT 527 Review Items

June 16, 2010
7:30 PM

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

This document contains Staff Reports for the 2009-2010 South County APR nominations not subject to Virginia Department of Transportation review of transportation impacts, which are scheduled for Planning Commission Public Hearing on June 16, 2010. Planning Commission Mark-up for these items is scheduled for June 30, 2010 at 8:15 p.m. Nominations which require VDOT Review of transportation impacts will be scheduled for public hearings at a later date.

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

SCHEDULE OF PUBLIC HEARINGS FOR THE 2009/2010 SOUTH COUNTY CYCLE AREA PLANS REVIEW

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

Public Hearing Schedule for the Planning Commission:

Mason, Lee, Mount Vernon/Lee overlapping
Supervisor Districts: Wednesday, June 16, 2010 at 7:30 p.m.

Mount Vernon and Springfield
Supervisor Districts: Wednesday, July 14, 2010 at 7:30 p.m.

Planning Commission Mark-Up Schedule:

Mason, Lee, Mount Vernon/Lee overlapping
Supervisor Districts: Wednesday, June 30, 2010 at 8:15 p.m.

Mount Vernon and Springfield
Supervisor Districts: Wednesday, July 28, 2010 at 8:15 p.m.

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

Public Hearing Schedule for the Board of Supervisors:

Mason, Lee, Mount Vernon/Lee overlapping
Supervisor Districts: Tuesday, July 27, 2010 at 4:30 p.m.

Mount Vernon and Springfield
Supervisor Districts: Tuesday, September 28, 2010 at 4:30 p.m.

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

BOARD OF SUPERVISORS

Sharon Bulova, *Chairman, At-Large*
Penelope A. Gross, *Vice Chairman, Mason District*

John W. Foust, *Dranesville District*
Michael R. Frey, *Sully District*
John C. Cook, *Braddock District*
Pat Herrity, *Springfield District*
Catherine M. Hudgins, *Hunter Mill District*
Gerald W. Hyland, *Mount Vernon District*
Jeff C. McKay, *Lee District*
Linda Q. Smyth, *Providence District*

Anthony H. Griffin, *County Executive*
Robert A. Stalzer, *Deputy County Executive*

PLANNING COMMISSION

Peter F. Murphy, Jr., *Springfield District, Chairman*
Walter L. Alcorn, *At-Large, Vice Chairman*

Jay Donahue, *Dranesville District*
Frank de la Fe, *Hunter Mill District*
Earl L. Flanagan, *Mount Vernon District*
Janet R. Hall, *Mason District*
Suzanne F. Harsel, *Braddock District*
James R. Hart, *At-Large*
Kenneth A. Lawrence, *Providence District*
John L. Litzenberger, Jr., *Sully District*
Rodney Lusk, *Lee District*
Timothy J. Sargeant, *At-Large*

Barbara J. Lippa, *Executive Director*
S. Robin Ransom, *Assistant Director*

DEPARTMENT OF PLANNING AND ZONING

James P. Zook, *Director*

Eileen M. McLane, *Director, Zoning Administration Division*
Regina Coyle, *Director, Zoning Evaluation Division*
Fred R. Selden, *Director, Planning Division*

David Marshall, *Chief,*
Facilities Planning Branch

Sterling Wheeler, *Chief,*
Policy & Plan Development Branch

APR Area Planners/Task Force Liaisons

Clara Quintero Johnson, *Planner III*
Lindsay Mason, *Planner III*
Meghan Van Dam, *Planner III*
Faheem Darab, *Planner II*
Aaron Klibaner, *Planner II*
Jennifer Lai, *Planner II*
Kim Rybold, *Planner II*
Bernard Suchicital, *Planner II*

Marianne Gardner, *Chief,*
Policy & Plan Development Branch

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

APR Support Staff

Harry Rado, *GIS Analyst*
Lilian Cerdeira, *Planner I*
Marsha Collins, *GIS Technician*
Chris Havliceck, *GIS Technician*
John Cooper, *Administrative Assistant III*

Additional Contributing Staff

Noel Kaplan, *Senior Environmental Planner*
John Bell, *Planner III*
Mary Ann Welton, *Environmental Planner*

DEPARTMENT OF TRANSPORTATION

Kathy Ichter, *Director*

Leonard Wolfenstein, *Chief,*
Planning Section,
Transportation Planning Division

Dan Rathbone, *Division Chief,*
Transporation Planning Division

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

Tom Burke, *Senior Transportation Planner*
David Kline, *Senior Transportation Planner*
Dan Southworth, *Senior Transportation Planner*
Arpita Chatterjee, *Transportation Planner*
Michael Garcia, *Transportation Planner*
Kris Morley-Nikfar, *Transportation Planner*

DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES

James Patteson, *Director*

Fred Rose, *Chief*
Watershed Management Planning and
Assessment Branch

Heather Ambrose, *Ecologist II*
Danielle Wynn, *Ecologist III*

OFFICE OF COMMUNITY REVITALIZATION AND REINVESTMENT

Barbara Byron, *Director*
Elizabeth Haag, *Deputy Director*

Scott Sizer, *Revitalization Program Manager*

Matthew Flis, *Revitalization Program Manager*

PARK AUTHORITY

John Dargle, *Director*

Sandy Stallman, *Manager,*
Park Planning Branch,
Planning and Development Division

Andi Dorlester, *Senior Park Planner*
Pat Rosend, *Senior Park Planner*
Andrew Galusha, *Planner II*
Gayle Hooper, *Planner II*

FAIRFAX COUNTY PUBLIC SCHOOLS

Jack D. Dale, *Division Superintendent*
Richard Moniuszko, *Deputy Division Superintendent*

Denise James, *Director*
Office of Facilities Planning Services

Mary Ann Tsai, *Senior Planner*
Ajay Rawat, *Facilities Planning Coordinator*

This Page Intentionally Left Blank

2009-2010 SOUTH COUNTY AREA PLANS REVIEW
NON-VDOT REVIEW ITEMS

Mason, Lee and
Overlapping Mount Vernon/Lee Supervisor Districts
Staff Reports

TABLE OF CONTENTS

	Page
Introduction	vii
List of Nominations and Locator Maps	
Lee District	x
Mason District	xviii
Mt. Vernon District	xxii
Springfield District	xli

Staff Reports of APR Items

A copy of the original nomination follows each Staff Report

Mason Supervisor District

APR# 09-I-1A	1
Nomination	9
APR# 09-I-1B	19
Nomination	27
APR# 09-I-3B	39
Nomination	45
APR# 09-I-1J	53
Nomination	59

Lee Supervisor District

	Page
APR# 09-IV-2FS	**67**
Nomination	**83**
APR# 09-IV-3FS	**101**
Nomination	**117**
APR# 09-IV-4FS	**131**
Nomination	**141**
APR# 09-IV-20MV and APR# 09-IV-21MV	**153**
Nomination APR# 09-IV-20MV	**167**
Nomination APR# 09-IV-21MV	**203**
APR# 09-IV-1RH	**225**
Nomination	**235**

Overlapping Lee and Mount Vernon Supervisor Districts

APR# 09-IV-1FS	**245**
Nomination	**289**
APR# 09-IV-7MV	**331**
Nomination	**343**
APR# 09-IV-11MV	**355**
Nomination	**365**
APR# 09-IV-12MV and APR# 09-IV-14MV	**375**
Nomination APR# 09-IV-12MV	**397**
Nomination APR# 09-IV-14MV	**409**
APR# 09-IV-17MV	**421**
Nomination	**427**

NOTE: Remaining 2009-2010 South County APR nominations will be scheduled for public hearing at a later date, pending Virginia Department of Transportation review of transportation impacts.

INTRODUCTION

THE COMPREHENSIVE PLAN REVIEW PROCESS AND 2009-2010 SOUTH COUNTY AREA PLAN REVIEW

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

BACKGROUND

The Comprehensive Plan review process is designed to:

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

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

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

2009-2010 SOUTH COUNTY AREA PLANS REVIEW

The years 2008-2010 were designated for the review of Area Plans. The Comprehensive Plan review schedule is as follows:

2008-2009 - Area Plans Review - North County
2009-2010 - Area Plans Review - South County (Currently Underway)

The purpose of the 2009-2010 South County Area Plans Review is to review and evaluate the Comprehensive Plan recommendations pertaining to the Braddock, Lee, Mason, Mount Vernon and Springfield Supervisor Districts.

PLAN NOMINATIONS REVIEW AND SELECTION

The 2009-2010 South County Area Plans Review (APR) process was initiated in August, 2009, when the public was invited to nominate Plan amendments for review. Of the 67 nominations filed and two Board of Supervisors authorized Plan amendments that were subsequently added, 16 APR items located in the Mason and Lee Districts, as well as items that are located in both the Mount Vernon and Lee Districts, are scheduled to be heard by the Planning Commission on Wednesday, June 16, 2010. Planning Commission Mark-up will be held on Wednesday, June 10, 2009. The staff reports in this book address those items. Additionally, 32 APR items and two Board authorized Plan amendment are located in the Mount Vernon and

Springfield Districts. Mt. Vernon District items are scheduled to be heard by the Planning commission on Wednesday, July 14, 2010, and scheduled for Mark-up on July 28, 2010. Springfield District items are scheduled for Planning Commission public hearing and Mark-up on September 30, 2010. Staff Reports for the Mt. Vernon and Springfield Districts will be subsequently published as separate documents. Only one nomination was received for the Braddock District, and it was rejected by the Planning Commission. All nominations are available for review at the Planning Division office at the Department of Planning and Zoning and at www.fairfaxcounty.gov/dpz/apr.

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

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

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

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

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

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

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

Of the other nominations and Plan Amendments originally submitted, three were not accepted into the APR process, one was deferred indefinitely at Planning Commission Screening, five APR nominations were withdrawn by the nominators, and one nomination was deferred to be considered with a special study.

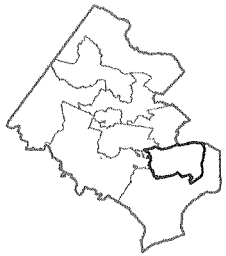
There are seven active APR nominations and one Board Authorized Plan amendment that triggered the need for additional review by the Virginia Department of Transportation (VDOT). These items will be scheduled for later public hearing dates after the VDOT has concluded their review.

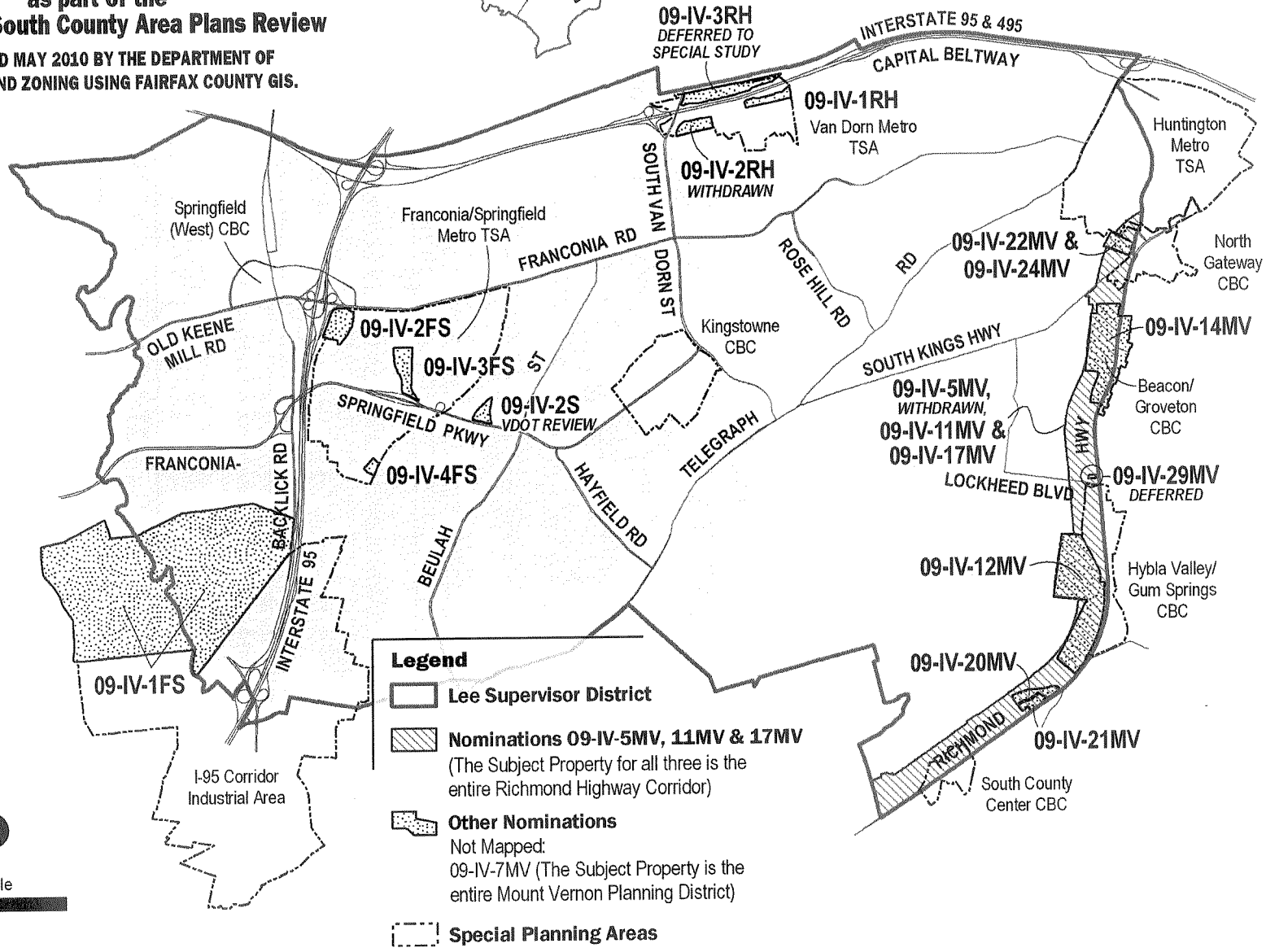
This Page Intentionally Left Blank

LEE
SUPERVISOR DISTRICT

Nominations to amend
The Fairfax County Comprehensive Plan
as part of the
2009-2010 South County Area Plans Review

PREPARED MAY 2010 BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS.





2009-2010 South County Area Plans Review

Lee
Supervisor District

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-1FS (Active)	Springfield, Engineer Proving Ground (Land Units A, B, C, D)	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-2FS (Active)	Springfield, Franconia/ Springfield Metro Station TSA (Sub-unit H)	Molly Novotny (Cooley Godward Kronish LLP)	W of Loisdale Rd and N of Loisdale Ct.	90-2((11))1,3A. Expand area: 90-2((1))40D, 40F, 40G; 90-2((11))1, 2, 3, 3A, 8	3.15	Office and hotel use up to 0.50 FAR.	Office, residential, hotel, and retail use up to 2.0 FAR.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-3FS (Active)	Springfield, Franconia/ Springfield Metro Station TSA (Sub-unit M)	Mark Viani, Esquire (McGuireWoods LLP)	N of Franconia-Springfield Parkway and E of Frontier Dr.	90-2((1))101A1, 101A2,101B	20.06	Office and retail use up to 0.30 FAR with option for residential use at a density up to 20 du/ac.	Residential, office, and retail use up to 1.8 FAR.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-4FS (Active)	Springfield, Franconia/ Springfield Metro Station TSA (Sub-unit P)	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 with option for biotech/ research and development use up to 0.50 FAR.	Office and retail use up to 1.0 FAR.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA

2009-2010 South County Area Plans Review

Lee
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-5MV (Withdrawn)	Mt. Vernon	Aaron Klibaner (Fairfax County Government, DPZ)	The length of Richmond Hwy from the Fairfax County/Alexandria City line, to Fort Belvoir.	NA	NA	Richmond Highway Corridor Area Urban Design Standards Cross Section/Streetscape Design including width of landscape corridor, width of curb edge to landscape strip, sidewalk width, trail width, browsing area width, highway center median design and how bicycles will be accommodated on the roadway.	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
09-IV-7MV (Active)	Mt. Vernon	Patrick Rea (c/o MVCCA)	Generally located S of Fairfax County - Alexandria City line, W of Potomac River and NE of Fort Belvoir.	NA	NA	Mount Vernon Planning District, Richmond Highway Corridor Area, Overview, Planning Objectives section guidance related to stable residential neighborhoods, limiting commercial encroachment, buffers between residential areas and high density/intensity corridors, appropriate mix of land uses within community business centers, pedestrian access to commercial	Add guidance to Overview, Planning Objectives section that encourages new development and redevelopment to provide bicycle and pedestrian facilities, discourage new development in resource protection areas (RPA's), and to follow the recommendations of the adopted Watershed Management Plans with regard to utilization of low impact development techniques (LID), encouraging	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10			

2009-2010 South County Area Plans Review

Lee
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-7MV (Active) (continued from previous page)						areas, aesthetics and streetscape design, upgrade existing commercial development within CBC's, improve access to and ridership of public transit, appropriate redevelopment around Huntington Metro Station, consolidate small land parcels for future development, public perception of corridor and protecting, preserving and promoting environmental and historic resources. Environment section describes characteristics and sensitive nature of environmental resources within Mount Vernon Planning District.	reductions in amount of impervious surfaces, and encouraging conservation of urban forest assets. Update Overview, Environment section by incorporating language from adopted Watershed Management Plans.				
09-IV-11MV (Active)	Mt. Vernon	Patrick Rea	Area generally surrounding Richmond Hwy from the City of Alexandria boundary to the Woodlawn Plantation.	NA	NA	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA

2009-2010 South County Area Plans Review

Lee
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-12MV (Active)	Mt. Vernon, Hybla Valley/ Gum Springs CBC (Land Unit C, Sub-units D-1, D-2, D-3, D-4)	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-((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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-14MV (Active)	Mt. Vernon, Beacon/ Groveton CBC (Sub-units A-1, A-2, and Land Units B, C, D, E)	Patrick Rea (c/o MVCCA)	W & E side of Richmond Hwy, generally near Beacon Hill Rd intersection.	92-2((1))13A,16I; 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)All	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-17MV (Active)	Mt. Vernon, Richmond Highway Corridor	Patrick Rea (c/o MVCCA)	Richmond Highway Corridor.	NA	NA	General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible.	General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible, unless required for green building certification.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA

2009-2010 South County Area Plans Review

Lee
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-20MV (Active)	Mt. Vernon	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-21MV (Active)	Mt. Vernon	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-22MV (Active)	Mount Vernon, Penn Daw CBC (Land Unit H)	Marianne Lowenthal (Combined Properties Incorporated)	W of North Kings Highway and S of Poag St.	83-3((1))6,7	10.77	Retail use up to 0.35 FAR.	Residential, office, retail uses up to 1.55 FAR.	Intend to defer to Special Study on 5/14/2010	NA	NA	NA
09-IV-24MV (Active)	Mt. Vernon, Penn Daw CBC (Land Unit H)	Patrick Rea (c/o MVCCA)	W of North Kings Highway and S of Poag St.	83-3((1))6,7	10.77	Retail use up to 0.35 FAR.	Retail, residential, office, and restaurant use up to 1.5 FAR with consolidation and other conditions.	Intend to withdraw	NA	NA	NA
09-IV-29MV (Deferred indefinitely at PC screening)	Mt. Vernon, Beacon/Groveton & Hybla Valley (Recommendation #2)	Brian Winterhalter (Cooley Godward Kronish, LLP)	W of Richmond Hwy, E of Fordson Rd, and N of Lockheed Blvd.	92-4((1))79A	0.720	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 Area Plans Review

Lee
Supervisor District
(continued)

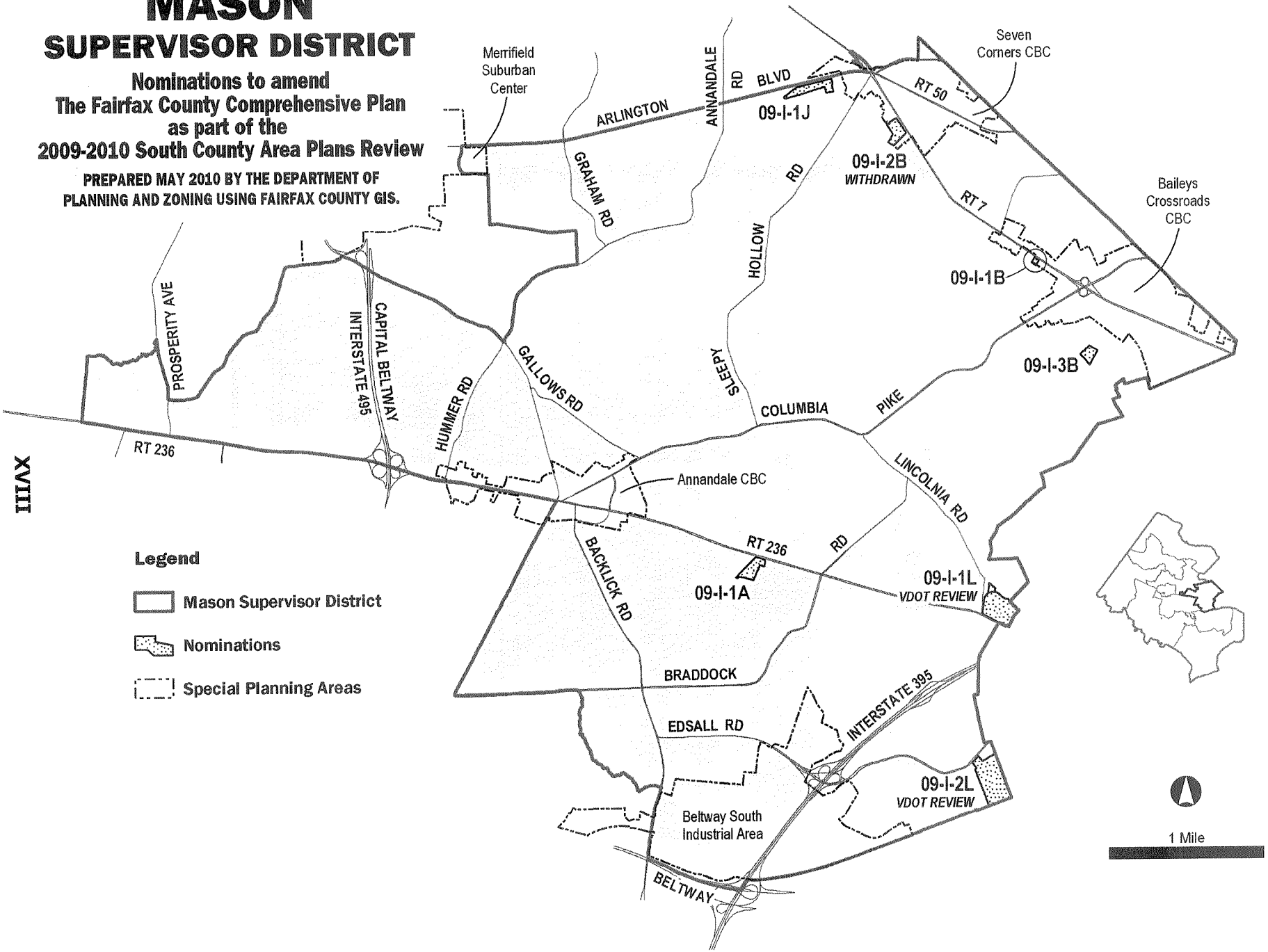
APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-1RH (Active)	Rose Hill, Van Dorn Metro Station TSA (Land Unit E)	David R. Gill (McGuireWoods, LLC)	Generally located at E end of 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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-2RH (Withdrawn)	Rose Hill, Van Dorn Metro Station TSA (Land Unit D)	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)	Rose Hill, Van Dorn Metro Station TSA (Land Unit B)	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
09-IV-2S (Active – VDOT Review)	Springfield	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	8.160	Residential use at a density of 3-4 du/ac or office use 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 15 acre 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 15 acre consolidation and other conditions; Option for Tax Map parcel 91-1((1))11A for medical office up to 296,000 S.F.	NA	NA	NA	NA

This Page Intentionally Left Blank

MASON
SUPERVISOR DISTRICT

Nominations to amend
The Fairfax County Comprehensive Plan
as part of the
2009-2010 South County Area Plans Review

PREPARED MAY 2010 BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS.



2009-2010 South County Area Plans Review

Mason
Supervisor District

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-I-1A (Active)	Annandale	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	8.794	Infill development of compatible use, type and intensity.	Mixed use residential 3-4 du/ac, office, retail up to .31 FAR.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-I-1B (Active)	Baileys, Baileys Crossroads CBC (Sub-unit A-2)	William B. Lawson, Jr., Esquire	Generally S of Leesburg Pk and Glen Forest Dr intersection.	61-2((18))1-4	0.98	Office up to .35 FAR with conditions.	Neighborhood serving retail up to .35 FAR. Option for office up to .50 FAR.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-I-2B (Withdrawn)	Baileys, Seven Corners CBC (Sub-unit C-2)	Elizabeth Baker for Juniper Lane Associates, LLC (Walsh Colucci Lubeley Emrich & Walsh PC)	SW corner of Leesburg Pk 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
09-I-3B (Active)	Baileys	Lisa Chiblow (McGuireWoods, 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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-I-1J (Active)	Jefferson	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-I-1L (Active – VDOT Review)	Lincolnia	William B. Lawson, Jr.	N of Little River Tp, E and S of Beauregard St.	72-4((1))3,5,5A	23.66	Commercial development. Provide pedestrian access to land from residential neighborhoods.	Mixed use office, retail and residential (30-40 du/ac) up to 1.78 FAR.	NA	NA	NA	NA

2009-2010 South County Area Plans Review

Mason
Supervisor District

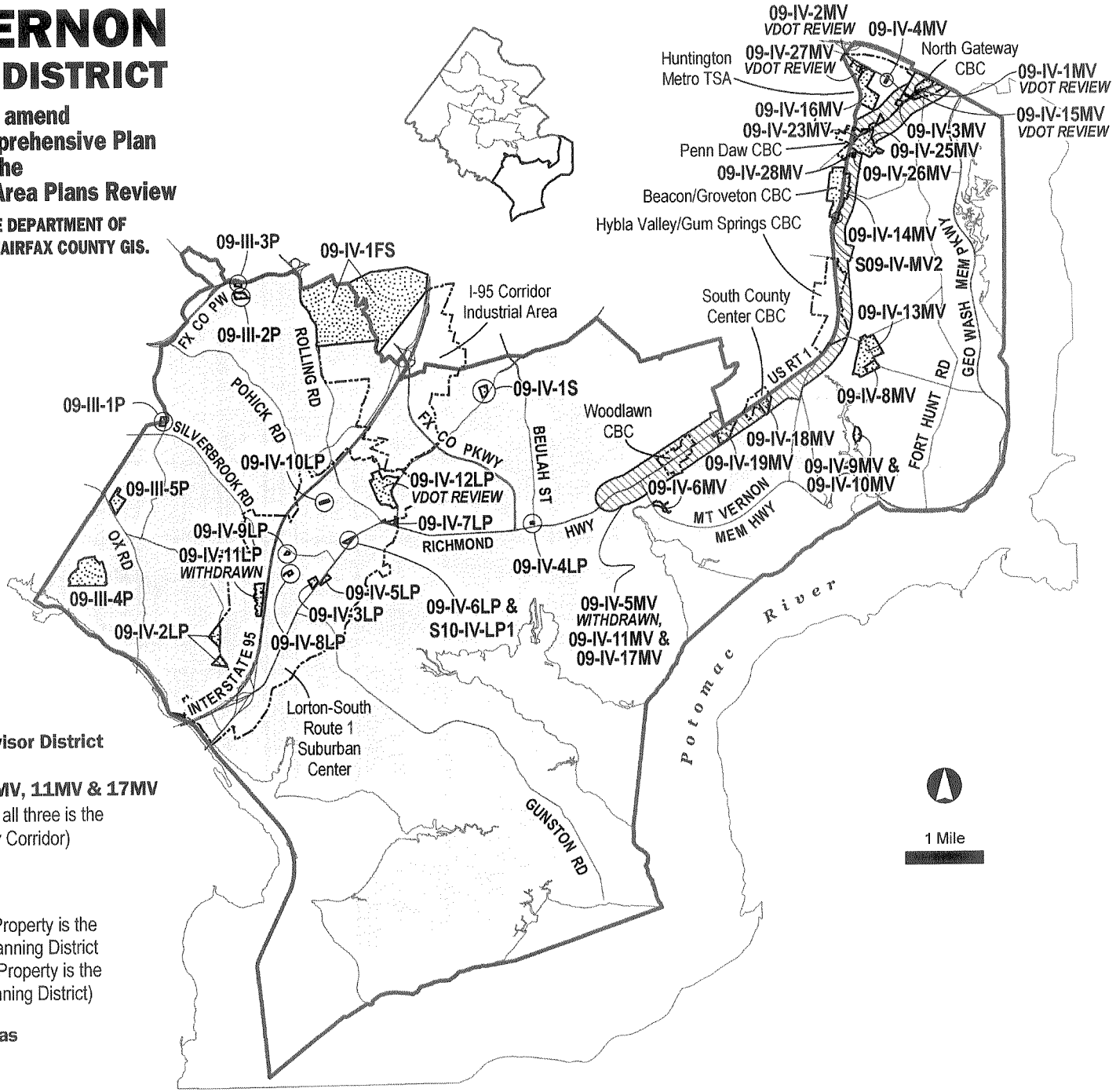
APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-I-2L (Active – VDOT Review)	Lincolnia	Martin D. Walsh for Plaza 500 LLC (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	SE corner of 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

This Page Intentionally Left Blank

MOUNT VERNON
SUPERVISOR DISTRICT

Nominations to amend
The Fairfax County Comprehensive Plan
as part of the
2009-2010 South County Area Plans Review

PREPARED MAY 2010 BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS.



Legend

- **Mount Vernon Supervisor District**
- **Nominations 09-IV-5MV, 11MV & 17MV**
  (The Subject Property for all three is the entire Richmond Highway Corridor)
- **Other Nominations**
  Not Mapped:
  09-IV-1LP (The Subject Property is the entire Lower Potomac Planning District
  09-IV-7MV (The Subject Property is the entire Mount Vernon Planning District)
- **Special Planning Areas**

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-III-1P (Active)	Pohick	Carl Sell	Located on Hooes Rd, N of Silverbrook Rd.	97-4((2))14,14A, 15-18	5.50	No site-specific Plan text.	Residential use at a density of 3-4 du/ac.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-III-2P (Active)	Pohick	Brian Winterhalter (Cooley Godward Kronish LLP)	S of Hooes Rd and the Fairfax County Parkway and E of Gambrill Rd.	89-3((1))39,42	7.19	No specific plan text, nominated area is generally planned as a suburban neighborhood with residential uses 2-3 du/acre and with neighborhood-serving retail uses.	Tax Map Parcels 89-3 ((1)) 39 and 42 are planned for single-family attached residential use at 12-16 du/ac. To reach the upper end of the density range, Parcels 39 and 42 should be consolidated and access to the site should be from Gambrill Road. A buffer along the southern boundary of the site should be provided to mitigate potential impacts on the residential area located on the north side of Ridge Road.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-III-3P (Active)	Pohick	Brian Winterhalter (Cooley Godward Kronish LLP)	On Hooes Rd, E of Gambrill Rd.	89-3((1))37,38; 89-3((2))2	2.65	No specific Plan text for nominated area, generally planned for residential use 2-3 du/ac and neighborhood-serving retail uses.	Parcels 89-3((1)) 37, 38 and 89-3((2)) 2 are planned for neighborhood-serving retail uses up to .35 FAR. Drive-thru uses may be appropriate, provided such uses include coordinated vehicular circulation patterns that do not conflict with adjacent uses or impede the flow of traffic on Hooes Road.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-III-4P (Active)	Pohick	Michael Grogan (South County Federation)	S of Peniwill Drive, 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 use at .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. Industrial uses not planned in this area. Existing quarry operation incompatible with surrounding residential uses and should be discontinued at the earliest possible time, but no later than expiration of Special Permit application SPA-82-V-091-05. Adequate buffering from neighborhood residential areas, adequate road access, and mitigation of environmental impacts.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-III-5P (Active)	Pohick	Steven F. Teets	NE of Ox Road, N of Crosspointe subdivision (Weatherly Way).	106-2((1))9A,9B; 106-2((7))1,4,5	21.97	Residential use at a density of 0.5-1.0 du/ac with option for neighborhood shopping center up to 125,000 S.F. with conditions. One condition prohibits free-standing retail.	Residential use at a density of 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-1FS (Active) XXX	Springfield, Engineer Proving Ground (Land Units A, B, C, D)	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-1LP (Active)	Lower Potomac	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	NA	Lower Potomac Planning District, Overview, Major Objectives section includes guidance related to establishing focal points for development, preserving stable residential areas, pedestrian links, adequate buffering between residential and non-residential areas, adequate parks and open spaces and protecting 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."	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-2LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit B-3)	Michael Grogan (South County Federation)	Generally located N of I-95, W of Furnace Rd.	113-1((1))5,11-13	27.47	Sub-unit B3, industrial use for a recycling center and/ or recycling related industries, option for public open space when the adjacent landfills are covered.	Sub-unit B3, light industrial use, option for public open space when the adjacent landfills are covered.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-3LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E-9)	Linwood Gorham (South County Federation)	On Richmond Hwy, SW of Greencastle Ln.	107-4((1))34	6.150	Public facilities, governmental and institutional uses.	Public facilities, governmental and institutional uses, option for adding a police station adjacent to existing Lorton Library, Lorton Community Action Center and community park.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-4LP (Active)	Lower Potomac, Fort Belvoir (Accotink Village)	Anh Minh Tran	Accotink Village - W of Backlick Rd, N or Richmond Hwy, E of Anderson Ln.	109-1((1))13	0.78	Residential at 2-3 du/ac.	Retail with 50 parking spaces.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-5LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit G5)	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.	Sub-unit acquired by Fairfax County and used as a buffer to the plant. Option for recreation fields.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-6LP (Active) (Concurrent with Plan Amendment S10-IV-LP1)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E4)	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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-7LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E3)	Linwood Gorham (South County Federation)	N of Richmond Hwy, W of Telegraph Rd, S of Old Pohick Way.	108-1((1))20,22A, 24-26,28	5.14	Residential at 5-8 du/ac with conditions. Option for 8-12 du/ac with conditions.	Residential at 3-4 du/ac for parcels 108-1((01))20, 22A, 24-26, and 28. Option for parcels to serve as open space buffer.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-8LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E8)	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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-9LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E8)	Linwood Gorham (South County Federation)	S of Lorton Rd, E of CSX tracks, N and W of 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-10LP (Active)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E7)	Linwood Gorham (South County Federation)	Generally S of Lorton Station Blvd, N of Bakers Dr.	107-2((1))13	2.21	Mixed non-residential up to .30 FAR on 22 acres and residential up to 5 du/ac on 202 acre with conditions.	Parcel 107-2((1))13 should be compatible with adjacent residential neighborhood.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-11LP (Withdrawn)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit B1-C)	David R. Gill (McGuireWoods, 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
09-IV-12LP (Active – VDOT Review)	Lower Potomac, Lorton-South Route 1 Suburban Center (Land Unit D)	David R. Gill (McGuireWoods, 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)) 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	69.37	Industrial up to .35 FAR.	Mixed non-residential uses up to .8 FAR.	NA	NA	NA	NA
S10-IV-LP1 (Active) (Concurrent w/ith 09-IV-6LP)	Lower Potomac, Lorton-South Route 1 Suburban Center (Sub-unit E4)	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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-1MV (Active – VDOT Review)	Mount Vernon, North Gateway and Penn Daw CBC (Sub-Unit A-1)	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)	Mount Vernon, Huntington Metro Station TSA (Land Unit I)	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 (Active)	Mount Vernon, Huntington Metro Station TSA (Land Unit R)	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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
08-IV-4MV (Active)	Mt. Vernon, Huntington Metro Station TSA (Land Unit T)	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,102B, 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon

Supervisor District

(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-5MV (Withdrawn) XXX	Mt. Vernon	Aaron Klibaner (Fairfax County Government, DPZ)	The length of Richmond Hwy from the Fairfax County/Alexandria City line, to Fort Belvoir.	NA	NA	Richmond Highway Corridor Area Urban Design Standards Cross Section/Streetscape Design including width of landscape corridor, width of curb edge to landscape strip, sidewalk width, trail width, browsing area width, highway center median design and how bicycles will be accommodated on the roadway.	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
09-IV-6MV (Active)	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	Site of former Dogue Creek Treatment Plant, community-serving public facilities. If declared surplus for public use, residential 2-3 du/acre appropriate. Future development should not encroach into 100-year floodplain.	Site of the former Dogue Creek Treatment Plant, community-serving public facilities, continue use as sewage pumping station. Portions not in use by DPWES should be preserved as open space. Community-serving public facilities might support passive uses to promote watershed stewardship and historical walking tours.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-7MV (Active)	Mt. Vernon	Patrick Rea (c/o MVCCA)	Generally located S of Fairfax County - Alexandria City line, W of Potomac River and NE of Fort Belvoir.	NA	NA	Mount Vernon Planning District, Richmond Highway Corridor Area, Overview, Planning Objectives section guidance related to stable residential neighborhoods, limiting commercial encroachment, buffers between residential areas and high density/intensity corridors, appropriate mix of land uses within community business centers, pedestrian access to commercial areas, aesthetics and streetscape design, upgrade existing commercial development within CBC's, improve access to and ridership of public transit, appropriate redevelopment around Huntington Metro Station, consolidate small land parcels for future development, public perception of corridor and protecting, preserving and promoting	Add guidance to Overview, Planning Objectives section that encourages new development and redevelopment to provide bicycle and pedestrian facilities, discourage new development in resource protection areas (RPA's), and to follow the recommendations of the adopted Watershed Management Plans with regard to utilization of low impact development techniques (LID), encouraging reductions in amount of impervious surfaces, and encouraging conservation of urban forest assets. Update Overview, Environment section by incorporating language from adopted Watershed Management Plans.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10			

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-7MV (Active) (continued from previous page)						environmental and historic resources. Environment section describes characteristics and sensitive nature of environmental resources within Mount Vernon Planning District.					
09-IV-8MV (Active)	Mount Vernon	Patrick Rea	S of Hinson Farm Rd, W of Parkers Ln.	102-1((1))3A,3C	11.40	Development of govt. center/fire station/mental health fac./hospital fac. w/ancillary uses incl. medical office at an intensity up to .35 FAR w/conditions relating to building height and open space.	Residential use for senior housing 5-8 du/ac on 4.4 acre portion of site provided existing covenant is lifted, 7 acres to remain as open space. Surface parking utilize pervious paving materials. New development subject to recommendations of Little Hunting Creek Watershed Management Plan. Option to convey 7 acres of open space to County ownership.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-9MV (Active)	Mt. Vernon	Patrick Rea	W of Culpepper 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 for public use, residential at 2-3 du/acre is appropriate. Future development should not encroach into 100-year floodplain.	Former Little Hunting Creek Treatment Plant was converted to a 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-10MV (Active)	Mt. Vernon	H. Jay Spiegel	W of Culpepper Road, E of Little Hunting Creek, S of Childs Ln.	102-3((1))36A	9.60	Site of Little Hunting Creek Treatment Plant, community-serving public facilities. If declared surplus for public use, residential use 2-3 du/ac is appropriate. Future development should not encroach into the 100-year floodplain.	Site of Little Hunting Creek Pumping Station, community-serving public facilities, if declared surplus for public use, residential use 2-3 du/ac is appropriate, future development should not encroach into 100-year floodplain. Security of the site should be maintained for the protection of the Pumping Station facility and the surrounding community. Changes in zoning designation, decisions regarding consolidation with adjacent lands and/or issues of Stratford Landing community access or public	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

IIIXXX

2009-2010 South County Area Plans Review

Mt. Vernon

Supervisor District

(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-10MV (Active) (continued from previous page)							access require approval by a consensus of the surrounding Stratford Landing community.				
09-IV-11MV (Active)	Mt. Vernon	Patrick Rea	Area generally surrounding Richmond Hwy from the City of Alexandria boundary to the Woodlawn Plantation.	NA	NA	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon

Supervisor District

(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-13MV (Active _ VDOT Review)	Mt. Vernon	Patrick Rea	W of Schellhorn Rd and N of Sherwood Hall Ln (part), 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	Development of 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.	Development of additional govt. center/fire station/ police station/mental health fac./hospital/ medical office/ educational uses in a campus-like design, with retail uses that serve employees and visitors, at an intensity up to .50 FAR with conditions related to use of structured parking, reduction of impervious surfaces and use LID techniques, additional open space, pedestrian and bicycle centered design, transit center to provide additional access to campus from surrounding community, conversion of neighboring office uses to retail to serve campus when those uses are abandoned, implement the recommendations of Little Hunting Creek Watershed Plan for area.	NA	NA	NA	NA

XXXV

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-14MV (Active)	Mt. Vernon, Beacon/ Groveton CBC (Sub-units A-1, A-2, and Land Units B, C, D, E)	Patrick Rea (c/o MVCCA)	W & E side of Richmond Hwy, generally near Beacon Hill Rd intersection.	92-2((1))13A,16I; 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)All	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.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-15MV (Active – VDOT Review)	Mount Vernon, North Gateway And Penn Daw CBC (Sub-Unit A-2)	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
09-IV-16MV (Active)	Mt. Vernon, Huntington Metro Station TSA (Land Unit E)	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, 88C1,88C2,88D; 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-17MV (Active)	Mt. Vernon, Richmond Highway Corridor	Patrick Rea (c/o MVCCA)	Richmond Highway Corridor.	NA	NA	General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible.	General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible, unless required for green building certification.	Scheduled for PC public hearing on 6/16/10 and PC Mark-up on 6/30/10	NA	NA	NA
09-IV-18MV (Active) XXXVII	Mount Vernon, South County Center CBC (B-2)	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)1A,1B	11.72	Public facilities and institutional.	Add language to more specifically outline future uses and retention of open space.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-19MV (Active)	Mt. Vernon	Patrick Rea (c/o MVCCA)	SE side of Richmond Hwy generally near Forest Pl intersection.	101-3((1))28, 29B,29C,30,30B, 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

2009-2010 South County Area Plans Review

Mt. Vernon

Supervisor District

(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
08-IV-23MV (Active)	Mt. Vernon, Penn Daw CBC (Sub-unit F-2)	Patrick Rea (c/o MVCCA)	N of intersection of Richmond and North/South Kings Hwys.	83-3((1))22A,22B1	1.94	Retail use at an intensity up to 0.35 FAR.	Rapid transit bus station.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-25MV (Active) XXXVIII	Mt. Vernon, Penn Daw CBC (Land Units E-1, E-2, E-3, G)	Patrick Rea (c/o MVCCA)	E of Richmond Hwy 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 plan of office and/or retail up to 0.50 FAR and residential use at 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-res'd limits and location, building heights, and other conditions.	Remove base plan; 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 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-26MV (Active)	Mount Vernon, Penn Daw CBC (Land Unit G)	Elizabeth Baker for Kings Crossing Venture LLC (Walsh Colucci Lubeley Emrich & Walsh PC)	E of Richmond Hwy 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.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA
09-IV-27MV (Active – VDOT Review)	Mt. Vernon, Huntington Metro Station TSA (Land Unit I)	Rossman P. Irwin III (Huntington Club)	S of Huntington Ave, W of Huntington Metro Station, N of North 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

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-28MV (Withdrawn)	Mount Vernon, Penn Daw CBC (Land Unit G)	Brian Winterhalter (Cooley Godward Kronish, LLP)	E 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 use at 3-4 du/ac (pt.).	Free-standing, fast-food restaurant with drive-through.	NA	NA	NA	NA
S09-IV-MV2 (Active)	Mount Vernon, Beacon/Groveton CBC (Land Unit E)	Supervisor Gerry Hyland	E side of Richmond Hwy, S of East Lee Ave, N of Preston, W of Memorial Heights Dr.	93-1((18))(D)117, 126, 130, 138	1.61	On parcels 117 and 126, the base Plan calls for townhouse style office and/ or retail at an intensity up to .30 FAR with conditions; Option 1: Same uses and conditions at an intensity up to .50 FAR with limited retail use; Option 2: Mixed-use development including residential use at an intensity up to .80 FAR with conditions; On parcels 130 and 138, residential uses at 3-4 du/ac for both options.	Retail uses at an intensity up to .35 FAR, and low density residential uses on parcels abutting residential properties.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

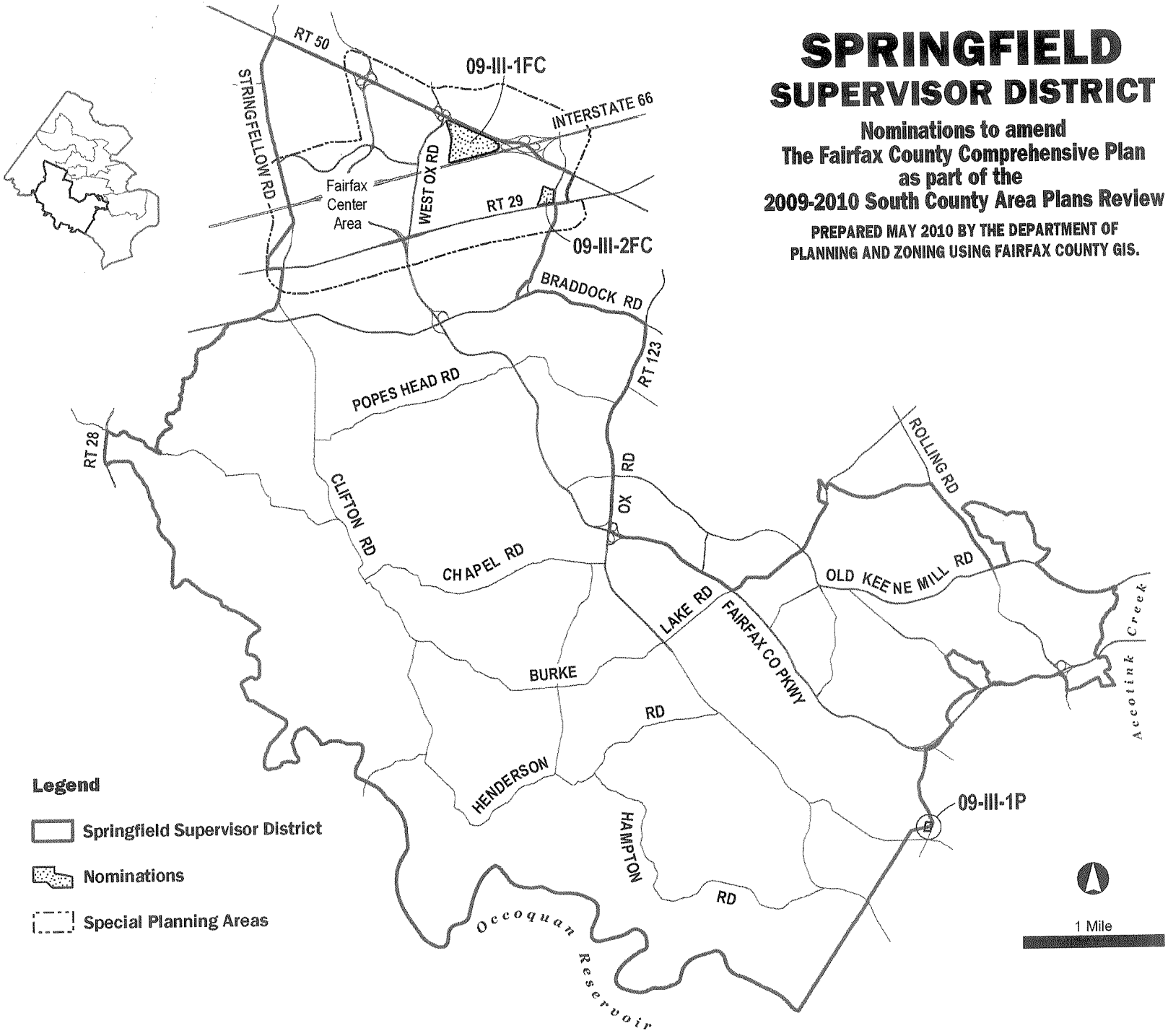
XXXIX

2009-2010 South County Area Plans Review

Mt. Vernon
Supervisor District
(continued)

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-IV-1S (Active)	Springfield	Cynthia Ann Smith	S of the Landsdowne development on Telegraph Rd.	99-4((1))32,33	7.46	The approximately 35-acre tract (Tax Map 99-2((1)) 36, 99-4((1)) 32, 33 west of Telegraph Road and south of the Lansdowne development is planned for clustered, single-family detached residential use at 1-2 du/ac. The marine clay located on the steep slopes of Parcel 36 should be avoided. Land for a public park, adjacent to existing parkland, should be provided.	Residential use, .5-.1 du/ac. Development shall utilize low impact design (LID) stormwater management and minimal disturbance techniques to preserve the natural features and function of the landscape. A treed buffer from the surrounding communities and Telegraph Road shall be preserved and maintained.	Scheduled for PC public hearing on 7/14/10 and PC Mark-up on 7/28/10	NA	NA	NA

XL


SPRINGFIELD
SUPERVISOR DISTRICT
Nominations to amend
The Fairfax County Comprehensive Plan
as part of the
2009-2010 South County Area Plans Review
PREPARED MAY 2010 BY THE DEPARTMENT OF
PLANNING AND ZONING USING FAIRFAX COUNTY GIS.
RT 50
09-III-1FC
INTERSTATE 66
STRINGFELLOW RD
WEST OX RD
Fairfax
Center
Area
RT 29
09-III-2FC
BRADDOCK RD
RT 123
POPES HEAD RD
RT 28
CLIFTON RD
OX RD
ROLLING RD
CHAPEL RD
OLD KEENE MILL RD
LAKE RD
FAIRFAX CO PKWY
Accotink Creek
BURKE
RD
HENDERSON
HAMPTON
RD
09-III-1P
Occoquan Reservoir
Legend
Springfield Supervisor District
Nominations
Special Planning Areas
1 Mile

2009-2010 South County Area Plans Review

Springfield
Supervisor District

APR#	PLANNING DISTRICT/ SPECIAL AREA	NOMINATOR NAME	GENERAL LOCATION	TAX MAP #	ACRES	CURRENT PLAN	NOMINATED CHANGE	PC ACTION DATE	PC ACTION	BOS ACTION DATE	BOS ACTION
09-III-1FC (Active – VDOT Review)	Fairfax, Fairfax Center Suburban Center (Sub-unit J-5)	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).	Retail and office mixed-use up to 0.15 FAR (Baseline), 0.25 FAR (Intermediate), 0.65 FAR (Overlay); Option for retail, office, hotel, residential, and supporting uses up to 0.80 FAR for portion of area, based on bus rapid transit and other conditions, and up to 1.0 FAR for portion of area, based on Metrorail and other conditions.	NA	NA	NA	NA
09-III-2FC (Active)	Fairfax, Fairfax Center Suburban Center (Land Unit Q9)	David R. Gill (McGuirewoods 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.	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 1.05 FAR with consolidation and other conditions, overall sub-unit intensity up to 1.15 FAR.	Scheduled for PC public hearing and Mark-up on 9/30/10	NA	NA	NA

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MASON **APR ITEM:** 09-I-1A

NOMINATOR:	Greg Budnik for 6651 LLC
ACREAGE:	8.79 Acres
TAX MAP I.D. NUMBERS:	71-2((01))36, 71-2((10))17A and 71-2((13))1
GENERAL LOCATION:	South of Route 236, generally in between Randolph Drive and Willow Run Drive
PLANNING AREA:	Area I
District:	Annandale
Sector:	Indian Run (A3)
Special Area:	N/A
ADOPTED PLAN MAP:	Residential use at 1-2 dwelling units per acre (du/ac)
ADOPTED PLAN TEXT:	No site-specific Plan text. General text regarding infill - development should be of a compatible use, type and intensity.
For complete Plan text see	http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/annandale.pdf
PROPOSED PLAN AMENDMENT:	Mixed development comprising of 20,000 square feet (sf) of office use; 19,000 sf of retail use; and 23 single family detached dwellings (which would be equivalent to 3-4 du/ac)

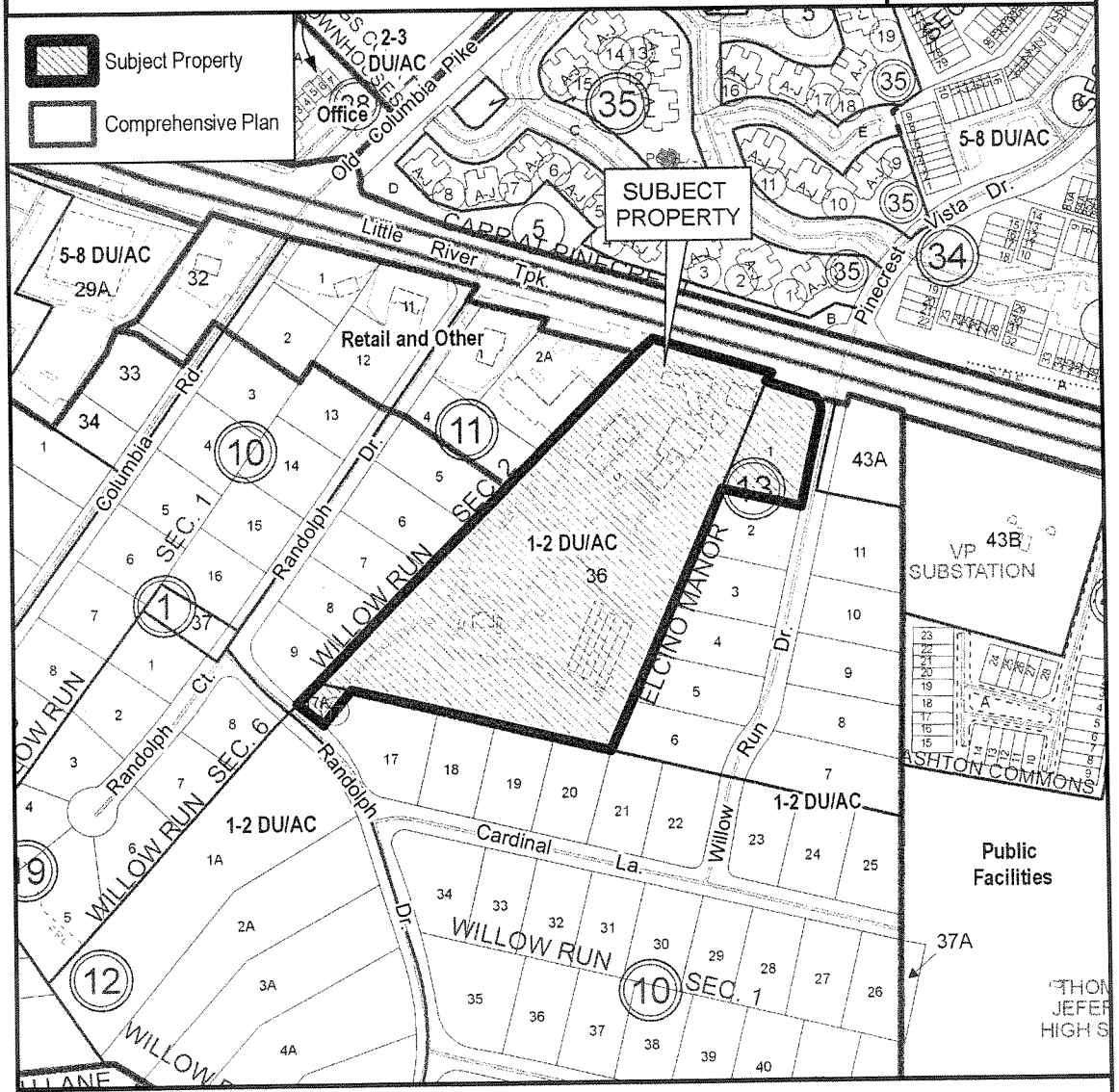
SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
__X__ Approve Staff alternative
_____ Retain Adopted Plan

Staff recommends an alternative to add an option for office, retail or a combination of office and retail use up to 30,000 square feet on two acres of the northern portion and for the residual area or the entire area, residential use at 3-4 du/ac.

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

2009-2010 SOUTH COUNTY APR #
09-I-1A
MASON



Subject Property Current Plan: Infill development of compatible use, type and intensity.

Nominated Plan Change: Mixed use comprising of 23 single-family detached units 20,000 square feet of office use 19,000 square feet of retail use.

Staff Recommendation: Approve Staff Alternative.

300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location:

This property is located south of Little River Turnpike near Willow Run Drive.

Existing and Planned Land Use and Zoning:

Subject Area: The subject area is planned for residential use at 1-2 du/ac and is developed with a garden center and one single-family home, and is zoned R-2.

Adjacent Area:
North: The area to the north, across from Little River Turnpike, is planned for and developed with residential use at 5-8 du/ac and zoned PDH-8.
East: The area to the east is planned for and developed with single-family detached houses at 1-2 du/ac, and is zoned R-2.
South: The area to the south is planned for and developed with single-family detached residential use at 1-2 du/ac and is zoned R-2.
West: The area to the west, along Little River Turnpike is planned for and developed with retail use and is zoned C-5. The remainder of the area is planned and developed with residential at 1-2 du/ac and is zoned R-2.

PLANNING HISTORY

During the 2005-2006 South County Area Plans Review (APR) process, the area was the subject of APR item 05-I-21A proposing to change the Comprehensive Plan for residential use from single-family detached dwellings at 1-2 du/ac to townhouses at 8-12 du/ac. On September 20, 2006, the Planning Commission denied the nomination and the adopted Plan was retained for the area. The nomination was not forwarded to the Board of Supervisors for further action in accordance with APR procedural guidelines.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Annandale Planning District, as amended through March 3, 2010, A3 Indian Run Community Planning Sector, Recommendations, Land Use, page 74:

> "The Indian Run Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a

compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14."

NOMINATED PLAN AMENDMENT

The nomination proposes to change the Plan to support the redevelopment of an existing garden center and one single-family detached dwelling with 20,000 square feet of office use and 19,000 square feet of retail use on the northern portion of the subject area, and 23 single-family detached dwellings on the southern portion.

ANALYSIS

Land Use

The subject area is surrounded by residential townhomes to the north beyond Little River Turnpike, neighborhood-serving retail use and single-family homes to the west, and single-family homes to the south and east. The subject area is planned for residential use at 1-2 du/ac and developed with a garden center and one single-family home.

The nomination proposes a Plan amendment to facilitate the development of office use (20,000 sf) and retail use (19,000 sf) on 2.7 acres fronting Little River Turnpike, and 23 single-family houses on the residual land. The proposal increases the non-residential presence by replacing the existing garden center that occupies the majority of the site. This raises potential concerns about commercial encroachment and expansion into an established single-family neighborhood. Development of such office and retail uses would require a re-planning and re-zoning to a commercial district and could pose greater land use conflicts on neighboring single-family homes than the existing garden center, which is permitted under a special exception approval in the R-2 Zoning District. The proposed non-residential uses under this nomination would also redevelop a lot (parcel 1) that is planned and developed with a single-family home at the intersection of Little River Turnpike and Willow Run Drive.

To address potential concerns regarding commercial expansion and encroachment, and compatibility with the surrounding single-family neighborhood, staff proposes an alternative to the nomination that lowers the proposed intensity of non-residential uses (from a maximum of 39,000 square feet to 30,000 square feet) and reduces the proposed area for commercial development (from 2.7 acres to 2.0 acres). Staff also recommends that auto-oriented and drive-thru uses be discouraged because these uses may generate more trips and may not be as compatible with surrounding residential uses. (See the below Transportation section for general analysis of trip generation.) Staff supports the proposed increase in residential density at 3-4 du/ac if specified conditions are met. Staff further recommends that the option be flexible so that the residential use at 3-4 du/ac may be developed on the entire subject area, not just the southern

portion as proposed by the nomination. A conceptual diagram, dated January 2010 provided by the nominator, depicts 15-foot wide landscaped buffers along boundaries of the proposed residential area. In recognition of the community's recommendation that these buffers be widened, staff supports a Plan option for commercial and a slightly higher residential density contingent upon the provision of effective buffering and screening. The extent of buffering and screening would be determined at the time of rezoning evaluation. In conclusion, the proposed Plan option, as recommended by staff, should only be considered if it can be demonstrated that commercial development is compatible with surrounding development and new residential is in keeping with established stable residential uses.

Environment

A large portion of the subject area is currently used and operated as a plant nursery. Depending on the conditions of this facility, it is possible that additional environmental assessment or clean-up may be necessary in order to assess or address potential soil contamination due to the use of fertilizers, herbicides, or pesticides.

The subject area is located in the Accotink Creek watershed. The County's Chesapeake Bay Preservation Ordinance map depicts an unnamed tributary associated with the Indian Run Stream Valley in the southwestern portion of the subject area. This tributary and associated buffer area is shown as a Resource Protection Area. This general area, which has been disturbed, also contains some features of an environmental quality corridor. Consistent with Policy Plan guidance regarding protection of headwaters areas, adopted in 2008, any redevelopment of the site should be viewed as an opportunity to remove encroachments and provide restoration in this area.

Transportation

Transportation issues associated with any additional development of the subject area, particularly those associated with access and inter-parcel access, will need to be adequately addressed during the course of the normal review process. A traffic study may be required and development plans should identify improvements needed to support the proposal, which address ingress/egress, vehicular circulation, turning movements and signalization issues as well as pedestrian/bicycle circulation and safety.

The conceptual diagram, dated January 2010 provided by the nominator, shows anticipated vehicular ingress-egress to/from proposed residential development on the southern portion of the site through the existing access for the current garden center. However, no determination has been made at this time whether access may be needed from Willow Run Drive to support development as proposed under this nomination. Therefore, staff does not support proposed Plan guidance that would prohibit access from Willow Run Drive should the Plan be amended to support additional development.

As shown in the Trip Generation table below, the proposed land use change would substantially increase daily trips compared to the current Plan which could adversely impact the surrounding roadway network.

Trip Generation Estimates for APR 09-I-1A
Mason District

Current Comprehensive Plan (1-2 SF DU/Acre)		AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily
Residential (210)	16 SF Units	3	9	12	10	6	16	153

Proposed Amendment		AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily
Residential (210)	23 SF Units	4	13	17	15	9	24	220
Office (710)	20,000 sq. feet	27	4	31	5	25	30	220
Retail (820)	19,000 sq. feet	12	7	19	35	36	71	816
Total Proposed		43	24	67	55	70	125	1256
Net Impact of Proposed Amendment Above Comp Plan		40	15	55	45	64	109	Trips 1103

Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009
Trip generation estimates are provided for general order-of-magnitude comparisons.

Schools

The proposed Plan change is anticipated to yield 4 additional students over the anticipated number of students associated with the current Plan recommendation. The proposed Plan change would impact the capacity at receiving schools. Currently, Annandale High School is over capacity. Weyanoke Elementary and Annandale High School are projected to be over capacity for the 2014-15 school year.

RECOMMENDATION

The APR nomination proposes changing the current Plan from single-family residential use at 1-2 du/ac to a mix of office and retail uses fronting Little River Turnpike up to 39,000 square feet on 2.7 acres and 23 single-family detached homes (which would be equivalent to 3-4 du/ac) on the remaining portion. Staff recommends an alternative that would add an option for office, retail or a combination of office and retail use up to 30,000 square feet on 2.0 acres of the northern portion and for the residual area or the entire area, residential use at 3-4 du/ac under specified conditions to address transportation impacts, land use compatibility, headwaters stream

protection, quality design and neighborhood stability.

Staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

ADD: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Annandale Planning District as amended through March 9, 2010, A3 Indian Run Community Planning Sector, Recommendations, Land Use, after recommendation 7, a new recommendation, page 77:

"8. Parcels 71-2((01))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((01))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: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Annandale Planning District as amended though March 9, 2010, A3 Indian Run Community Planning Sector, Figure 29, Land Use Recommendations General Locator Map so that a reference to the area of Parcels 71-2((01))36, 71-2((10))17A, and 71-2((13))1 with corresponding land use recommendation number (8) is added.

The Comprehensive Plan Map will not be changed for the subject property. The Comprehensive Plan Map will continue to show residential use at 1-2 dwelling units per acre to reflect the base land use recommendation for the subject property.

This Page Intentionally Left Blank

APR# 09-I-1A

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9-23-09 KBR
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: 6651 LLC by GREG BUDNIK Daytime Phone: 703-354-6724

Address: 6651 Little River Turnpike
Alexandria, Virginia 22312

Nominator E-mail Address: dpcampbell@campbellferrara.com greg.budnik@gjbinc.com

Signature of Nominator (NOTE: There can be only one nominator per nomination): James P. Campbell Donna P. Campbell

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
James & Donna Campbell are co-managing members of 6651 LLC and are owners of Campbell & Ferrara Nurseries, Inc.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☐Lee ☒Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): 8.7936 acres 383,049 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: The Plan text does not contain specific recommendations for the subject parcels.

b. CURRENT PLAN MAP RECOMMENDATION: Residential - 1 to 2 dwelling units per acre

c. CURRENT ZONING DESIGNATION: R-2

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Mixed Use - Residential in the 3-4 du/ac range with an office/retail component in northern portion of parcel assemblage fronting Route 236 (see concept in Part 6)

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Single family homes, compatible with the existing stable residential neighborhood, would be located in southern portion of site. Office/retail development (non-"strip") would buffer same from Rt 236. Refer to Part 6 for plan.

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

g. TOTAL Floor Area Ratio (FAR) Proposed: 0.31 (for all uses) TOTAL Gross Square Feet: 119,000

Categories	Percent of Total FAR	Square feet
Office	17	20,000 (floor area)
Retail	16	19,000 (floor area)
Public Facility, Govt & Institutional	0	0
Private Recreation/Open Space	0	97,000 (land area)
Industrial	0	0
Residential*	67	80,000 (floor area - see table 'g')
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached	23	2,200	3,500
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
71-2 ((01)) 0036	6651 Little River Turnpike	6651 LLC	6651 Little Rvr Tpk, Alex VA 22312	8.0000	
71-2 ((10)) 0017A	no address assigned	6651 LLC	6651 Little Rvr Tpk, Alex VA 22312	0.126	
71-2 ((13)) 0001	4600 Willow Run Drive	6651 LLC	6651 Little Rvr Tpk, Alex VA 22312	0.668	

Statement of Justification

The Nominator, 6651 LLC, owner of the subject properties listed herein, proposes a change in the Comprehensive Plan of Fairfax County to the Nomination Properties to better achieve the Plan's objectives.

The mixed use concept contemplated by the subject nomination is more appropriate than what is currently in the adopted Plan and is reasonable and logical in approach, given the proximity of the nominated properties to a major arterial road, adjacent retail, commercial and office uses and a stable residential single family detached neighborhood.

Description of Nomination Property

The Nomination Property consists of approximately 8.8 acres, is presently zoned R-2. It is located within the A3 Indian Run Community Planning Sector of the Annandale Planning District. Residential communities in the surrounding area reflect various densities including R-2, PDH-8, PDH-16, and R-12. Commercial/retail uses adjacent to the site to the west are typically of a "strip center" style. An office building has been recently planned as part of the prior APR process to the west as well. The subject nomination fronts on and is currently accessed by Little River Turnpike (Route 236) and is within a 3 mile radius of the Annandale Central Business District, Bailey's Crossroads and the Capital Beltway and Interstate 395 transportation corridors.

Nature of Request

The Nominator requests that the Property be replanned to a mixed use classification with a residential density of 3-4 dwelling units per acre and a non-residential component (fronting Route 236) consisting of local/neighborhood serving retail, commercial and office uses, oriented in a "non-strip center" manner. See Page 2 for a conceptual diagram depicting the anticipated orientation of these mixed uses on the subject properties as well as the location of planned open space.

Basis for Request

As stated above, there are a variety of residential densities in the surrounding area. An increase in residential density is reflective of past rezoning and development activity along the Route 236 corridor, while acknowledging that residential development immediately adjacent to and directly fronting (as is permissible within the existing plan and zoning) along a high traffic arterial road is not desirable. The total number of dwelling units proposed by the nomination would be only slightly higher than the total number permitted under present by-right zoning.

The non-residential component would be a neighborhood serving mix of office, retail and commercial uses determined to be harmonious with the stable residential neighborhoods in the area, while acknowledging the opportunities that the high volume traffic corridors in the vicinity of the site offer to site businesses in the area which would reduce commuter mileage and allow for local residents to patronize such establishments, both via vehicular and non-motorized pedestrian modes of transportation using the proposed trail system through the site. This trail, as well as the frontage trail along Route 236, will link the Willow Run community with the proposed non-residential uses, thus allowing local residents from the communities south of Little River Turnpike safe, off-road pedestrian interaction with both the residential and non-residential elements.

Traffic conditions at the intersection of Willow Run Drive, Little River Turnpike and Pinecrest Vista Drive will be studied as part of this nomination, to determine if warrants for a traffic signal at this intersection have been met. Cut-through traffic in adjacent neighborhoods will also be formally addressed as part of the nomination by providing language guidance in the plan to specifically address the Randolph Drive cut-through potential.

Thus, this Nomination better achieves the overall Plan objectives in terms of infill development in that is is more compatible with the surrounding area's uses than the current plan or land use.

6651 LLC

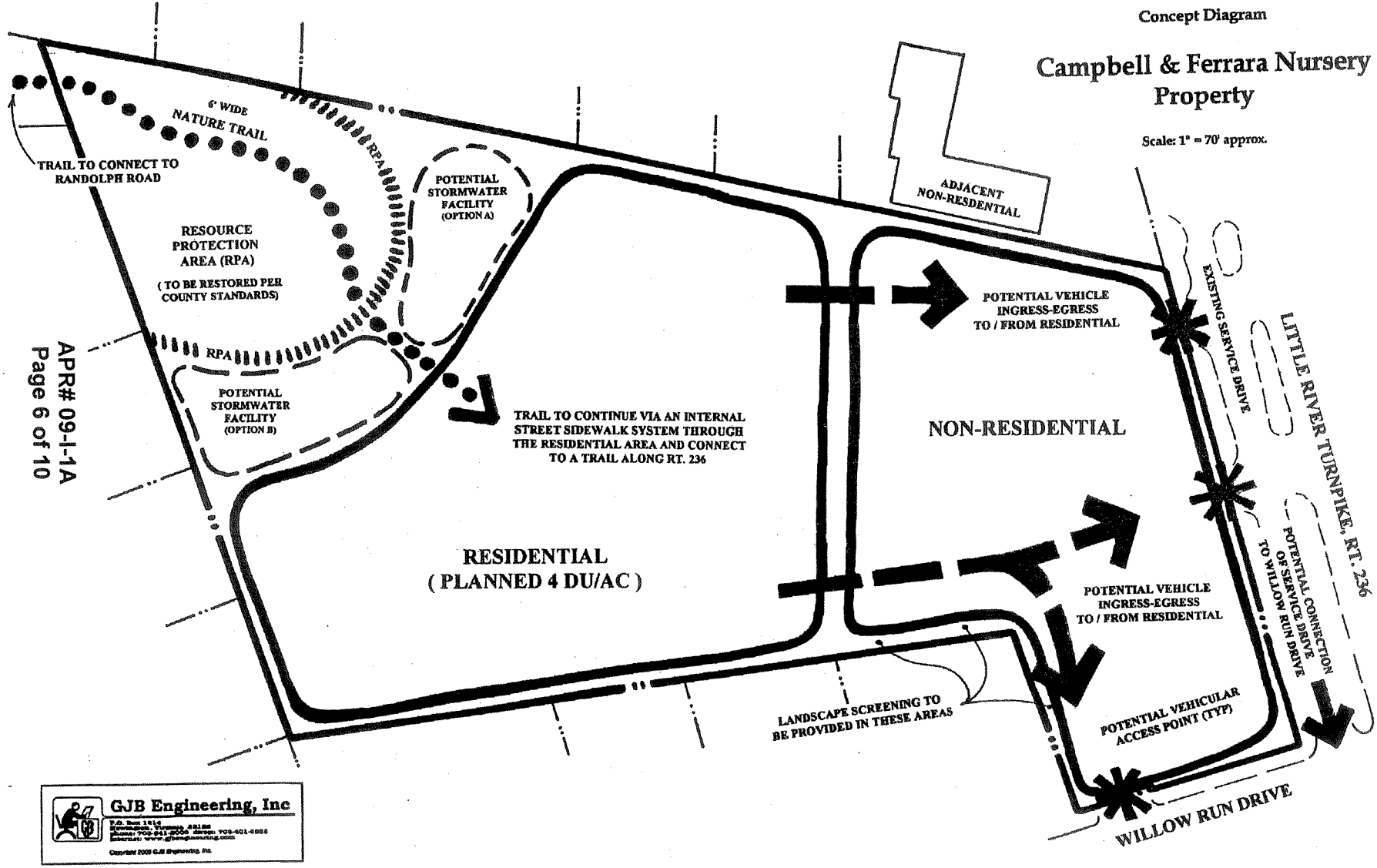
14

APR# 09-I-1A
Page 6 of 10

Concept Diagram

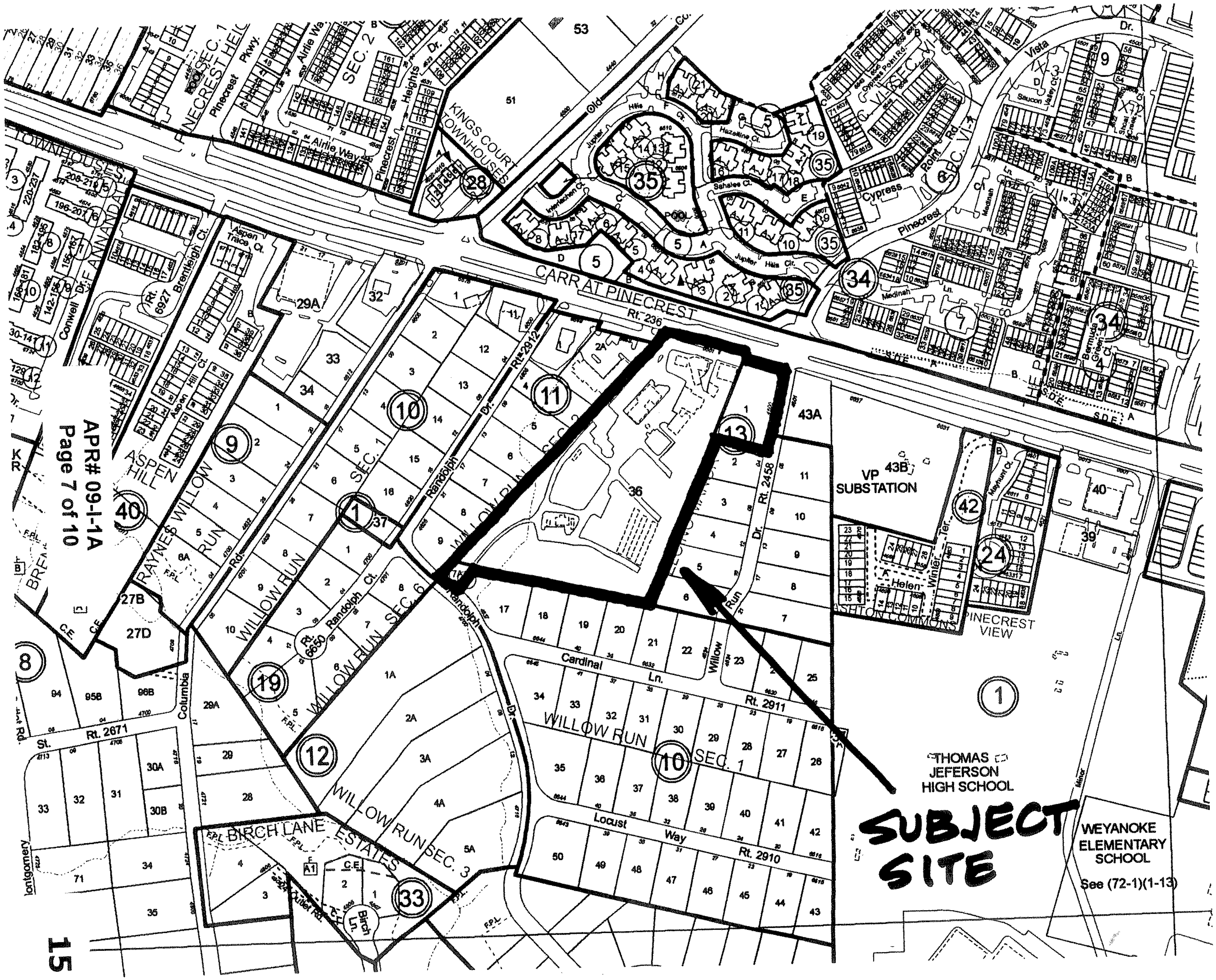
Campbell & Ferrara Nursery Property

Scale: 1" = 70' approx.



GJB Engineering, Inc

6651 LLC



APR# 09-I-1A
Page 7 of 10

The information contained on this page is NOT to be construed or used as a "legal description". It is not a survey product and not to be used for the design, modification or construction of improvements to real property or for flood plain determination. Fairfax County does not provide any guarantee of accuracy or completeness regarding the map information. Any errors or omissions should be reported to the Fairfax County Geographic Information Services Branch of the Department of Information Technology. In no event will Fairfax County be liable for any damages, including but not limited to loss of data, lost profits, business interruption, loss of business information or any other pecuniary loss that might arise from the use of this map or information it contains.

Loudoun County | Montgomery County | Prince William County | Prince George's County

ADMINISTRATIVE INDEX

60-3	60-4	61-3
71-1	71-2	72-1
71-3	71-4	72-3

SHEET INDEX

CADASTRAL MAP

71-2

Revised to : 01 - 01 - 20

Prepared by:
DEPARTMENT OF INFORMATION TECHNOLOGY
Enterprise Services Divisions
Geographic Information Services
12000 Government Center Parkway, Suite 11
Fairfax, Virginia 22035-0010

6651 LLC

6651 Little River Turnpike, Alexandria, VA 22312

Co-Managers: James M. Campbell & Donna P. Campbell

September 16, 2009

Fairfax County Department of Planning & Zoning
Fairfax Planning Commission
12000 Government Center Parkway, Suite 330
Fairfax, VA 22305-5505

To whom it may concern:

Please be advised that Gregory J. Budnik, P.E., of GJB Engineering Inc., is our agent representing our APR nomination.

The co-managers listed above are the only co-managers of 6651 LLC.

Sincerely,

James M. Campbell, Co-Manager

Donna P. Campbell, Co-Manager

Commonwealth of Virginia

STATE CORPORATION COMMISSION

Richmond, February 7, 2005

This is to certify that the certificate of organization of

6651 LLC

was this day issued and admitted to record in this office and that the said limited liability company is authorized to transact its business subject to all Virginia laws applicable to the company and its business. Effective date: February 7, 2005

State Corporation Commission

Attest:

Joel H. Peck

Clerk of the Commission

Suchicital, Bernard S.

From: Suchicital, Bernard S.
Sent: Thursday, October 22, 2009 8:41 AM
To: 'Greg Budnik'
Subject: RE: South County APR

Thanks for getting back to me. I will make the correction.

Bernie

Bernard S Suchicital
Planner II
DPZ - Planning Division

From: Greg Budnik [mailto:greg.budnik@gjbinc.com]
Sent: Wednesday, October 21, 2009 5:41 PM
To: Suchicital, Bernard S.
Cc: Donna Campbell
Subject: Re: South County APR

Bernie,

Thanks so much for the catch on that. I believe we yellow-highlighted the 3-4 du/ac on the original and did not circle it, so any copies would end up not having the range indicated. You are correct that it is 3-4 du/ac that we are seeking for the residential component of the nomination.

Please confirm receipt - thanks!

Greg Budnik, P.E., President
GJB Engineering Inc.
703-401-8855

Suchicital, Bernard S. wrote:

> Good afternoon Mr. Budnik,
>
> I am the planning liaison assigned to the Mason District South County APR cycle. I reviewed your nomination for parcels 71-2((1))36, 71-2((10)) and 71-2((13))1, and have one question that I would like to clarify with you. On section *h. Residential Component* of the application form, you did not circle the density range that you desire for the parcels. Did you want 3-4 du/ac as indicated elsewhere in the application?
>
> Thank you for your time and I look forward to working with you in this process.

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MASON **APR ITEM:** 09-I-1B

NOMINATOR:	William Barnes Lawson, Jr., Esq.
ACREAGE:	0.975 Acre
TAX MAP I.D. NUMBERS:	61-2((18))1-4
GENERAL LOCATION:	Southeast of the intersection of Leesburg Pike and Charles Street
PLANNING AREA:	Area I
District:	Baileys
Sector:	Barcroft (B5)
Special Area(s):	Baileys Crossroads Community Business Center – Land Unit A-2
ADOPTED PLAN MAP:	Office for parcels 61-2((18))1-3; Residential at 2-3 dwelling units per acre (du/ac) for parcel 4.
ADOPTED PLAN TEXT:	Office use with an option for townhouse-style office up to .35 FAR with consolidation for 61-2((18))1-3. No site-text for the residentially planned parcel 4.

For complete Plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/baileys.pdf

PROPOSED PLAN AMENDMENT: Allow neighborhood serving retail use up to .35 FAR with an option for townhouse-style office use up to .50 FAR.

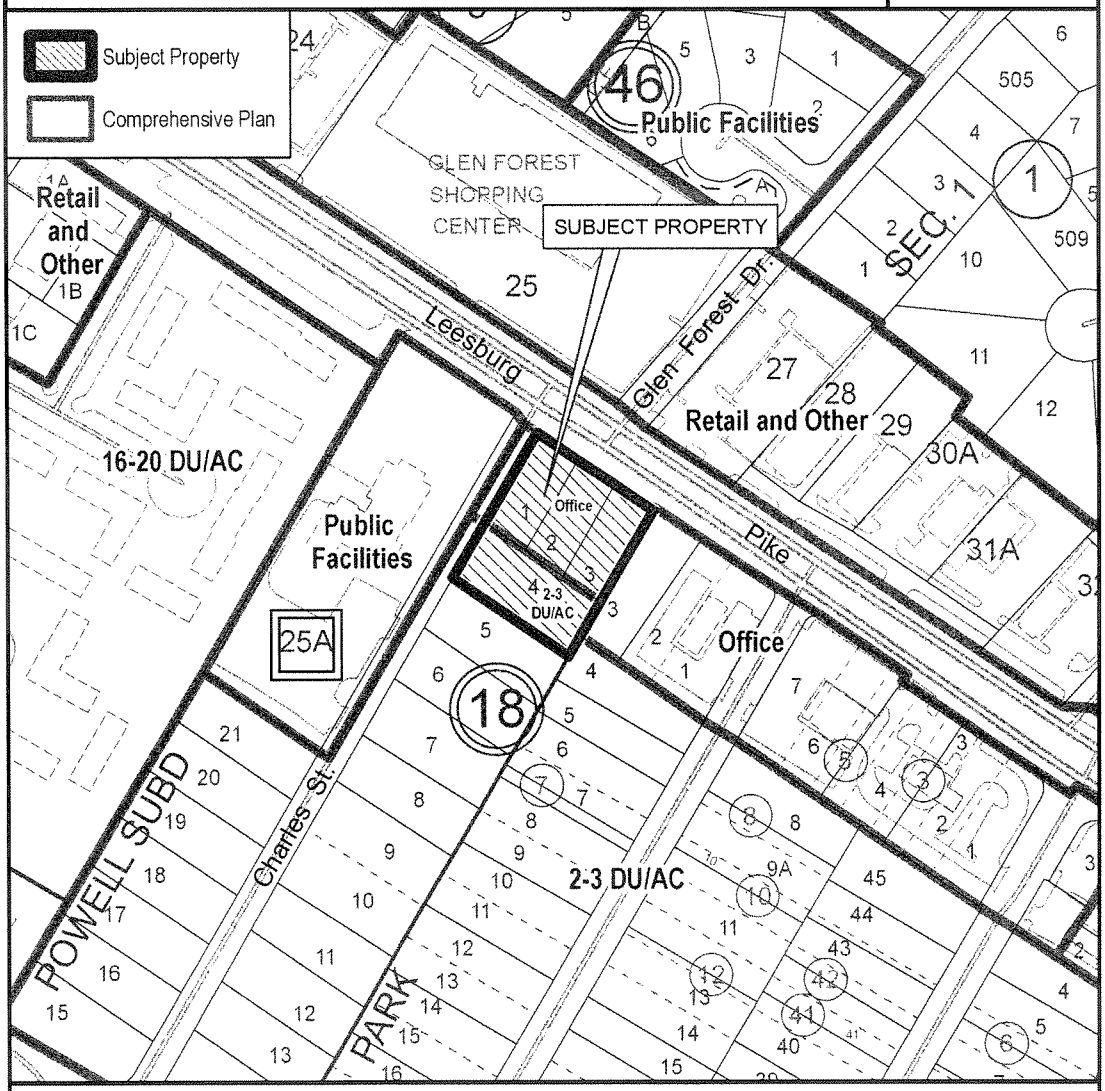
SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
__X__ Approve Staff alternative
_____ Retain Adopted Plan

Staff recommends an alternative for an option for office, retail or a mix of these uses up to .25 FAR with conditions on consolidation, dedication of Right-of-Way for the planned realignment of Charles Street with Glen Forest Drive, uses, building and parking orientation, and pedestrian and vehicular access.

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

2009-2010 SOUTH COUNTY APR #
09-I-1B
MASON



Subject Property Current Plan: Office up to .35 FAR with conditions. Residential at 2-3 DU/AC.

Nominated Plan Change: Neighborhood serving retail up to .35 FAR. Option for office up to .50 FAR.

Staff Recommendation: Approve Staff Alternative.

200 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO APRIL 2010

CONTEXT

General Location:

This property is located at the southeast intersection of Leesburg Pike and Charles Street.

Existing and Planned Land Use and Zoning:

Subject Area: The subject area is planned for office use in the existing residential structures [staff note – existing structures have been demolished] with an option for townhouse-style office use up to .35 FAR with consolidation and other conditions, and is zoned C-2.

Adjacent Area:
North: The area north of Leesburg Pike and west of Glen Forest Drive is planned for and developed with neighborhood-serving retail and service uses, and is zoned C-6. The area north of Leesburg Pike and east of Glen Forest Drive is planned for and developed with community-serving retail or office use up to .35 FAR, and is zoned C-8.
East: The area to the east is vacant and planned for neighborhood-serving retail and office use up to .35 FAR, and is zoned C-2.
South: The area to the south is planned for and developed with single-family residential use at 2-3 du/ac, and is zoned R-3.
West: The area to the west is planned for public facilities, governmental and institutional uses and is developed with a church, and is zoned R-3.

PLANNING HISTORY

In 1990, the County's Policy Plan introduced the concept of "Commercial Business Centers (CBCs)," such as the Bailey's Crossroads CBC, and provided more focused redevelopment and revitalization guidance for this area. In 2000, after a special study, the Comprehensive Plan for the Bailey's Crossroads CBC was further amended including the adoption of the current site-specific guidance for the subject area. The subject parcels are included in a pending Plan amendment ST10-CW-3CP on the Bailey's Crossroads CBC. However, no changes are proposed to site-specific guidance for the subject parcels under Plan amendment ST10-CW-3CP.

In 1998, the Board of Supervisors designated the Bailey's Crossroads CBC as part of the Bailey's Crossroads/Seven Corners Community Revitalization District (CRD). This designation is a special category within the County's Zoning Ordinance which is intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning District as amended through March 9, 2010, Baileys Crossroads Community Business Center, Land Unit Recommendations, page 30:

> "Sub-Unit A-2
>
> The parcels east of Charles Street, Tax Map 6-12((18))1-3, are planned as an office conversion zone, with office use in the existing residential structures. Or, as an option, townhouse- style office use up to .35 FAR may be appropriate if all three parcels are consolidated. The remainder of this area is planned for neighborhood serving retail and office uses up to .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."

NOMINATED PLAN AMENDMENT

The original nomination proposed neighborhood-serving retail uses up to .35 FAR for the subject area with an option for townhouse-style office use up to .50 FAR. Current guidance on building heights and buffering would be retained. The nominator is currently requesting that the proposed nomination be replaced with neighborhood-serving retail use up to .125 FAR.

ANALYSIS

Land Use and Revitalization

The nominated parcels are located southeast of the intersection of Leesburg Pike and Charles Street, within Sub-Unit A-2 of the Baileys Crossroads Community Business Center. Four parcels make up the nominated site, totaling approximately 0.975 acre. Parcels 1-3 are planned for office use; Parcel 4 is planned for residential use at 2-3 du/ac. Currently, the nominated properties are vacant and fenced-in, though materials have been dumped in the area in the past, causing occasional blighted conditions.

The current zoning of the nominated area resulted from the approval of RZ 95-M-039 which allows more office space than the current Comprehensive Plan, 10,666 square feet versus 9,285 square feet. The rezoning includes a proffered commitment that requires the

realignment of Charles Street with Glen Forest Drive. The existing zoning may not provide sufficient incentive for redevelopment when a significant amount of land is needed for the realignment of Charles Street.

As indicated in the preliminary staff report, concerns were raised that the .975-acre nominated area would be too small to accommodate the originally requested Plan change to neighborhood-serving retail use up to .35 FAR or townhouse-style office use up to .50 FAR while providing land for the realignment of Charles Street and frontage improvement for Leesburg Pike. Under those proposed uses, the nominated area could be developed with up to 14,864 square feet of retail use or up to 21,235 square feet of office use. Intensity at these levels and associated parking may not result in a high quality design that would meet current site-specific Plan conditions on building height limitation of 40 feet and adequate buffering, screening, and setbacks to ensure an appropriate transition to adjacent planned and existing single-family homes to the south. The design could be further challenged in meeting area-wide Plan guidance for the Bailey's Crossroads Community Business Center with respect to provision of streetscape, including browsing area, sidewalk, and landscape strip, along Leesburg Pike.

At the March 31, 2010 Mason APR Task Force meeting, the nominator requested that the original nomination of .35 FAR for retail with an option for townhouse-style office up to .50 FAR be entirely replaced with consideration for neighborhood-serving retail up to .125 FAR.

Staff believes that neighborhood-serving retail use is appropriate for this location. However, the opportunity for office use or mixed-use development should not be precluded on the site. Comprehensive Plan guidance which limits the potential uses on the properties may restrict the ability of the property to redevelop if a retail user cannot be found. Office uses typically have lower parking requirements than retail, and may also be accommodated on the property with an appropriate FAR. Staff recommends that neighborhood-serving retail use, office or a mix of these uses may be appropriate up to .25 FAR that is consistent with the vision for Bailey's Crossroads. As the character of Bailey's Crossroads and Leesburg Pike transitions to one which is more pedestrian friendly, drive-thrus and other auto-oriented uses should be limited. This is particularly relevant to the nomination properties due to their small size. Drive-thru facilities require significant site area to be functional, and appear infeasible at this location.

The vision of the Bailey's Crossroads is of an emerging urban center. As such new development should be pedestrian-friendly and oriented toward Leesburg Pike. Proposed Plan guidance should direct that parking and loading areas be located to the rear or side of the main building. A front door or main entrance should be provided facing Leesburg Pike and should be directly accessible from the public sidewalk. Storefront glazing should be provided along the ground floor facing Leesburg Pike.

The subject area is challenged by its small size, and this may restrict the opportunity for a quality development. The limited land area may lend itself to a stand-alone commercial structure surrounded by parking. In general, this is not consistent with the long-term vision of Bailey's Crossroads.

Ideally, the nominated parcels would be incorporated with adjacent properties to the southeast, to create a more viable development. The nominator has stated that this has been explored, but the adjacent owners are not likely to participate. In the absence of a coordinated development approach, staff supports a Plan amendment that would promote a more urban, pedestrian-friendly project at this location.

Staff suggests that the baseline recommendation of the Plan be updated to reflect the approved zoning under RZ 95-M-039 for townhouse-style office development of up to .25 FAR on Parcels 1-4. The current Comprehensive Plan recommends an option for office use up to .35 FAR on only Parcels 1-3 resulting in 9,285 square feet of development. In comparison, the approved zoning allows 10,666 square feet of office space for the four parcels. Thus, the suggested Plan change would reconcile the difference of 1,381 square feet of office use allowed under the zoning over the current Comprehensive Plan.

Transportation

The proposed land use change under the original nomination would increase daily trips compared to the current Plan and would represent a moderate impact to the transportation network. Should the Plan be amended for the nominated area, the following should be considered:

There is a proffer with the approval of RZ 95-M-039 for the nominated area requiring right-of-way dedication for the realignment of Charles Street with Glen Forest Drive. Should the Plan be amended for this area, it is recommended that Plan text be added so that any redevelopment would include a condition for right-of-way dedication for the realignment of Charles Street. Access to the nominated area should occur via Charles Street and not from Leesburg Pike, which is a principal arterial with managed access.

Leesburg Pike is shown on the Fairfax County Transportation Plan Map to be improved to six lanes. Currently, eastbound Leesburg Pike in front of the nominated area is two through lanes with a center left turn lane. Right-of-way should be dedicated for the widening of Leesburg Pike to three eastbound through lanes in front of the site.

Additionally, the nomination is within the Enhanced Public Transportation Corridor shown on the Transportation Plan Map. The map does not currently show rail transit or bus rapid transit in the area where it could directly impact the nomination; however, this could change in the future as the result of a corridor study.

Trip Generation Estimates for APR 09-I-1B
Mason District

Current Comprehensive Plan		AM Peak Hour			PM Peak Hour			Average
(0.35 FAR)	Sq. Ft.	In	Out	Total	In	Out	Total	Daily
Office (710)	14,864	20	3	23	4	18	22	164
Proposed Amendment		**AM Peak Hour**			**PM Peak Hour**			**Average**
(0.35 FAR Base)	**Sq. Ft.**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Retail (820)	14,864	9	6	15	27	29	56	638
Proposed Amendment		**AM Peak Hour**			**PM Peak Hour**			**Average**
(0.50 FAR Option)	**Sq. Ft.**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**Daily**
Office (710)	21,235	29	4	33	5	26	32	234
Net Impact of Proposed Amendement								**Trips**
0.35 FAR Base		-11	3	-8	23	11	34	474
0.50 FAR Option 1		9	1	10	2	8	9	70

[1] Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009
[2] Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

RECOMMENDATION

Staff recommends an alternative to replace the existing Plan option with neighborhood-serving retail use, office use or a mix of these uses up to .25 FAR with conditions. The existing Plan option would generally be carried over by changing it to the base Plan recommendation. The proposed base Plan recommendation would reflect the approved townhouse-style office use up to .25 FAR.

In keeping with the vision for Bailey's Crossroads, staff recommends that the Plan option should only be considered with full consolidation and context sensitive design through the creation of a pedestrian-friendly street edge along Leesburg Pike and Charles Street. Building orientation should be towards the street with parking to be located to the rear or side of the main building. Pedestrian access to the building should be from Leesburg Pike and should be directly accessible from the sidewalk. Drive-thru facilities and auto-oriented uses should be strongly discouraged. With respect to transportation recommendations, Plan guidance should be added to recognize that any development should include dedication for

the needed Right-of-Way for the planned alignment of Charles Street with Glen Forest Drive. In addition, vehicle access to the property should be restricted to Charles Street to limit additional curb cuts along Leesburg Pike.

Staff recommends that 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~~.

MODIFY: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning District as amended through March 9, 2010, Baileys Crossroads Community Business Center, Land Unit Recommendations, page 30:

"Sub-Unit A-2

The parcels east of Charles Street, Tax Map ~~6-12((18))1-3~~ 61-2((18))1-4 are planned and approved for townhouse-style office use of up to .25 FAR on Parcels 1-4 with full consolidation. ~~as an office conversion zone, with office use in the existing residential structures. Or, as an option, townhouse-style office use up to .35 FAR may be appropriate if all three parcels are consolidated.~~ 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, 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. 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 .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."

MODIFY: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning District as amended through March 9, 2010, Baileys Crossroads Community Business Center, Figure 12, Baileys Crossroads Land Units and Sub-Units, page 29, so that Tax Map 61-2((18))4 is included in Sub-unit A-2.

The Comprehensive Plan Map will be changed from residential use at 2-3 du/ac to office use for Parcel 4. The Comprehensive Plan Map will be not be changed for Parcels 1-3 as the map will continue to show office use to reflect the base land use recommendation.

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLA

APR# 09-I-1B

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: _____
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: William B. Lawson, Jr., Esq. Daytime Phone: 703-534-4800

Address: 6045 Wilson Boulevard Suite 100 Arlington, VA 22205

Nominator E-mail Address: blawson@lawsontarter.com

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

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☐Lee ☒Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 4

Total aggregate size of all nominated parcels (in acres and square feet): 0.975 acres 42,471 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: see attached

b. CURRENT PLAN MAP RECOMMENDATION: Office

c. CURRENT ZONING DESIGNATION: C-2

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). see attached

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

f. NON-RESIDENTIAL: Check the appropriate use

- ☒ Office (option)
- ☒ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: .35 or .50 (option) TOTAL Gross Square Feet: 14,865 or 21,236 (option)

Categories	Percent of Total FAR	Square feet
Office	100% (option)	21,236 (option)
Retail	100%	14,865
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

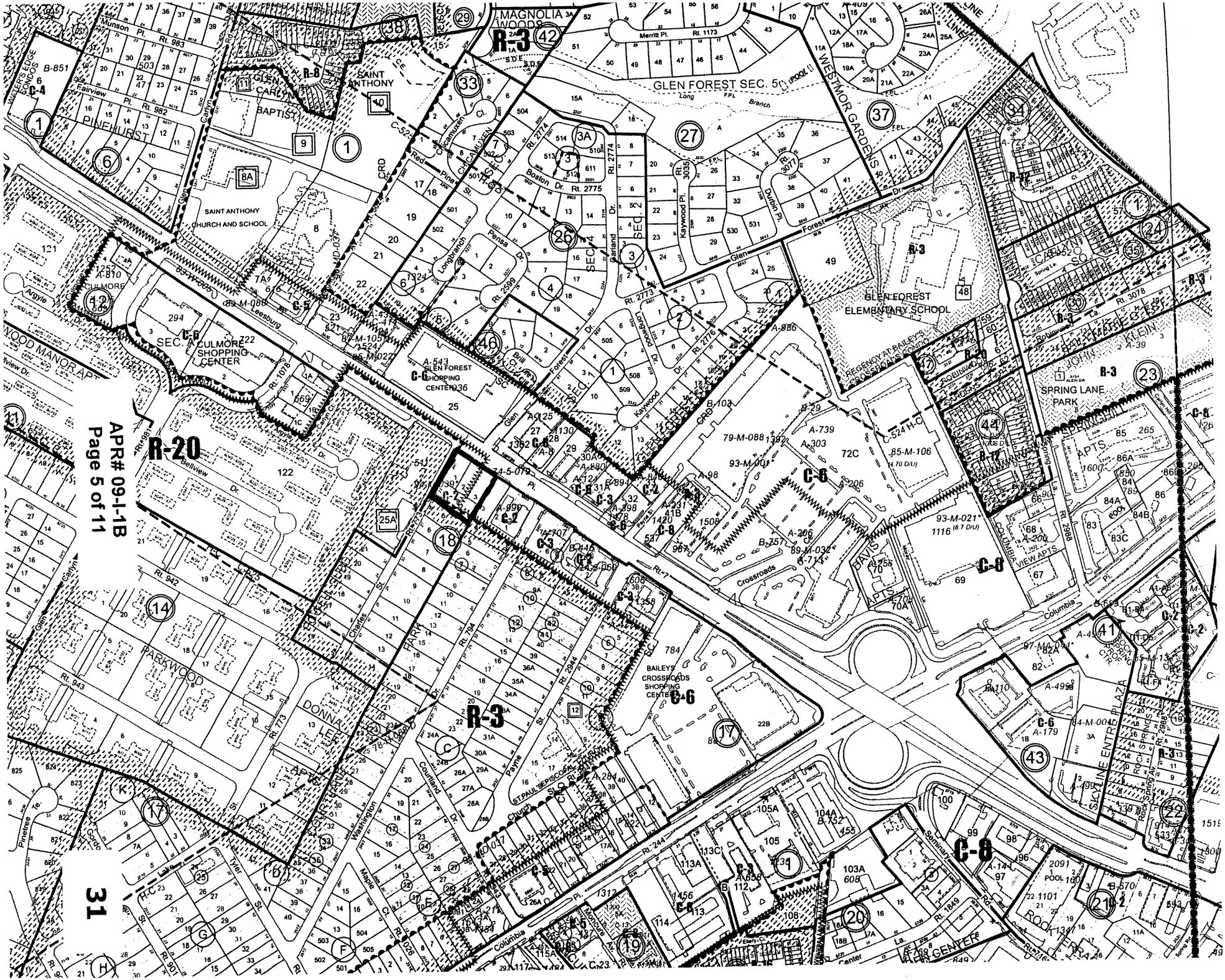
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
0612 18 0001	3401 Charles St	Jerry Waldrop	7740 Legere Ct. McLean, VA 22102	0.22	7160 3901 9848 6294 6960
0612 18 0002		Jerry Waldrop	7740 Legere Ct. McLean, VA 22102	0.19	7160 3901 9848 6294 6960
0612 18 0003		Jerry Waldrop	7740 Legere Ct. McLean, VA 22102	0.20	7160 3901 9848 6294 6960
0612 18 0004	3423 Charles St	Jerry Waldrop	7740 Legere Ct. McLean, VA 22102	0.37	7160 3901 9848 6294 6960


APR# 09-I-1B
Page 5 of 11
R-20
R-3
C-6
C-8
C-5
C-4
C-2
C-3
R-8
SAINT ANTHONY CHURCH AND SCHOOL
SAINT ANTHONY
GLEN FOREST ELEMENTARY SCHOOL
GLEN FOREST SEC. 5
GLEN FOREST SEC. 2
GLEN FOREST SEC. 4
MAGNOLIA WOODS
WESTMOR GARDENS
PINEHURST
WALKER'S EDGE
CULMORE SHOPPING CENTER
BAILEYS CROSSROADS SHOPPING CENTER
GLEN FOREST SHOPPING CENTER
SPRING LANE PARK
PARKWOOD
DAVIS VIEW APTS
SPRING APTS
Munson Pl.
Fairview Pl.
Merritt Pl.
Boston Dr.
Glen Forest Dr.
Bellview Dr.
Columbia Pl.
Courtland Dr.
Rt. 983
Rt. 982
Rt. 1173
Rt. 2775
Rt. 2773
Rt. 2776
Rt. 3078
Rt. 3077
Rt. 2599
Rt. 2774
Rt. 3035
Rt. 1076
Rt. 2986
Rt. 7
Rt. 244
Rt. 1849
Rt. 942
Rt. 943
Rt. 773
Rt. 704
Rt. 2044
Rt. 1026
Rt. 901
Rt. 1081
Rt. 1080
Rt. 1078
Rt. 1077
Rt. 1075
Rt. 1074
Rt. 1073
Rt. 1072
Rt. 1071
Rt. 1070
Rt. 1069
Rt. 1068
Rt. 1067
Rt. 1066
Rt. 1065
Rt. 1064
Rt. 1063
Rt. 1062
Rt. 1061
Rt. 1060
Rt. 1059
Rt. 1058
Rt. 1057
Rt. 1056
Rt. 1055
Rt. 1054
Rt. 1053
Rt. 1052
Rt. 1051
Rt. 1050
Rt. 1049
Rt. 1048
Rt. 1047
Rt. 1046
Rt. 1045
Rt. 1044
Rt. 1043
Rt. 1042
Rt. 1041
Rt. 1040
Rt. 1039
Rt. 1038
Rt. 1037
Rt. 1036
Rt. 1035
Rt. 1034
Rt. 1033
Rt. 1032
Rt. 1031
Rt. 1030
Rt. 1029
Rt. 1028
Rt. 1027
Rt. 1026
Rt. 1025
Rt. 1024
Rt. 1023
Rt. 1022
Rt. 1021
Rt. 1020
Rt. 1019
Rt. 1018
Rt. 1017
Rt. 1016
Rt. 1015
Rt. 1014
Rt. 1013
Rt. 1012
Rt. 1011
Rt. 1010
Rt. 1009
Rt. 1008
Rt. 1007
Rt. 1006
Rt. 1005
Rt. 1004
Rt. 1003
Rt. 1002
Rt. 1001
Rt. 1000
Rt. 999
Rt. 998
Rt. 997
Rt. 996
Rt. 995
Rt. 994
Rt. 993
Rt. 992
Rt. 991
Rt. 990
Rt. 989
Rt. 988
Rt. 987
Rt. 986
Rt. 985
Rt. 984
Rt. 981
Rt. 980
Rt. 979
Rt. 978
Rt. 977
Rt. 976
Rt. 975
Rt. 974
Rt. 973
Rt. 972
Rt. 971
Rt. 970
Rt. 969
Rt. 968
Rt. 967
Rt. 966
Rt. 965
Rt. 964
Rt. 963
Rt. 962
Rt. 961
Rt. 960
Rt. 959
Rt. 958
Rt. 957
Rt. 956
Rt. 955
Rt. 954
Rt. 953
Rt. 952
Rt. 951
Rt. 950
Rt. 949
Rt. 948
Rt. 947
Rt. 946
Rt. 945
Rt. 944
Rt. 941
Rt. 940
Rt. 939
Rt. 938
Rt. 937
Rt. 936
Rt. 935
Rt. 934
Rt. 933
Rt. 932
Rt. 931
Rt. 930
Rt. 929
Rt. 928
Rt. 927
Rt. 926
Rt. 925
Rt. 924
Rt. 923
Rt. 922
Rt. 921
Rt. 920
Rt. 919
Rt. 918
Rt. 917
Rt. 916
Rt. 915
Rt. 914
Rt. 913
Rt. 912
Rt. 911
Rt. 910
Rt. 909
Rt. 908
Rt. 907
Rt. 906
Rt. 905
Rt. 904
Rt. 903
Rt. 902
Rt. 901
Rt. 900
Rt. 899
Rt. 898
Rt. 897
Rt. 896
Rt. 895
Rt. 894
Rt. 893
Rt. 892
Rt. 891
Rt. 890
Rt. 889
Rt. 888
Rt. 887
Rt. 886
Rt. 885
Rt. 884
Rt. 883
Rt. 882
Rt. 881
Rt. 880
Rt. 879
Rt. 878
Rt. 877
Rt. 876
Rt. 875
Rt. 874
Rt. 873
Rt. 872
Rt. 871
Rt. 870
Rt. 869
Rt. 868
Rt. 867
Rt. 866
Rt. 865
Rt. 864
Rt. 863
Rt. 862
Rt. 861
Rt. 860
Rt. 859
Rt. 858
Rt. 857
Rt. 856
Rt. 855
Rt. 854
Rt. 853
Rt. 852
Rt. 851
Rt. 850
Rt. 849
Rt. 848
Rt. 847
Rt. 846
Rt. 845
Rt. 844
Rt. 843
Rt. 842
Rt. 841
Rt. 840
Rt. 839
Rt. 838
Rt. 837
Rt. 836
Rt. 835
Rt. 834
Rt. 833
Rt. 832
Rt. 831
Rt. 830
Rt. 829
Rt. 828
Rt. 827
Rt. 826
Rt. 825
Rt. 824
Rt. 823
Rt. 822
Rt. 821
Rt. 820
Rt. 819
Rt. 818
Rt. 817
Rt. 816
Rt. 815
Rt. 814
Rt. 813
Rt. 812
Rt. 811
Rt. 810
Rt. 809
Rt. 808
Rt. 807
Rt. 806
Rt. 805
Rt. 804
Rt. 803
Rt. 802
Rt. 801
Rt. 800
Rt. 799
Rt. 798
Rt. 797
Rt. 796
Rt. 795
Rt. 794
Rt. 793
Rt. 792
Rt. 791
Rt. 790
Rt. 789
Rt. 788
Rt. 787
Rt. 786
Rt. 785
Rt. 784
Rt. 783
Rt. 782
Rt. 781
Rt. 780
Rt. 779
Rt. 778
Rt. 777
Rt. 776
Rt. 775
Rt. 774
Rt. 772
Rt. 771
Rt. 770
Rt. 769
Rt. 768
Rt. 767
Rt. 766
Rt. 765
Rt. 764
Rt. 763
Rt. 762
Rt. 761
Rt. 760
Rt. 759
Rt. 758
Rt. 757
Rt. 756
Rt. 755
Rt. 754
Rt. 753
Rt. 752
Rt. 751
Rt. 750
Rt. 749
Rt. 748
Rt. 747
Rt. 746
Rt. 745
Rt. 744
Rt. 743
Rt. 742
Rt. 741
Rt. 740
Rt. 739
Rt. 738
Rt. 737
Rt. 736
Rt. 735
Rt. 734
Rt. 733
Rt. 732
Rt. 731
Rt. 730
Rt. 729
Rt. 728
Rt. 727
Rt. 726
Rt. 725
Rt. 724
Rt. 723
Rt. 722
Rt. 721
Rt. 720
Rt. 719
Rt. 718
Rt. 717
Rt. 716
Rt. 715
Rt. 714
Rt. 713
Rt. 712
Rt. 711
Rt. 710
Rt. 709
Rt. 708
Rt. 707
Rt. 706
Rt. 705
Rt. 704
Rt. 703
Rt. 702
Rt. 701
Rt. 700
Rt. 699
Rt. 698
Rt. 697
Rt. 696
Rt. 695
Rt. 694
Rt. 693
Rt. 692
Rt. 691
Rt. 690
Rt. 689
Rt. 688
Rt. 687
Rt. 686
Rt. 685
Rt. 684
Rt. 683
Rt. 682
Rt. 681
Rt. 680
Rt. 679
Rt. 678
Rt. 677
Rt. 676
Rt. 675
Rt. 674
Rt. 673
Rt. 672
Rt. 671
Rt. 670
Rt. 669
Rt. 668
Rt. 667
Rt. 666
Rt. 665
Rt. 664
Rt. 663
Rt. 662
Rt. 661
Rt. 660
Rt. 659
Rt. 658
Rt. 657
Rt. 656
Rt. 655
Rt. 654
Rt. 653
Rt. 652
Rt. 651
Rt. 650
Rt. 649
Rt. 648
Rt. 647
Rt. 646
Rt. 645
Rt. 644
Rt. 643
Rt. 642
Rt. 641
Rt. 640
Rt. 639
Rt. 638
Rt. 637
Rt. 636
Rt. 635
Rt. 634
Rt. 633
Rt. 632
Rt. 631
Rt. 630
Rt. 629
Rt. 628
Rt. 627
Rt. 626
Rt. 625
Rt. 624
Rt. 623
Rt. 622
Rt. 621
Rt. 620
Rt. 619
Rt. 618
Rt. 617
Rt. 616
Rt. 615
Rt. 614
Rt. 613
Rt. 612
Rt. 611
Rt. 610
Rt. 609
Rt. 608
Rt. 607
Rt. 606
Rt. 605
Rt. 604
Rt. 603
Rt. 602
Rt. 601
Rt. 600
Rt. 599
Rt. 598
Rt. 597
Rt. 596
Rt. 595
Rt. 594
Rt. 593
Rt. 592
Rt. 591
Rt. 590
Rt. 589
Rt. 588
Rt. 587
Rt. 586
Rt. 585
Rt. 584
Rt. 583
Rt. 582
Rt. 581
Rt. 580
Rt. 579
Rt. 578
Rt. 577
Rt. 576
Rt. 575
Rt. 574
Rt. 573
Rt. 572
Rt. 571
Rt. 570
Rt. 569
Rt. 568
Rt. 567
Rt. 566
Rt. 565
Rt. 564
Rt. 563
Rt. 562
Rt. 561
Rt. 560
Rt. 559
Rt. 558
Rt. 557
Rt. 556
Rt. 555
Rt. 554
Rt. 553
Rt. 552
Rt. 551
Rt. 550
Rt. 549
Rt. 548
Rt. 547
Rt. 546
Rt. 545
Rt. 544
Rt. 543
Rt. 542
Rt. 541
Rt. 540
Rt. 539
Rt. 538
Rt. 537
Rt. 536
Rt. 535
Rt. 534
Rt. 533
Rt. 532
Rt. 531
Rt. 530
Rt. 529
Rt. 528
Rt. 527
Rt. 526
Rt. 525
Rt. 524
Rt. 523
Rt. 522
Rt. 521
Rt. 520
Rt. 519
Rt. 518
Rt. 517
Rt. 516
Rt. 515
Rt. 514
Rt. 513
Rt. 512
Rt. 511
Rt. 510
Rt. 509
Rt. 508
Rt. 507
Rt. 506
Rt. 505
Rt. 504
Rt. 503
Rt. 502
Rt. 501
Rt. 500
Rt. 499
Rt. 498
Rt. 497
Rt. 496
Rt. 495
Rt. 494
Rt. 493
Rt. 492
Rt. 491
Rt. 490
Rt. 489
Rt. 488
Rt. 487
Rt. 486
Rt. 485
Rt. 484
Rt. 483
Rt. 482
Rt. 481
Rt. 480
Rt. 479
Rt. 478
Rt. 477
Rt. 476
Rt. 475
Rt. 474
Rt. 473
Rt. 472
Rt. 471
Rt. 470
Rt. 469
Rt. 468
Rt. 467
Rt. 466
Rt. 465
Rt. 464
Rt. 463
Rt. 462
Rt. 461
Rt. 460
Rt. 459
Rt. 458
Rt. 457
Rt. 456
Rt. 455
Rt. 454
Rt. 453
Rt. 452
Rt. 451
Rt. 450
Rt. 449
Rt. 448
Rt. 447
Rt. 446
Rt. 445
Rt. 444
Rt. 443
Rt. 442
Rt. 441
Rt. 440
Rt. 439
Rt. 438
Rt. 437
Rt. 436
Rt. 435
Rt. 434
Rt. 433
Rt. 432
Rt. 431
Rt. 430
Rt. 429
Rt. 428
Rt. 427
Rt. 426
Rt. 425
Rt. 424
Rt. 423
Rt. 422
Rt. 421
Rt. 420
Rt. 419
Rt. 418
Rt. 417
Rt. 416
Rt. 415
Rt. 414
Rt. 413
Rt. 412
Rt. 411
Rt. 410
Rt. 409
Rt. 408
Rt. 407
Rt. 406
Rt. 405
Rt. 404
Rt. 403
Rt. 402
Rt. 401
Rt. 400
Rt. 399
Rt. 398
Rt. 397
Rt. 396
Rt. 395
Rt. 394
Rt. 393
Rt. 392
Rt. 391
Rt. 390
Rt. 389
Rt. 388
Rt. 387
Rt. 386
Rt. 385
Rt. 384
Rt. 383
Rt. 382
Rt. 381
Rt. 380
Rt. 379
Rt. 378
Rt. 377
Rt. 376
Rt. 375
Rt. 374
Rt. 373
Rt. 372
Rt. 371
Rt. 370
Rt. 369
Rt. 368
Rt. 367
Rt. 366
Rt. 365
Rt. 364
Rt. 363
Rt. 362
Rt. 361
Rt. 360
Rt. 359
Rt. 358
Rt. 357
Rt. 356
Rt. 355
Rt. 354
Rt. 353
Rt. 352
Rt. 351
Rt. 350
Rt. 349
Rt. 348
Rt. 347
Rt. 346
Rt. 345
Rt. 344
Rt. 343
Rt. 342
Rt. 341
Rt. 340
Rt. 339
Rt. 338
Rt. 337
Rt. 336
Rt. 335
Rt. 334
Rt. 333
Rt. 332
Rt. 331
Rt. 330
Rt. 329
Rt. 328
Rt. 327
Rt. 326
Rt. 325
Rt. 324
Rt. 323
Rt. 322
Rt. 321
Rt. 320
Rt. 319
Rt. 318
Rt. 317
Rt. 316
Rt. 315
Rt. 314
Rt. 313
Rt. 312
Rt. 311
Rt. 310
Rt. 309
Rt. 308
Rt. 307
Rt. 306
Rt. 305
Rt. 304
Rt. 303
Rt. 302
Rt. 301
Rt. 300
Rt. 299
Rt. 298
Rt. 297
Rt. 296
Rt. 295
Rt. 294
Rt. 293
Rt. 292
Rt. 291
Rt. 290
Rt. 289
Rt. 288
Rt. 287
Rt. 286
Rt. 285
Rt. 284
Rt. 283
Rt. 282
Rt. 281
Rt. 280
Rt. 279
Rt. 278
Rt. 277
Rt. 276
Rt. 275
Rt. 274
Rt. 273
Rt. 272
Rt. 271
Rt. 270
Rt. 269
Rt. 268
Rt. 267
Rt. 266
Rt. 265
Rt. 264
Rt. 263
Rt. 262
Rt. 261
Rt. 260
Rt. 259
Rt. 258
Rt. 257
Rt. 256
Rt. 255
Rt. 254
Rt. 253
Rt. 252
Rt. 251
Rt. 250
Rt. 249
Rt. 248
Rt. 247
Rt. 246
Rt. 245
Rt. 244
Rt. 243
Rt. 242
Rt. 241
Rt. 240
Rt. 239
Rt. 238
Rt. 237
Rt. 236
Rt. 235
Rt. 234
Rt. 233
Rt. 232
Rt. 231
Rt. 230
Rt. 229
Rt. 228
Rt. 227
Rt. 226
Rt. 225
Rt. 224
Rt. 223
Rt. 222
Rt. 221
Rt. 220
Rt. 219
Rt. 218
Rt. 217
Rt. 216
Rt. 215
Rt. 214
Rt. 213
Rt. 212
Rt. 211
Rt. 210
Rt. 209
Rt. 208
Rt. 207
Rt. 206
Rt. 205
Rt. 204
Rt. 203
Rt. 202
Rt. 201
Rt. 200
Rt. 199
Rt. 198
Rt. 197
Rt. 196
Rt. 195
Rt. 194
Rt. 193
Rt. 192
Rt. 191
Rt. 190
Rt. 189
Rt. 188
Rt. 187
Rt. 186
Rt. 185
Rt. 184
Rt. 183
Rt. 182
Rt. 181
Rt. 180
Rt. 179
Rt. 178
Rt. 177
Rt. 176
Rt. 175
Rt. 174
Rt. 173
Rt. 172
Rt. 171
Rt. 170
Rt. 169
Rt. 168
Rt. 167
Rt. 166
Rt. 165
Rt. 164
Rt. 163
Rt. 162
Rt. 161
Rt. 160
Rt. 159
Rt. 158
Rt. 157
Rt. 156
Rt. 155
Rt. 154
Rt. 153
Rt. 152
Rt. 151
Rt. 150
Rt. 149
Rt. 148
Rt. 147
Rt. 146
Rt. 145
Rt. 144
Rt. 143
Rt. 142
Rt. 141
Rt. 140
Rt. 139
Rt. 138
Rt. 137
Rt. 136
Rt. 135
Rt. 134
Rt. 133
Rt. 132
Rt. 131
Rt. 130
Rt. 129
Rt. 128
Rt. 127
Rt. 126
Rt. 125
Rt. 124
Rt. 123
Rt. 122
Rt. 121
Rt. 120
Rt. 119
Rt. 118
Rt. 117
Rt. 116
Rt. 115
Rt. 114
Rt. 113
Rt. 112
Rt. 111
Rt. 110
Rt. 109
Rt. 108
Rt. 107
Rt. 106
Rt. 105
Rt. 104
Rt. 103
Rt. 102
Rt. 101
Rt. 100
Rt. 99
Rt. 98
Rt. 97
Rt. 96
Rt. 95
Rt. 94
Rt. 93
Rt. 92
Rt. 91
Rt. 90
Rt. 89
Rt. 88
Rt. 87
Rt. 86
Rt. 85
Rt. 84
Rt. 83
Rt. 82
Rt. 81
Rt. 80
Rt. 79
Rt. 78
Rt. 77
Rt. 76
Rt. 75
Rt. 74
Rt. 73
Rt. 72
Rt. 71
Rt. 70
Rt. 69
Rt. 68
Rt. 67
Rt. 66
Rt. 65
Rt. 64
Rt. 63
Rt. 62
Rt. 61
Rt. 60
Rt. 59
Rt. 58
Rt. 57
Rt. 56
Rt. 55
Rt. 54
Rt. 53
Rt. 52
Rt. 51
Rt. 50
Rt. 49
Rt. 48
Rt. 47
Rt. 46
Rt. 45
Rt. 44
Rt. 43
Rt. 42
Rt. 41
Rt. 40
Rt. 39
Rt. 38
Rt. 37
Rt. 36
Rt. 35
Rt. 34
Rt. 33
Rt. 32
Rt. 31
Rt. 30
Rt. 29
Rt. 28
Rt. 27
Rt. 26
Rt. 25
Rt. 24
Rt. 23
Rt. 22
Rt. 21
Rt. 20
Rt. 19
Rt. 18
Rt. 17
Rt. 16
Rt. 15
Rt. 14
Rt. 13
Rt. 12
Rt. 11
Rt. 10
Rt. 9
Rt. 8
Rt. 7
Rt. 6
Rt. 5
Rt. 4
Rt. 3
Rt. 2
Rt. 1

LAND UNIT A

Land Unit A is located in the western quadrant of Baileys Crossroads and is bounded by Leesburg Pike to the north and Columbia Pike to the south. The Courtland Park Neighborhood Improvement District, a single-family residential neighborhood planned at 2-3 du/ac, and the multi-family Culmore area, planned at 16-20 du/ac, form the residential edge. Dominant features of this area include the community-serving Culmore and Baileys Crossroads Shopping Centers.

The remaining portions of Land Unit A are developed as neighborhood- serving office and retail uses, except between Washington Drive and Payne Street, and west of Courtland Drive, where more intensive office uses are located.

Within the overall Concept for Future Development for Baileys Crossroads, the following recommendations apply to specific sub-units of Land Unit A:

Sub-Unit A-1

The focus of this sub-unit is the Culmore Shopping Center and adjacent, related commercial uses. Parcels 61-2((12))4 and 4A, west of the Culmore Shopping Center, are CBC gateway locations and the boundary of commercial development on Leesburg Pike in Land Unit A. These parcels, and Parcels 61-2((12))1-1C to the east of Culmore Shopping Center, are planned for neighborhood-serving retail uses complementary to the shopping center up to .35 FAR. As an option, retail and office mixed use up to .50 FAR may be considered if logical consolidation is achieved, pedestrian linkages with adjacent residential uses are provided, and building heights do not exceed 40 feet.

The Culmore Shopping Center (Parcels 61-2((12))2 and 3) serves as a highly accessible source of everyday goods and services to the neighboring community and any revitalization or redevelopment should retain this function. This area is planned for retail and office use up to .50 FAR. Because of the age and configuration of existing structures, continuing revitalization of the shopping center is needed. Parking lot landscaping, coordinated signage, pedestrian linkages with adjacent residential areas, and facade improvements are encouraged. As an option, retail and office mixed use up to .70 FAR may be considered for this area if logical consolidation with all or portions of Parcels 61-2((1))121 and/or 122 to the south is achieved in accordance with the guidance shown in the Area I volume of the Comprehensive Plan, Baileys Planning District, B5 Barcroft Community Planning Sector, Land Use Recommendation 3.

Sub-Unit A-2

existing language

The parcels east of Charles Street, Tax Map 6-12((18))1-3, are planned as an office conversion zone, with office use in the existing residential structures. Or, as an option, townhouse- style office use up to .35 FAR may be appropriate if all three parcels are consolidated. The remainder of this area is planned for neighborhood serving retail and office uses up to .35 FAR. Building heights within this sub-unit should not to 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.

Sub-Unit A-3

The focus of this sub-unit is the Baileys Crossroads Shopping Center, located directly west of the Columbia Pike/Leesburg Pike interchange. Revitalization of the existing shopping center which may include expansion and redevelopment within the sub-unit should provide facade

LAWSON & TARTER & CHARVET, P.C.

William B. Lawson, Jr., Esquire
blawson@lawsontarter.com

September 14, 2009

By Certified Mail
7160 3901 9848 6294 6960

Mr. Jerry Waldrop
7740 Legere Court
McLean, Virginia 22102

RE: Proposed Amendment to the Comprehensive Plan

Dear Mr. Waldrop:

You are listed in the records of Fairfax County, Virginia, as the owner of the properties described below. The purpose of this letter is to notify you that I will soon be nominating your properties, under the 2009-2010 South County Area Plans Review Process, to the Fairfax County Planning Commission for a possible amendment of its land use designation.

Property Addresses:	3401 & 3424 Charles Street
Tax Map Numbers:	0612 18 0001; 0612 18 0002; 0612 18 003; and 0612 18 0004
Supervisor District:	Mason

The current Comprehensive Plan recommendation for your property is "office" with the attached plan text detailing more specific recommendations.

I am proposing that the Plan be amended to allow for neighborhood serving retail uses or townhouse-style office uses as described on the attached proposal.

The proposed development would consist of a commercial building containing retail space or a townhouse-style office.

Any comments or questions you have about this specific nomination should be directed to me at: 6045 Wilson Boulevard, Suite 100, Arlington, Virginia, 22205, 703-534-4800. If you have questions about this process, contact the Planning Commission office at 703-324-2865 or at 12000 Government Center Parkway, Suite 330, Fairfax, Virginia, 22035. Information regarding the

Area Plans Review process may be viewed at the APR Web site at www.fairfaxcounty.gov/dpz/apr.

Sincerely,

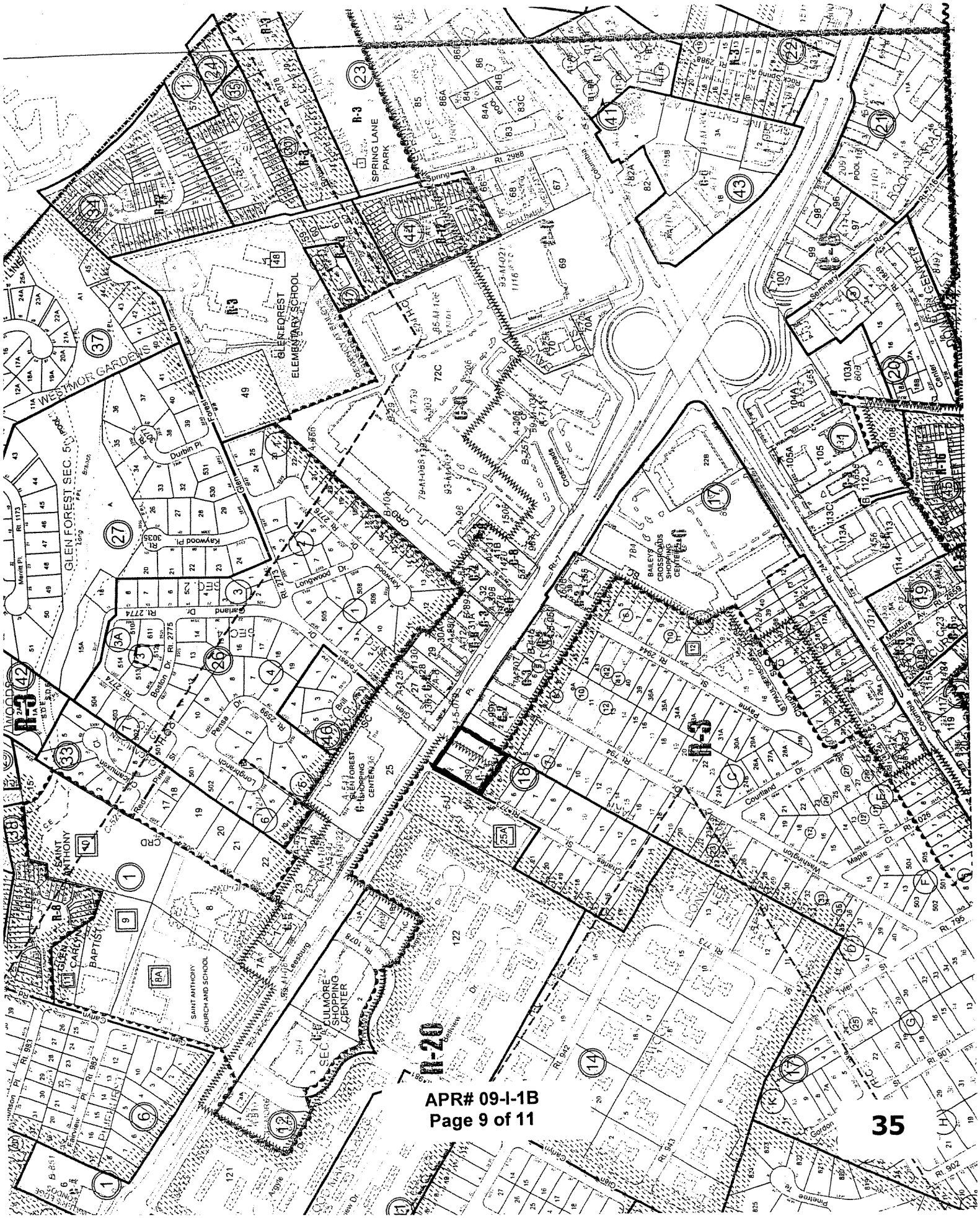
WBL JR BD

William B. Lawson, Jr.

WBL JR/dp

enclosures as stated

WBL/L0163.5472


GLEN FOREST ELEMENTARY SCHOOL
SPRING LANE PARK
WESTMOR GARDENS
GLEN FOREST SEC. 5
BAILEYS CROSSROADS SHOPPING CENTER
GLEN FOREST SHOPPING CENTER
SAINT ANTHONY CHURCH AND SCHOOL
CULMORE SHOPPING CENTER
R-3
R-20

APR Nomination, 2009-2010 South County Area Plans Review

Tax Map Numbers: 0612 18 0001
0612 18 0002
0612 18 0003
0612 18 0004

Nominator: William B. Lawson, Jr., Esquire

Proposed Comprehensive Plan Language

The parcels east of Charles Street, Tax Map 6-12((18)1-4, are planned for neighborhood-serving retail uses up to .35 FAR. As an option, townhouse-style office use up to .50 FAR may be considered. The remainder of this area is planned for neighborhood serving retail and office uses up to .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.

Description of Appearance of Proposed Development

Retail development would likely occur in a new one or two story commercial building. Office development would occur in a townhouse style building not to exceed 40 feet. In either scenario, surface parking is likely.

D:\BTD.D0362.5472

APR Nomination, 2009-2010 South County Area Plans Review

Tax Map Numbers: 0612 18 0001
0612 18 0002
0612 18 0003
0612 18 0004

Nominator: William B. Lawson, Jr., Esquire

Statement of Justification

Overview

Please consider this document to be the nominator's statement of justification for the proposed APR amendment to the comprehensive plan for the site consisting of Tax Map Numbers 0612 18 0001 through 0612 18 0004 (collectively, the "Property"). The nominator believes that the proposal would cure oversights or land use related inequities in the adopted plan that affect the Property.

Property Description

The Property consists of four parcels located adjacent to Leesburg Pike and/or Charles Street in the Bailey's Crossroads section of Fairfax County. The Property is encumbered by proffers that were approved in connection with a rezoning application in May 1995. The proffers restrict the development of the property to townhouse-style offices at a density that makes the development of the Property economically unfeasible. As a result, the property has not been developed, despite the owner of the Property's numerous attempts to market the Property to potential users.

Justification for Proposed Plan Language

The existing plan language results in inequity. As stated above, the owner has unsuccessfully attempted to market the Property for many years; however, the Property remains undeveloped, despite its location adjacent to Leesburg Pike, a major arterial road. This is not a hardship shared with neighboring property owners, many of whom have successfully developed their properties with successful retail and/or office uses and which have comprehensive plan language that enables such development. For example, certain parcels located on Leesburg Pike in the vicinity of the Property (including Tax Map Numbers 0612 12 0004 and -0004A, and -0001 through -0001C) are planned for neighborhood-serving retail uses. The proposed plan language is designed to provide the owner of the Property with the flexibility to develop his property in a manner that is consistent with the options available to these other properties located along Leesburg Pike, while providing sufficient safeguards (height restrictions, buffering, building setbacks, etc.) to ensure that the development of the Property does not adversely affect neighboring properties.

This Page Intentionally Left Blank

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MASON **APR ITEM:** 09-I-3B

NOMINATOR:	Lisa M. Chiblow
ACREAGE:	5.007 Acres
TAX MAP I.D. NUMBERS:	61-4((1))118
GENERAL LOCATION:	At the southwestern terminus of Scoville Road and the northeastern terminus of Arnet Street
PLANNING AREA:	Area I
District:	Baileys
Sector:	Glasgow (B4)
Special Area:	N/A
ADOPTED PLAN MAP:	Public Facilities, Governmental and Institutional Uses
ADOPTED PLAN TEXT:	Infill residential development that is of compatible use, type and intensity to the surrounding community.
For complete Plan text see	http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/baileys.pdf
PROPOSED PLAN AMENDMENT:	Add an option for up to 33 affordable multi-residential units while retaining the existing Moose Lodge facility

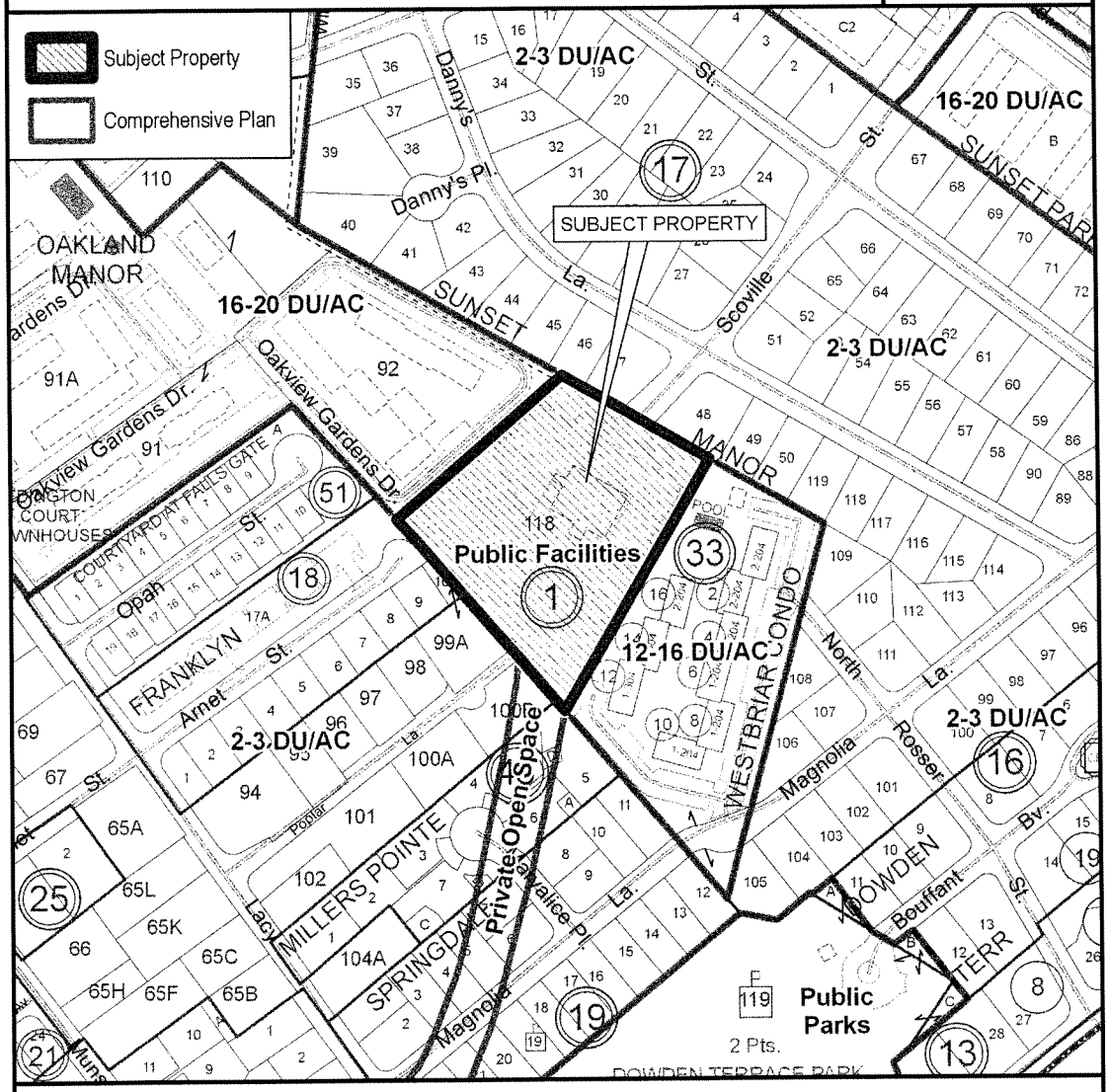
SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
__X__ Approve Staff alternative
_____ Retain Adopted Plan

Staff recommends an alternative that would add an option with conditions to develop 2 acres of the subject parcel with affordable residential townhouses at up to 8-12 du/ac (16-24 units) and retain the existing Moose Lodge. The staff alternative is generally supportive of the nominator's current proposal.

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

2009-2010 SOUTH COUNTY APR #
09-I-3B
MASON



Subject Property Current Plan: Infill development should be of compatible use, type and intensity.

Nominated Plan Change: Option for mixed use institutional up to .21 FAR and residential up to 5-8 du/ac.

Staff Recommendation: Approve Staff Alternative.

CONTEXT

General Location:

This property is located at the southwestern terminus of Scoville Road and the northeastern terminus of Arnet Street.

Existing and Planned Land Use and Zoning:

Subject Area: The subject area is planned for public facilities, governmental and institutional uses and is developed with a fraternal lodge, and is zoned R-3.

Adjacent Area:
North: The area to the north is planned for and developed with single-family residential at 2-3 du/ac and zoned R-3.
East: The area to the east is planned for and developed with multi-family residential units at 12-16 du/ac, and is zoned R-20.
South: The area to the south is planned for and developed with single-family residential at 2-3 du/ac, and is zoned R-3.
West: The area to the west is planned for and developed with multi-family residential units at 16-20 du/ac, and is zoned R-20.

PLANNING HISTORY

During the 2005-2006 South County Area Plans Review (APR) process, the parcel was the subject of APR item 05-I-4B proposing to add an option to the Comprehensive Plan for residential use at 16-20 du/ac with 4,000-5,000 square feet for the existing Moose Lodge facility. The APR item also proposed another option for 20-30 du/ac for an age-restricted housing facility (55 years old and greater) with 4,000-5,000 square feet for the existing Moose Lodge. The item was withdrawn by the nominator prior to the Planning Commission public hearing.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning District as amended through March 9, 2010, B4 Glasgow Community Planning Sector, Recommendations, Land Use, page 84:

> "The Glasgow Sector, outside of the Baileys Crossroads Community Business Center, is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use,

type, and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14."

NOMINATED PLAN AMENDMENT

The original nomination proposed an option to the Plan to facilitate the development of the southern portion of the subject parcel with 33 multi-family affordable dwelling units while retaining the existing Moose Lodge on the northern portion. The nominator is currently requesting that the proposed Plan option be considered for 22 affordable townhouses along with the Moose Lodge facility.

ANALYSIS

Land Use

The nominated parcel is located between Scoville Street and Arnet Street. The parcel is planned for public facilities, governmental and institutional uses. The parcel is currently developed with a 12,700 square foot (sf) structure utilized by the Loyal Order of the Moose Lodge. The nominated site is approximately five acres and is situated among higher residential densities on two sides, containing multi-family developments at 12-16 du/ac and 16-20 du/ac. Lower density single-family residential use at 2-3 du/ac is located north and south of the property.

At the time the nomination was filed, the nominator was seeking a Plan option for the development of up to 33 multi-family residential units on the southern portion of the property with the existing Moose Lodge to be retained as a separate entity. Subsequently, the nominator has requested that the proposal be changed so that the residential component is configured as 22 townhouses. The nominator presented the proposal for 22 townhouses and the existing Moose Lodge at the Mason APR Task Force meeting. The proposed 22 townhouses on two acres would result in 11 du/ac. The nominator is willing to commit that all proposed units will be either affordable dwelling units or workforce housing units. The nominator proposes that the development will have access from Arnet Street, low impact development techniques to the extent possible, adequate screening and barriers at peripheral lot lines, and building exteriors with some masonry type materials. Staff supports the proposed affordable housing to help meet Countywide objectives and policies. Staff also supports the lower density and townhouse unit type as they would provide a better transition among multi-family and single-family residential uses in the area. Staff recommends that the two acre southern portion of the parcel be planned for a range, 8-12 du/ac, rather than a limit of 22 dwelling units as requested by the nominator. Staff feels that the maximum number of dwellings should be determined at the time of rezoning evaluation when more detailed site information will be provided.

Transportation

The current Comprehensive Plan currently supports up to 15 single-family detached units, which would generate around 144 daily vehicle trips or about 16 PM peak hour trips. Under the original nomination, the proposed change to 33 multifamily units would generate approximately 219 daily vehicle trips or about 20 PM peak hour trips. The current proposal for 22 townhouses is not anticipated to result in a substantial increase in trips above the current Comprehensive Plan or the proposal for 33 multi-family units. The magnitude of trips associated with these residential uses is minor; however, trip estimates for the fraternal order lodge that is located on this site are unknown. In order to quantify trips for this type of use to determine a preliminary impact of all proposed development on this site, additional information associated with the lodge would need to be provided.

The original nomination states that primary access for the residential development would be from the south at either Arnet Street or Poplar Lane. The revised nomination proposes access only from Arnet Street. If access to the site is from Poplar Lane then this road would need to be improved. Additionally, any access from the residential development to Scoville Street may be problematic due to the existing use and the ongoing Bailey's Crossroads Study that is recommending increased densities and realignment of some surrounding roads. Additionally, limiting vehicular access to Arnet Street or Poplar Lane would prevent cut through traffic on the site.

Schools

The proposed Plan change is not anticipated to generate a larger number of new students than would be anticipated based on the current Plan language.

RECOMMENDATION

Staff recommends an alternative that is supportive of the nominator's current proposal. The staff alternative provides consideration for an option for affordable single-family attached units at 8-12 du/ac, on the southwestern portion of the site and retention of the Moose Lodge. The option would support Countywide objectives for affordable housing and would be developed in a manner to provide an appropriate transition among lower and higher density residential uses in the surrounding area.

Staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

ADD: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning

District as amended though March 9, 2010, B4 Glasgow Community Planning Sector, Recommendations, Land Use, after recommendation 6, a new recommendation, page 86:

"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, 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: Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Baileys Planning District as amended though March 9, 2010, B4 Glasgow Community Planning Sector, Figure 32, Land Use Recommendations General Locator Map so that a reference to the area of Parcel 61-4 ((1)) 118 with corresponding land use recommendation number (7) is added.

The Comprehensive Plan Map will not be changed for the subject property. The Comprehensive Plan Map will continue to show public facilities, governmental and institutional uses to reflect the base land use recommendation for the subject property.

APR
Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Lisa M. Chiblow Daytime Phone: 703-712-5364

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

Nominator E-mail Address: lchiblow@mcguirewoods.com

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9-23-09 ARR
Planning District:
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☐Lee ☒Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 5.007 acres 218,105 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Property is within B-4 Glasgow Community Planning Sector of the Bailey's Planning District. There is no specific text recommendation.

b. CURRENT PLAN MAP RECOMMENDATION: Public Facilities, Governmental and Institutional

c. CURRENT ZONING DESIGNATION: R-3

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Add option to allow up to 33 residential units on the subject property.

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) 3 multi-family buildings with a total of 33 du's, the buildings would be 3 stories and there would be surface parking

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

g. TOTAL Floor Area Ratio (FAR) Proposed: 0.21 TOTAL Gross Square Feet: 45,700 SF

Categories	Percent of Total FAR	Square feet
Office		
Retail		
Public Facility, Govt & Institutional	28%	12,700
Private Recreation/Open Space		
Industrial		
Residential*	72%	33,000
TOTAL	**100%**	45,700

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)	33	1,000	33,000
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:	33	1,000	33,000

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
614 ((1)) 118	5710 Scoville Street	Loyal Order of the Moose Lodge	P.O. Box 1025	5.007	7004 2510 0000 1596 0482
			Falls Church, VA 22046		

STATEMENT OF JUSTIFICATION

Habitat for Humanity of Northern Virginia/ Moose Lodge APR Nomination
September 14, 2009

LOCATION

The following is a proposal by Habitat for Humanity of Northern Virginia to amend the current Comprehensive Plan land unit recommendation for the subject property ("Site") to a land use that would better achieve the County's Plan objectives. The subject property is located at the terminus of Scoville Road which is south of Seminary Road within the Baileys Planning District within Sub-unit B-4 of the Glasgow Community Planning Sector. The parcel is referenced as Tax Map Parcel 61-4-((1))-18 and is approximately 5 acres.

EXISTING COMPREHENSIVE PLAN RECOMMENDATION AND ZONING

The Site is currently planned for "Public Facilities, Governmental and Institutional" uses. The property is zoned R-3. The property is occupied by a 12,700 sq. ft. Moose Lodge facility which is an under-utilization of the subject property.

SURROUNDING USES

The Site itself is an ideal infill property. There are multi-family developments located to the east and west of the subject property which are both zoned R-20. The properties located to the north and south are developed with single family residences and are zoned R-3. The surrounding land uses are residential and compatible in terms of scale and density with the proposed project.

RELEVANT COMPREHENSIVE PLAN POLICIES

BOARD OF SUPERVISORS GOAL

Affordable Housing - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means. Affordable housing should be located as close as possible to employment opportunities without adversely affecting quality of life standards. It should be a vital element in high density and mixed-use development projects, should be encouraged in revitalization areas, and encouraged through more flexible zoning wherever possible.

COUNTYWIDE OBJECTIVES AND POLICIES

Objective 1: The County should increase the supply of affordable housing units each year by an amount that is equal to at least 12 percent of the total housing production in the County for the previous year. These units should serve the full range of incomes of households needing affordable housing and should include units for the disabled and handicapped.

Objective 2: The County should encourage the provision of affordable housing (as defined in the Glossary) in all parts of the County.

The Housing Chapter of the Comprehensive Policy Plan encourages Affordable Dwelling Units (ADU's) which are units priced to provide housing to families whose incomes are less than 120% of the area annual median income as well as Workforce Housing Units which are families who earn between 80% and 120% of area median income. ALL of the units with this proposal will either be ADU's (with an income limit of 60% of medium income) or Workforce Housing Units therefore assisting in achieving the County's affordable housing goals and objectives.

REQUEST FOR COMPREHENSIVE PLAN AMENDMENT

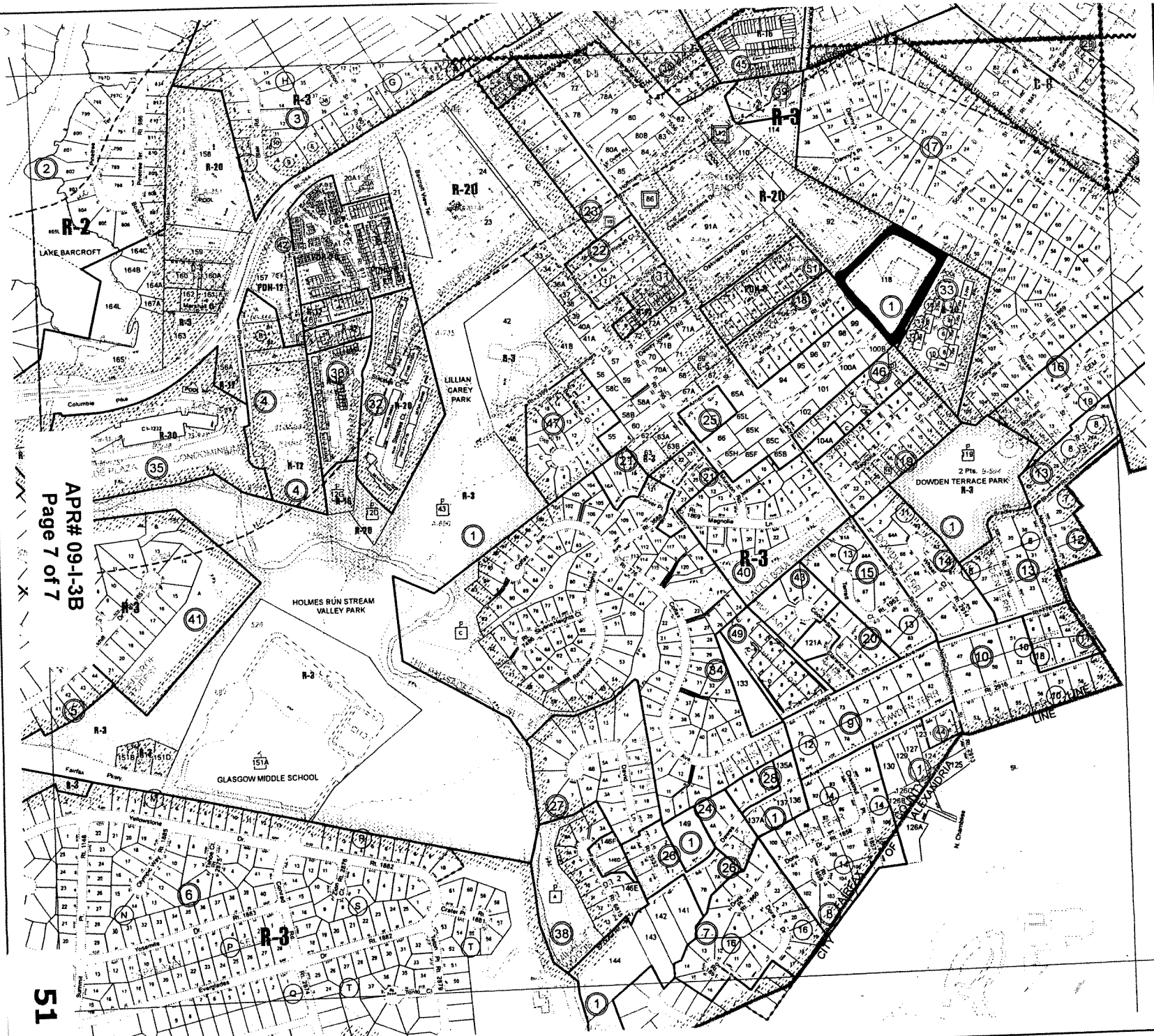
The Applicant for this proposal is Habitat for Humanity of Northern Virginia ("Habitat"). Habitat's mission is to work in partnership with families, corporations, foundations, localities, and whole communities to build and renovate houses for people in need so that as many families as possible can experience the stability and warmth of owning their own home. Habitat's goal as an organization is to eliminate poverty and homelessness from the face of the earth by building adequate and basic housing. In Northern Virginia, Habitat has been working towards that goal by facilitating the dream of homeownership for 65 families who would not have been able to do it on their own. Habitat continues to work towards this mission by setting a goal of building at least 35 more houses by the end of 2010. Habitat builds more than houses, they transform lives.

Habitat's proposal for this property is to maintain the existing Moose Lodge facility and sub-divide the property to allow the development of up to 33 residential dwelling units on the southwestern half of the property. The retention of the Moose Lodge will continue to provide an institutional use on the property serving the community while the addition of affordable residences will compliment the neighboring uses and provide much needed affordable housing within Fairfax County.

The site will be designed so that there will be a synergy between the existing Moose Lodge facility and the new residences. The residences will be low rise, three stories in height, multi-family buildings. A playground will be provided and will act as a focal point among the two uses. The playground will be accessible to the members of the Moose Lodge as well as the residents of the Habitat residences providing a connection between the two uses. Landscaping and the building orientation will be strategically positioned as to create the best transition between the two uses. Access to the residential units will be from the south end of the subject property.

The Applicant proposes that an option for residential development be added to the Comprehensive Plan with the following conditions:

- Residential development shall not exceed 33 units on the subject property.
- All of the units will be either ADU's or Workforce Housing Units (at least half of the units will be ADU's).
- Design will incorporate adequate transitional screening.
- Recreational facilities on site will include a children's playground to be accessible to the future residents as well as the Moose Lodge members.
- Primary site access will be from the south end of the site.



GENERAL NOTES

ADMINISTRATIVE INDEX

61-1	61-2	62-1
61-3	61-4	62-3
72-1	72-2	

SHEET INDEX

PROPERTY MAP
ZONING
61-4

Revised to : 01 - 01 - 2009

© 2009 THE COUNTY OF FAIRFAX

This Page Intentionally Left Blank

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MASON **APR ITEM:** 09-I-1J

NOMINATOR:	Albert Riveros
ACREAGE:	10.056 acres
TAX MAP I.D. NUMBERS:	51-3((5))7A, 7B, 8-14, 14A, 15, 16, 30 and 51-3((6))13A, 13B
GENERAL LOCATION:	South of Route 50, generally in between South Street and Aspen Lane
PLANNING AREA:	Area I
District:	Jefferson
Sector:	Sleepy Hollow (J2)
Special Area(s):	N/A
ADOPTED PLAN MAP:	Residential use at 2-3 dwelling units per acre (du/ac)
ADOPTED PLAN TEXT:	The portion of the Route 50 corridor from the intersection with Aspen Lane to South Street should remain in single-family residential use.
For complete Plan text see	http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/jefferson.pdf
PROPOSED PLAN AMENDMENT:	Residential use at 8-12 du/ac resulting in 100 townhouses

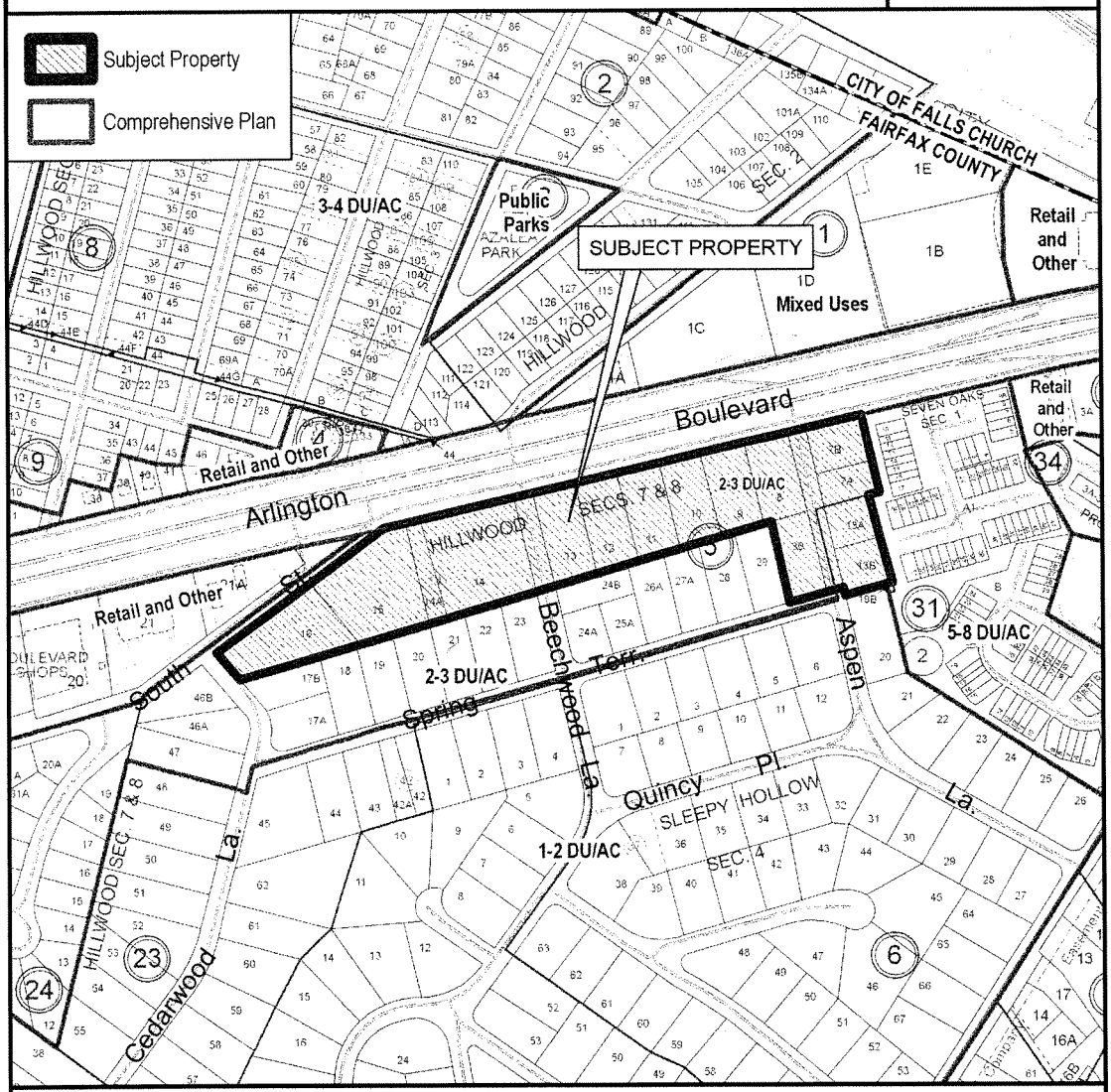
SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
_____ Approve Staff alternative
__X__ Retain Adopted Plan

The nomination proposes to increase the residential density from single-family homes at 2-3 du/ac to townhouses at 8-12 du/ac fronting a service drive for Route 50. Staff does not support the proposed higher density residential use resulting in 100 townhouses adjacent to a low-density established neighborhood of single-family homes to the south.

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

2009-2010 SOUTH COUNTY APR #
09-I-1J
MASON



Subject Property Current Plan: Retain single-family residential use and discourage commercial.

Nominated Plan Change: Residential 8-12 du/ac.

Staff Recommendation: Retain adopted Plan.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location:

The subject area is located south of Arlington Boulevard (Route 50), and generally east of South Street and west of Aspen Lane.

Existing and Planned Land Use and Zoning:

Subject Area: The subject area is planned for and developed with single-family detached homes up to 2-3 du/ac and a garden center, and is zoned R-3.

Adjacent Area:
North: The area to the north, across from Route 50 and west of Cleave Drive, is planned for and developed with neighborhood-serving retail and office uses up to .25 FAR and is zoned C-3. Between Cleave Drive and Second Street is an area planned for and developed with single-family homes at 3-4 du/ac and zoned R-4. To the east of this area is land within the Seven Corners Community Business Center which is the location of a small automobile service use and vacant land, planned for mixed use and zoned C-6 and PDC.
East: The area to the east is planned for and developed with single-family attached units at 5-8 du/ac, and is zoned R-12.
South: The area to the south is planned for and developed with single-family detached units at 2-3 du/ac and is zoned R-3.
West: The area to the west, across from South Street, is planned for and developed with neighborhood-serving retail and office uses, and is zoned C-5.

PLANNING HISTORY

During the 2005-2006 South County Area Plans Review (APR) process approximately 85% of the land area of the current APR item was the subject of a nomination proposing to change the Comprehensive Plan to allow for mixed-use development consisting of 45 townhouses, 75,000 square feet of office and 37,387 square feet of retail use at an overall .50 FAR. On July 26, 2006, the Planning Commission recommended that the nomination be denied and that the adopted Plan recommendation for the area be retained. The nomination was not forwarded to the Board of Supervisors for further action as set forth in the APR guidelines.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area I Volume, 2007 Edition, Jefferson Planning District, J2-Sleepy Hollow Planning Sector, as amended through March 9, 2010, Land Use Recommendations, page 25:

> "2. The portion of the Route 50 corridor from the intersection with Aspen Lane to South Street should remain in single-family residential use. Commercial encroachment in this area should be discouraged and access to South Street between its intersection with Route 50 and Holmes Run Road should be prohibited. South Street should serve as a barrier between the commercial activity and the residentially planned areas to the south."

NOMINATED PLAN AMENDMENT

The nomination proposes to increase the residential density from single-family homes at 2-3 du/ac to townhouses at 8-12 du/ac on approximately 10 acres fronting a service drive for Arlington Boulevard.

ANALYSIS

The subject area is a narrow strip of land, 10.056 acres in size that faces the frontage road for Route 50 generally between Aspen Lane and South Street. The subject area is developed with single-family homes and a garden center. The adopted Plan recommendation for residential use at 2-3 du/ac for the subject area remains viable and is part of a larger area to the south, long established as a neighborhood of single-family homes. Most land adjoining the subject area to the south is planned and developed with single-family homes at 2-3 du/ac. Land further south and beyond Spring Terrace is planned and developed with single-family homes at 1-2 du/ac. The proposed redevelopment of the subject area with 100 residential townhomes at a density of 10 du/ac would alter the low-density residential character of this area. Replanning and redeveloping the subject property with townhomes may also set an undesirable precedent for additional redevelopment of single-family homes to townhomes in this area. Single-family homes on the subject property at its current planned density of 2-3 du/ac is in keeping with the stable and well-established neighborhood of single-family homes to the south planned and developed at 2-3 du/ac and 1-2 du/ac.

RECOMMENDATION

The APR nomination proposes changing the adopted Plan from single-family homes at 2-3 du/ac to residential townhomes at 8-12 du/ac. Replanning the subject property to 8-12 du/ac would facilitate the redevelopment of single-family homes and a garden center with 100 townhomes. Staff recommends that the adopted Plan for single-family homes at 2-3 du/ac be retained. The adopted Plan density largely reflects existing development and maintains the stability of the well-established neighborhood of single-family homes to the south.

This Page Intentionally Left Blank

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLAN

APR# 09-I-1J

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: ALBERT RIVEROS Daytime Phone: 703-536-5987

Address: 6443 ARLINGTON BOULEVARD
FALLS CHURCH, VA 22042

Nominator E-mail Address: _____

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 10/8/09 JRR
Planning District: _____
Special Area: _____

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
SLEEPY HOLLOW PROPERTIES, LLC. ITS: MANAGER

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐ Braddock ☐ Lee ☒ Mason ☐ Mount Vernon ☐ Springfield

Total number of parcels nominated: 15

Total aggregate size of all nominated parcels (in acres and square feet): 10.056 acres 438,039 square feet

Is the nomination a Neighborhood Consolidation Proposal? Yes ☒ No

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒ Yes ☐ No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: SHOULD REMAIN IN SINGLE-FAMILY RESIDENTIAL USE AND DISCOURAGE COMMERCIAL

b. CURRENT PLAN MAP RECOMMENDATION: 2 TO 3 UNITS PER ACRE

c. CURRENT ZONING DESIGNATION: R-3

59

Continued

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). 8 TO 12 DWELLING UNITS PER ACRE

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

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: _____ TOTAL Gross Square Feet: _____

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

- .1 - .2 du/ac (5-10 acre lots)
- .2 - .5 du/ac (2-5 acre lots)
- .5 - 1 du/ac (1 – 2 acre lots)
- 1 - 2 du/ac
- 2 - 3 du/ac
- 3 - 4 du/ac
- 4 - 5 du/ac
- 5 - 8 du/ac
- (8 - 12 du/ac)
- 12 - 16 du/ac
- 16 - 20 du/ac
- 20+ (specify 10 unit density range) _____

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse	100	2,500	250,000
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:			

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
51-3((5)) 7B	6415 Arlington Blvd. Falls Church, VA 22042	Le, Suong K. Le, Hoa T.	6415 Arlington Blvd. Falls Church, VA 22042	.45	7009-0960-0001-1120-7711
51-3((6)) 13B	2993 Aspen La. Falls Church, VA 22042	Mark S. Ingrao	2993 Aspen La. Falls Church, VA 22042	.35	7009-0960-0001-1120-7704
51-3((5)) 7A	2971 Aspen La. Falls Church, VA 22042	Nicolae P., Jennifer L. + Sandra Costescu	2971 Aspen La Falls Church, VA 22042	.30	7009-0960-0001-1120-7728
51-3((6)) 13A	2991 Aspen La Falls Church, VA 22042	Robert T. MacDonald Charmaine M. MacDonald	2991 Aspen LA Falls Church, VA 22042	.32	7009-0960-0001-1120-7698

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
51-3((16))10	6429 Arlington Bv, Falls Church, VA 22042	Sleepy Hollow Prop, LLC Albert Riveros, Its: Manager	6443 Arlington Bv. Falls Church, VA 22042	.638	Albert Riveros
51-3((15)) 11	6435 Arlington Bv. Falls Church, VA 22042	Sleepy Hollow Prop, LLC Albert Riveros, Its: Manager	6443 Arlington Bv. Falls Church, VA 22042	.655	Albert Riveros
51-3((5)) 12	6439 Arlington Bv. Falls Church, VA 22042	Sleepy Hollow Prop, LLC Albert Riveros, Its: Manager	6443 Arlington Bv. Falls Church, VA 22042	.673	Albert Riveros
51-3((5)) 13	6443 Arlington Bv, Falls Church, VA 22042	Sleepy Hollow Prop, LLC Albert Riveros, Its: Manager	6443 Arlington Bv, Falls Church, VA 22042	.687	Albert Riveros

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
51-3 ((5)) 14	6455 ARLINGTON BLVD FALLS CHURCH, VA 22042	WILLIAM T. COX DORA J. COX	6455 ARLINGTON BLVD FALLS CHURCH, VA 22042	1.711	7006-0100-0001-8303-5983
51-3 ((5)) 14A	NONE ASSIGNED	WILLIAM T. COX DORA J. COX	6455 ARLINGTON BLVD FALLS CHURCH, VA 22042	.160	
51-3 ((5)) 8	6421 ARLINGTON BLVD FALLS CHURCH, VA 22042	BEACH REALTY, LP	5167 LEE HIGHWAY ARLINGTON, VA 22207	.627	
51-3 ((5)) 30	6420 SPRING TERRACE FALLS CHURCH, VA 22042			.498	
51-3 ((5)) 9	6425 ARLINGTON BLVD FALLS CHURCH, VA 22042	HOANG N. TRAN HEIN K. TRAN	4026 TANGLEWOOD TRAIL CHESAPEAKE, VA 23325	.622	7009-0820-0001-3616-4351
51-3 ((5)) 15	6461 ARLINGTON BLVD. FALLS CHURCH, VA 22042	WILLIAM T. MEADOWS BETTY M. MEADOWS	43054 TOWN HOSBY HWY. CHANTILLY, VA 20152	1.291	7006-0100-0001-8303-5983
51-3 ((5)) 16	6519 SOUTH STREET FALLS CHURCH, VA 22042	WILLIAM T. MEADOWS BETTY M. MEADOWS	43054 TOWN HOSBY HWY. CHANTILLY, VA 20152	1.074	7006-0100-0001-8303-5983

PART 6 JUSTIFICATION

The current lack of uniformity between the Plan designation for Subject Property and character of development in the surrounding area evidences an inefficient land use pattern that has resulted in deleterious effects. The existing residences that comprise the Subject Property are plagued by near constant noise emanating from Route 50, one of the most heavily-traveled commuter thoroughfares in Northern Virginia. This problem is compounded by the fact that access to these lots is oriented to Route 50, effectively isolating these homes from the residential communities to the south. The adverse impacts associated with these conditions are untenable, with the existing neighborhood in ever-growing need of refurbishment.

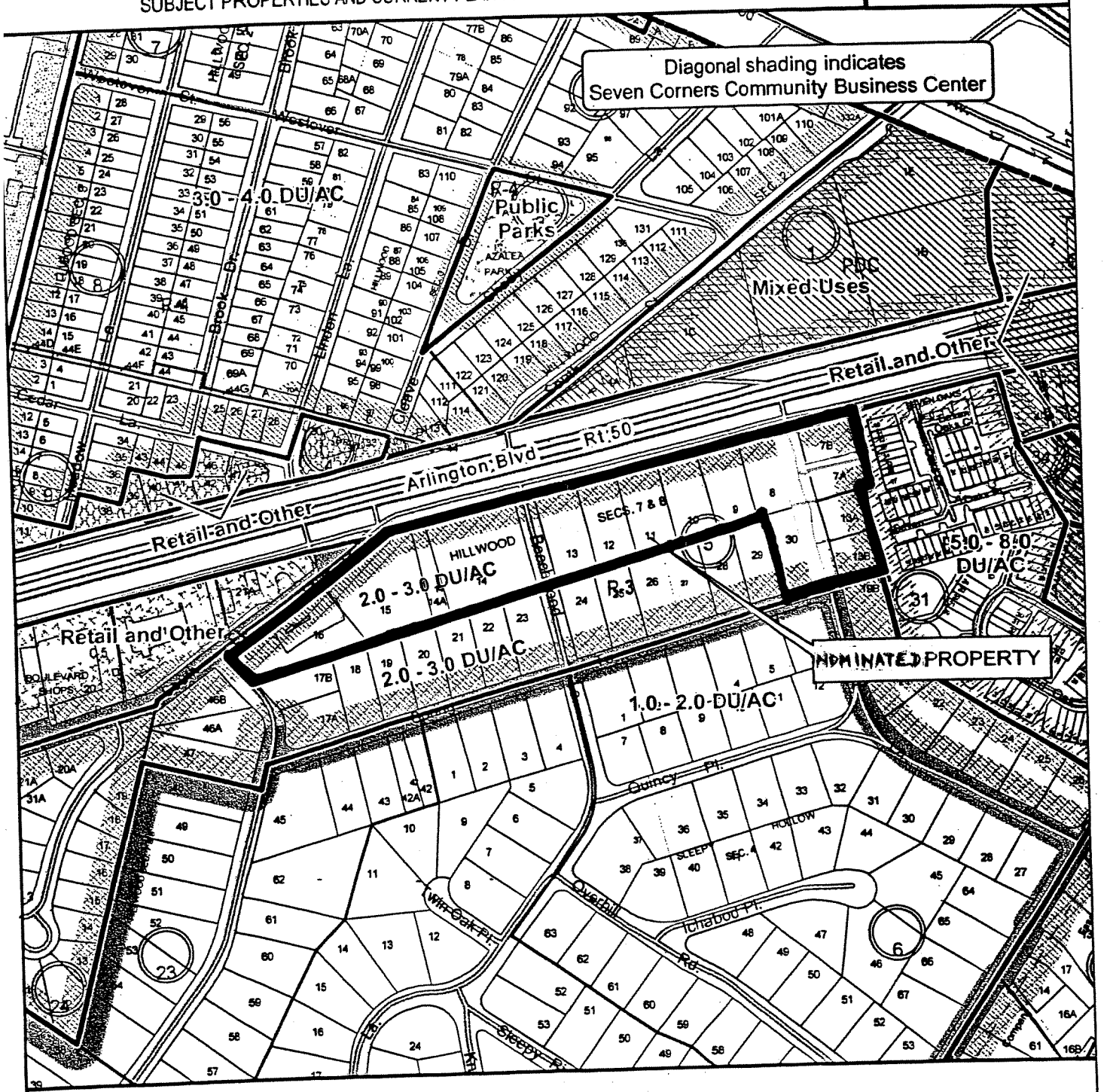
In conclusion, I hereby nominate the Subject Property for a Plan Amendment to recommend RESIDENTIAL TOWNHOUSES AT 8-12 DU/AC with logical consolidation and appropriate buffering. This designation will remedy a land use inequity and/or oversight which exists under the adopted Plan. Furthermore, the proposal is more compatible with the uses and intensities of similarly-situated properties in the surrounding area. The nomination will result in a Plan designation that is more compatible with the development of nearby properties located along Route 50, and thus be in harmony with the character of the area.

CURRENT PLAN AND NOMINATED PLAN CHANGE

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

APR

MASON



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO DECEMBER 2005

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE **APR ITEM:** 09-IV-2FS

NOMINATOR: Molly Novotny

ACREAGE: Original Nomination: 3.15 acres
Expanded Nomination: 19.4 acres (Expanded as per Board of Supervisor action, October 2009)

TAX MAP I.D. NUMBERS: Original Nomination: 90-2((11)) 1, 3A
Expanded Nomination: 90-2 ((1)) 40D, 40F, 40G; 90-2((11)) 1, 2, 3, 3A, 8

GENERAL LOCATION: West of Loisdale Road and north of Loisdale Court

PLANNING AREA(S): IV
District(s): Springfield
Sector: Springfield East (S7)
Special Area: Franconia-Springfield Transit Station Area (Land Unit H)

ADOPTED PLAN MAP: Office use

ADOPTED PLAN TEXT: Office and hotel use up to an intensity of 0.50 floor-area ratio (FAR)
Complete Plan text: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf, Page 41-42

PROPOSED PLAN AMENDMENT: Office, residential, hotel, and retail use up to an intensity of 2.0 FAR

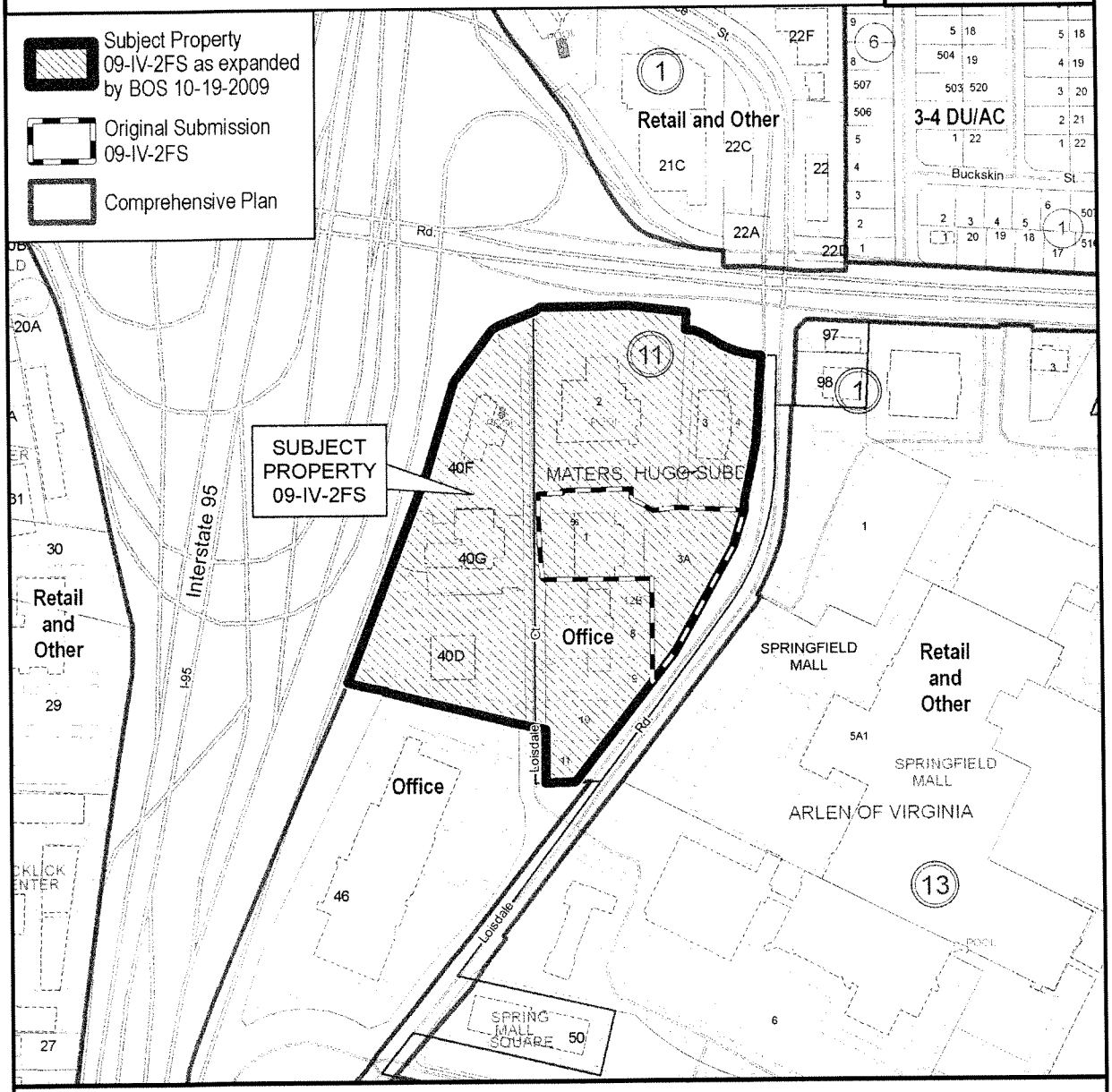
SUMMARY OF STAFF RECOMMENDATION:

___ Adopt Nomination as Submitted
_x_ Adopt Staff Alternative
___ Retain Adopted Plan

The original nomination, submitted as APR 09-IV-2FS is considered piecemeal planning that would work against coordinated development and connectivity in the area and would exacerbate known transportation concerns. In October 2009, the Board of Supervisors expanded the subject area for this nomination to include the area west of Loisdale Road and south of Franconia Road.

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

2009-2010 SOUTH COUNTY APR #
09-IV-2FS
LEE



Subject Property Current Plan: Office and hotel use up to 0.50 FAR

Nominated Plan Change: Office, residential, hotel, and retail use up to 2.0 FAR

Staff Recommendation: Adopt Staff Alternative

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

Staff recommends an alternative for the expanded area that supports office, hotel, civic/conference center, residential, and support retail uses at an overall intensity up to 1.0 FAR. This alternative is consistent with county revitalization objectives and would integrate with the planned town center east of Loisdale Road. The proposed alternative also provides a better opportunity to achieve trip neutrality as compared to the existing uses. See proposed text on page 12-13 of this staff report for proposed Plan text.

CONTEXT

General Location:

The original submission of APR nomination 09-IV-2FS involved two parcels of approximately 3 acres, generally located west of Loisdale Road and east of Loisdale Court. The Board of Supervisors expanded the subject area for this nomination to include a 19-acre area west of Loisdale Road and south of Franconia Road in October 2009.

Existing and Planned Land Use and Zoning:

Subject property: The subject property of the original nomination contains the 131,000 square feet (SF) Kaiser Permanente Springfield Medical Center and the associated surface parking. Including the parcel on which the associated surface parking is located, the property is developed at a 1.0 FAR and zoned C-3, C-4, and C-7. The property is planned for office and hotel use up to 0.50 floor-area ratio (FAR) within the northern portion of Land Unit H (formerly Land Unit A-1) of the Franconia-Springfield Area. The planned intensity of the original 3-acre nomination would result in 66,000 SF of development. The expanded 19-acre subject area also is planned within the northern portion of Land Unit H and planned for office and hotel uses at an intensity up to 0.50 FAR. The planned intensity of the expanded area would result in approximately 414,000 SF of office and hotel uses and zoned C-7, C-4, C-8, and C-3. The expanded area contains mid to high-rise office and hotel uses and their associated structured and surface parking.

Adjacent Area:
North: Franconia Road, an elevated six lane divided roadway, is located to the north of the subject area. Land Unit G of the Franconia-Springfield Area is located north of Franconia Road. This area contains low and mid-rise commercial and hotel uses, including a reception facility. The area is planned for community-serving retail use at an intensity up to 0.35 FAR and zoned C-7.
West: Interstate 95 (I-95) is located to the west of the subject area. Land Unit D of the Franconia-Springfield Area is located west of the Interstate. Auto-serving retail and service establishments, restaurants, and other retail uses characterize this area. The land unit is planned for retail use up to an intensity of 0.70 FAR with an option for office and retail uses at an intensity up to 1.5 FAR with substantial consolidation. The area is zoned C-5, C-6, and C-8.
South: The southern portion of Land Unit H of the Franconia-Springfield Area is located south of the subject area (formerly Sub-unit A-2). Low intensity, big box retail uses are located in this area. Similar to the subject area, this area is planned for office and hotel uses up to an intensity

of 0.5 FAR. The area also has an option multi-family residential use at a density up to 45 dwelling units per acre with conditions related to a design, setback, parking, recreational facilities, and landscaping. The property is zoned C-7.

East: The Springfield Mall and several free-standing commercial buildings are located in Land Unit I, east of the subject area. The Springfield Mall is a regional shopping mall that is planned for retail uses at an intensity up to 0.50 FAR. The parcels that surround the mall are planned for community-serving retail uses up to 0.35 FAR. The land unit also recommends an option for redevelopment as a more intense, mixed-use town center. The town center should redevelop with residential, office, hotel, and retail uses at an intensity up to 1.71 FAR with a 78-acre consolidation and up to 1.82 FAR with full consolidation. Conditions for the town center relate to design, multi-modal connectivity, urban parks, access, circulation, traffic mitigation, phasing, and environmental and schools impact mitigation.

PLANNING HISTORY

The subject area was involved in the Comprehensive Plan amendment for the Franconia-Springfield Area adopted on January 12, 2010. Plan Amendment (PA) S09-CW-3CP, amended the Plan text for the Springfield Community Business Center (CBC) and Franconia-Springfield Transit Station Area (TSA). The amendment primarily focused on new areawide guidance pertaining to urban design, streetscape and placemaking. Portions of the CBC, north and south of Old Keene Mill Road were recommended for redevelopment as an urban village and commuter parking facility, respectively. The amendment also reorganized the structure of the Plan text for the Franconia-Springfield Area, moving the Engineer Proving Ground recommendations to follow the Franconia-Springfield Area text. As part of the reorganization of the area, the 19-acre subject area, Land Unit A-1, and the adjacent 15-acre Land Unit A-2 were consolidated to form Land Unit H. Recommendations were added to enhance connectivity between Land Unit H and the planned Springfield Town Center across Loisdale Road, and the Joe Alexander Transportation Center. There were no changes to the land use or the intensity Land Unit H in the amendment.

A 2.9-acre portion of the expanded study area also was nominated for a Plan amendment in the Base Realignment and Closure Area Plans Review (BRAC APR) process. The BRAC APR nomination 08-IV-6FS proposed high intensity office use on Tax Map parcel 90-2 ((11)) 8, located north of the intersection of Loisdale Road and Loisdale Court and south of the original subject area of APR 09-IV-2FS. The Planning Commission deferred the BRAC APR nomination into the Springfield Mall Plan amendment, PA S06-IV-S1 in April 2008 and subsequently denied the nomination in December 2009 when the Springfield Mall Plan amendment was recommended for Board of Supervisor action. The Plan language for the BRAC APR subject property did not change during the PA S06-IV-S1.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area, Franconia-Springfield Transit Station Area, Land Unit Recommendations, page 41-42, as amended through 1-12-2010:

"**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) 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."

NOMINATED PLAN AMENDMENT

The original nomination proposed to quadruple the maximum intensity of the three acre subject area from the planned maximum intensity of 0.50 FAR to a maximum of 2.0 FAR, or 151,000 SF office (55%), 83,000 SF residential (83 mid-rise units or 30%), 28,000 SF hotel (10%), and 14,000 SF retail (5%) mixed-use. The nomination as expanded by the Board of Supervisors affords the opportunity to evaluate an intensity up to 2.0 FAR on the subject area in conjunction with the surrounding area in the northern portion of Land Unit H (the former Land Unit A-1) with the proposed land uses.

ANALYSIS

Land Use

Original APR 09-IV-2FS: The original nomination consists of three acres of irregular shape and is a small consolidation within the land unit. As such, the nomination is considered piecemeal development. Further, the proposed nomination would be twice the intensity of the adjacent, existing uses, but would not provide any of the benefits that may be achieved through consolidation with a larger area. The Comprehensive Plan promotes broader revitalization goals in this area and coordinated development of logical consolidations. The Plan should not be incrementally replanned based on nominations that consist of individual parcels or small area consolidations.

However, it is recognized that the current Plan recommendation for the subject property and the surrounding land unit is impractical as the existing and zoned intensities are greater than the current planned intensity. An Urban Land Institute (ULI) Advisory Services Panel recommended in a report entitled *Springfield, Virginia: Strategies for Revitalization* (May 2006) that the land unit is appropriate for redevelopment with additional hotel and civic/conference center uses in order to complement the urban-style, central plaza area of the planned Springfield Town Center across Loisdale Road. ULI recommended that the civic/conference center would provide an attraction for the area and assist in establishing the Franconia-Springfield Area as a unique destination in the county. The illustration on page 14 of this staff report depicts the ULI recommendation at a conceptual level.

Land Use Alternatives APR 09-IV-2FS: As a result of these considerations, the Board of Supervisors (BOS) moved to expand the subject area of the nomination to include the area west of Loisdale Road and south of Franconia Road in October 2009. The expanded nomination includes the northern portion of Land Unit H (former Land Unit A-1) and has the same general scope of the original nomination. Based on the BOS action, staff generated four land use alternatives for the expanded subject area that incorporate input from the ULI Panel report, the original proposed nomination, and the previous BRAC APR nomination 08-IV-6FS. (See Planning History section for further information on BRAC APR 08-IV-6FS). The alternatives establish a mix of land uses and intensities that provide more incentive for redevelopment than the current Plan, promote a better balance of land use, encourage the development of a pedestrian-friendly activity center, and respect the transportation concerns.

The intensities of the land use alternatives are reduced from the originally proposed maximum of 2.0 FAR. If adopted, the proposed 2.0 FAR would undermine the areawide goal to establish the planned Springfield Town Center on the Springfield Mall property as the focal point of revitalization with the highest intensity. The planned and approved intensity of the town center is up to a 1.71 FAR and 1.82 FAR with full consolidation. A maximum intensity of a 2.0 FAR would eclipse that of the town center and exacerbate known concerns about roadway capacity and access to Loisdale Road. (See Transportation section for additional detail.) The alternatives, therefore, increase the planned intensity, while avoiding this conflict with the town center. If adopted, any of the alternatives would double the amount of planned density for the expanded area at a minimum and provide additional land use options that would be competitive with the existing zoning. The alternatives generally increase the amount of existing and zoned office and hotel use on the subject area and in several cases add options for residential and civic/conference center uses. The increased office square footage is in keeping with the original nomination proposal to expand at least office use on the original three-acre nominated area. The staff-proposed alternatives are as follows:

Alternative 1 - (1.0 FAR/844,000 SF): Office 500,000 SF, Hotel 344,000 SF (641 rooms)

Alternative 2 - (1.0 FAR): Office 310,000 SF, Residential 259,000 SF (260 high-rise multi-family dwelling units), Hotel 275,000 SF (511 rooms)

Alternative 3 - (1.0 FAR): Conference/Civic center 100,000 SF, Hotel 283,000 SF (527 rooms), Office 461,000 SF

Alternative 4 - (1.2 FAR)/1,012,804 SF, dependent on residential use on the southern portion of Land Unit H (formerly Sub-unit A-2)): Conference/Civic center 200,000 SF, Hotel 340,000 (635 rooms), Office 472,800 SF

Alternatives 1, 2, and 3, which propose an intensity up to 1.0 FAR would complement the planned town center, provide flexibility to develop the office, hotel, civic/conference center, and, potentially, residential uses as an element of the planned redevelopment of the expanded area, and offset traffic impacts. These alternatives also would afford the original nomination the ability to expand the office component as proposed, include additional land uses, and avoid conflict with areawide goals for redevelopment of the area. Alternative 2 provides an opportunity for redevelopment to include residential use in the mix by reducing the amount of office use. This

alternative would improve the jobs to housing balance by providing another location for high-rise housing in the area. The residential component also would promote the goal of creating a day and evening activity, animated by people on the street. Alternative 3 and 4 include ULI's recommendation for a civic/conference center, which would contribute to the cultivation of the area's unique sense of place. Alternative 4 increases the intensity up to a 1.2 FAR in conjunction with the development of the current Plan option for residential use in the southern portion of Land Unit H.

The alternatives would allow for redevelopment to meet the goals of the Plan and the vision established by ULI in regards to urban design and connectivity between land units as well. Concentrating the highest intensity and adding a coordinated urban park in the expanded subject area directly across from the planned central plaza of the Springfield Town Center would support design connectivity across Loisdale Road. Encouraging consolidation among property owners particularly in this area would support this goal and increase flexibility to improve site design and access, and provide urban parks, enhanced streetscape, and other amenities. Tax Map parcels 90-2 ((11)) 1 and 3A, which include the parcels within the original APR nomination, and 90-2 ((1)) 8 are the properties directly across from the planned plaza at the town center and are the primary location for this consolidation.

Tax Map parcels 90-2 ((11)) 1 and 3A and 90-2 ((1)) 8 should be encouraged to consolidate and redevelop with broad range of flexibility for land use options to include office, residential, hotel/ conference or civic center, and support retail uses. Office uses currently exist on the site as allowed under the current zoning, and the addition of other uses, including residential use, would provide an option to redevelop the property in a manner that is not permitted within the current zoning. If consolidation of parcel 8 and the original nomination area, parcels 1 and 3A, cannot be achieved, then the redevelopment should demonstrate how the vision for the area with the urban park and civic/ conference center could be achieved in the future. If the civic/conference center cannot be provided within this consolidation around the urban park in this land unit, then redevelopment should demonstrate how it can be provided on the remainder of the land unit, while having an attractive and functional connection to the central plaza of the planned town center.

Transportation

Impact Analysis of Original APR 09-IV-2FS: The analysis of the original proposed nomination indicates that the additional trips generated above current development would exceed the capacity of Loisdale Road as the area approaches Comprehensive Plan buildout. Even assuming synergy among land uses and the planned circulator service, which would mitigate trips, trips are estimated to increase by more than 200 in the AM peak hour and almost 500 in the PM peak hour. This traffic must use Loisdale Road to access the development. Studies of the Town Center area have shown no available capacity on Loisdale Road after buildout of the Springfield Town Center and the Comprehensive Plan for the area. Loisdale Road would need to be widened beyond current planned levels to support the new development, between the Franconia Road/Commerce Street and the Spring Mall Road/I-95 exit ramp intersections to maintain acceptable conditions.

The additional laneage on Loisdale Road would work against the guidance in the Springfield Town Center and areawide Plan amendment S09-CW-3CP goals of multi-modal connectively. Additional lanes beyond what is planned essentially would divide the planned town center area from the subject area with a 6 and 8 lane arterial highway. This type of environment would continue the suburban-style development, increase the difficulty for pedestrians to cross, and undermine the vision for an urban-style, pedestrian and transit-friendly streetscape.

The recently adopted Plan guidance for the Springfield Connectivity Plan amendment recommends maintaining Level of Service (LOS) E or better during the AM and PM peak hours of travel. The original nomination also would exacerbate traffic conditions at intersections in the town center area adjacent to the subject property that are already identified as functioning at LOS F in one or both peak hours level (i.e., a volume-to-capacity ratio over 1.0). Previous studies demonstrated that intersections along Loisdale Road were projected to operate at a LOS E or F in one or both of the peak hours of travel, and these intersections would degrade further with the additional traffic of the proposed nomination. These intersections include Loisdale Road/Franconia Road/Commerce Street, Loisdale Road/Loisdale Court, and Loisdale Road/I-95 Exit ramp/Spring Mall Road. The original nomination did not provide solutions to mitigate traffic to the degree necessary to keep these intersections from degrading further during the critical peak travel hours.

Impact Analysis of Land Use Alternatives: The four land use alternatives that staff developed for the northern portion of Land Unit H (formerly Land Unit A-1) of the Franconia-Springfield Area would reduce the impacts of redevelopment on the subject property and the surrounding area in the land unit. The alternatives would reduce or minimize trips in comparison to existing development on the property through synergies among land uses and transit opportunities. The alternatives would be able to mitigate the transportation impacts and result in either trip neutrality (i.e., no increase in estimated trips) or a nominal increase in trips above existing development. The traffic impact tables are located on page 15-16 of this staff report.

If the southern portion of Land Unit H (formerly Land Unit A-2) remains as the existing retail use, Alternatives 1, 2, and 3 would result in either negative numbers or minor growth in traffic loading onto Loisdale Road. If the subject area was replanned to include an option for any of these scenarios, the traffic impact would be reduced or minimized, and Loisdale Road would not need to be widened. The Transportation Plan also would not need to be amended.

Alternative 4, which increases the intensity up to 1.2 FAR becomes viable from a traffic impact perspective, if the optional level of residential use up to a density of 45 du/ac (approximately 421 high-rise multi-family dwelling units replacing the current retail uses) is implemented on the southern portion of Land Unit H (formerly Land Unit A-2), south of the subject area. A relatively small and manageable increase in net new trips would be generated on a daily and AM peak hour basis. On a PM peak hour basis, Alternative 4 would result in a net benefit. The alternative is estimated to reduce traffic impacts to Loisdale Road and affected intersections since several links along Loisdale Road in this area are projected to go to LOS F in the PM peak hour at the Comprehensive Plan buildout. Senior citizen housing would be a better alternative to reduce peak period trips. The 1.2 FAR also could be planned to further maximize development without creating a negative traffic impact, if the size of the civic/conference center is reduced.

This can be done by putting percentage caps on the hotel and office square footage and adding a high-rise residential option to the mix on the subject area.

Despite the improved land use mix contributing to the reduction in the traffic generated, the intersection of Loisdale Road/Loisdale Court still remains a significant problem for future development in this area to address, since most of the Land Unit H (formerly Land Units A-1 and A-2) traffic would be passing through this intersection. Approaching from the north, development on the subject area can be accessed through right turns at several locations. Approaching from the south and east, the Loisdale Road/Loisdale Court intersection is the only point of access to the land units. Intersections to the north and south along Loisdale Road are also projected to fail as the area reaches buildout conditions.

The civic/conference center proposal at this land unit is not only important due to its role as an attraction for the area, but also as a land use with fewer trip impacts. An incentive should be provided for the subject area of the original nomination (Tax Map parcels 90-2 ((11)) 1 and 3A) and the adjacent parcel across from the planned town center (Tax Map parcel 90-2 ((11)) 8) to consolidate and provide this type of land use. Development conditions should be adopted as part of the Plan amendment to require parcel consolidation and coordination between properties to develop the appropriate streets, access improvements, pedestrian connections, transit facilities and other improvements as called for in the Comprehensive Plan guidance for this area.

The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT). Any amendment to the Comprehensive Plan that generates 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review is commonly referred to as "VDOT 527" or "Chapter 527". A Chapter 527 review would not be needed for any of the proposed land use alternatives, if the existing development is used as the basis for comparison. If the current Comprehensive Plan, which is lower than the actual and zoned development levels, is used as the basis for comparison, a Chapter 527 review would be needed for any of the alternatives analyzed above, except for Alternative 2.

Parks and Recreation

The original nomination would allow for an additional 83 residential units generating a potential for 166 new residents within the Springfield Planning District. The staff alternative that includes the residential use would similarly generate new residents. These residents will need access to park and recreation facilities onsite or nearby. In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with onsite leisure activities.

Existing park and recreation service levels in central Springfield are highly deficient and will be impacted by extensive planned growth in this area. Major anticipated development changes that will impact parks and recreation in the Springfield District include approved and planned higher

density mixed-use developments in the Springfield Town Center Area and around the Franconia-Springfield Transit Station Area. These land use and density changes will attract additional residents and increase the need for additional park and recreation facilities. In addition, the proposed federal Department of Defense Base Realignment and Closure (BRAC) policy and plans will potentially result in an additional 8,500 employees to the Engineer Proving Ground by 2011. The increased residential and commercial development caused by BRAC action will result in additional park and recreation needs in Springfield.

Existing, nearby parks include Springfield Forest, Loisdale, Lee High and Springvale, all of which are small local-serving parks in established neighborhoods. These parks meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. Local-serving park facilities in high need in this area include athletic fields, playgrounds, courts, trails, dog parks, skate parks and unscheduled open space for casual enjoyment. In addition to parkland, the recreational facilities in the Springfield Planning District where facility capacity enhancements could occur include Lee District, Franconia, Hooes Road and Manchester Lakes.

Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged. Integration of publicly-accessible urban parks in the overall development design is critical to providing onsite recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place. The impact on parks and recreation service levels should be offset per Objective 6 of the Parks and Recreation Section of the Policy Plan and per the Area-wide guidance through the provision of onsite park amenities, provision of active recreation facilities, and/or improvements to existing nearby park facilities.

Connectivity among mixed uses, destinations and public spaces is a key goal of the central Springfield area. Connecting key private and public open spaces, amenities and facilities is essential to achieving this goal. A specific connection for this land unit is the development of a pedestrian connection across Loisdale Road to the redeveloped Springfield Mall. Comprehensive Plan language should be retained supporting pedestrian connectivity and creation of usable open spaces such as pocket parks, plazas, common greens and recreation-focused urban parks. Integration of publicly accessible urban parks in the overall development design is critical to providing on-site recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place.

Current Areawide Plan text recognizes the need to address the park and recreation needs in this area (Area IV, Franconia-Springfield Area, Area-wide Recommendations, as amended through 1-12-2010, Page 31):

> *"Off-Site – Redevelopment in the Franconia-Springfield Area also would create additional need for active recreation such as field sports and other athletic activities. These active recreation facilities would require larger sites that cannot reasonably be accommodated within the Franconia-Springfield Area. These recreation impacts should be mitigated through enhancements at existing parks and schools outside of the Franconia-Springfield Area, but within the service area of proposed redevelopment.*

These sites provide an opportunity for larger-scale recreational facilities to serve the area residents.

As redevelopment occurs, these most proximate parks can be improved to include enhanced recreation facilities, including adding full cut off lights or converting existing fields to synthetic turf. Parks in the service area where facility capacity enhancements might occur include Lee District, Franconia, Hooes Road and Manchester Lakes. Additionally, several existing park sites are located at the edges of the area, including Lee High Park, Springfield Forest Park, Springvale Park, and Loisdale Park. These parks are close enough that pedestrian and bicycle linkages to the Franconia-Springfield Area should be constructed.

Several larger parks, which can be accessed by vehicles, will also serve new residents of the area. These parks include Lake Accotink, the Cross County Trail in the Accotink Stream Valley, and Huntley Meadows. Park enhancements to accommodate the future development could include trail improvements and amenities, and upgrading of courts, playgrounds, picnic facilities, RECenters, family recreation areas and nature centers."

Parcel consolidation should be encouraged to allow for a more well-integrated development that enhances functionality, and connectivity in providing future public open spaces and recreation opportunities.

Schools Impact

The original nomination and land use alternatives are located within the Forestdale Elementary School (ES), Key Middle School (MS), and Lee High School (HS) boundaries. The chart below shows the existing school capacity, enrollment, and projected five year enrollment.

APR 09-IV-2FS School Capacity Analysis

School	Capacity	Enrollment (9/30/09)	2010-2011 Projected Enrollment	Capacity Balance 2010-2011	2014-15 Projected Enrollment	Capacity Balance 2014-15
Forestdale ES	625	541	575	50	645	-20
Key MS	1000	839	857	143	984	16
Lee HS	2111	1802	1795	316	1849	262

The chart above represents a snapshot in time for student enrollment and school capacity. Student enrollment projections are done in a five year timeframe, currently through school year 2014-15 and are updated annually. Beyond the five year projection horizon, enrollment projections are not available. The original nomination proposes to expand the mix of uses permitted to include office, hotel, retail and residential uses with development potential up to a 2.0 FAR. Currently, the property is developed with an office building. Based on the current County-wide student yield ratios, the chart on the following page shows the number of anticipated students for the proposed APR nomination.

Original Nomination APR 09-IV-2FS

School Level	Mid-rise MF ratio	# of units	Student yield
Elementary	0.047	83	4
Middle	0.013	83	1
High	0.027	83	2
Total			7

Based on the current County-wide student yield ratios, the chart below shows the number of anticipated students based on Land Use Alternative 2. It is noted that of the four land use alternatives, only Alternative 2 proposes a residential use.

Land Use Alternative 2 APR 09-IV-2FS

School Level	High-rise MF ratio	# of units	Student yield
Elementary	0.047	260	12
Middle	0.013	260	3
High	0.027	260	7
Total			**22**

New students from the proposed nomination and the land use alternative will impact the capacity at Forestdale ES, which is projected to be over capacity for the 2014-15 school year. The proposed nomination is anticipated to yield fewer students and would have less of an impact than the Alternative 2. At the time of a rezoning application review, any redevelopment should contribute to offset the impact of the development on surrounding schools.

Environment

Transportation generated noise exceeding 75 dBA DNL may impact the subject area from I-95 for both the original nomination and land use alternatives. This issue could be avoided based on the location of any residential development. If residential development is either shielded by other structures, located an adequate distance from the noise sources or by topography, then this may be a non-factor. Based on this preliminary evaluation any proposal for future development of this land area or any part of this land area would likely require further review by staff at the time an application for development is submitted.

RECOMMENDATION

As an alternative to the nomination, staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area, Franconia-Springfield Transit Station Area, Land Unit Recommendations, page 41-42, as amended through 1-12-2010:

"**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, 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 ((11)) 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.

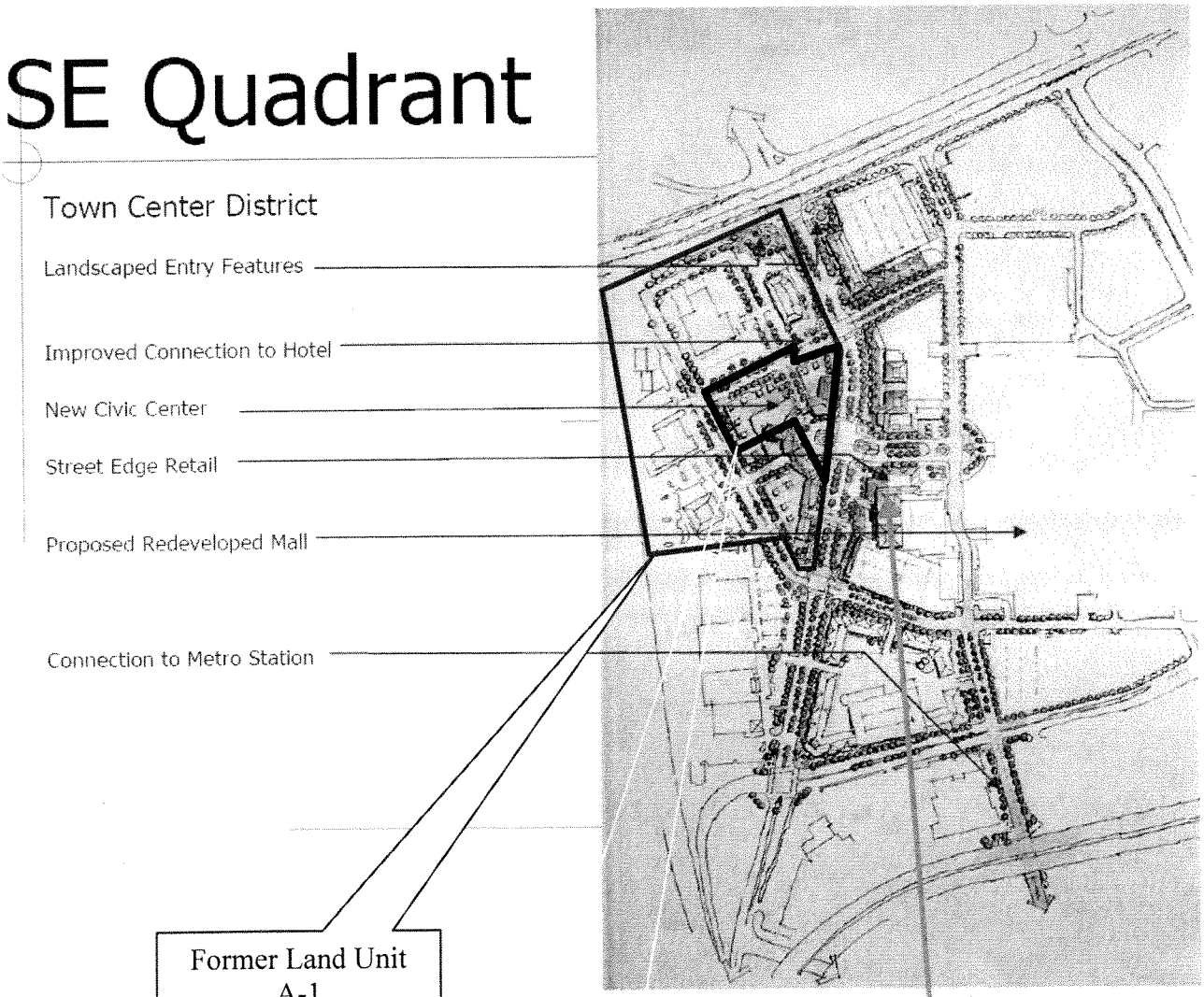
The overall intensity of the 19-acre northern portion of this land unit may be increased up to a 1.2 FAR, if the option for residential use on Tax Map parcel 90-2 ((1)) 46 is implemented. In this case, the maximum for office use in this area should increase up to 470,000 square feet. Redevelopment up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

NOTE: The Comprehensive Plan Map would not change.

Illustration of Future Development on Subject Area and Springfield Town Center (Excerpted from Urban Land Institute Advisory Panel Report, May 2006)



Trip Generation Analysis for the Original APR 09-IV-2FS Nomination

		AM		PM	
	Daily	In	Out	In	Out
Current Plan (0.50 FAR)					
Medical Office 66,600 sf	2406	121	32	62	168
Proposed Plan (2.0 FAR)					
Medical Office 151,000 sf	5427	273	72	140	380
MF Mid-Rise Apts. 83 du's	524	7	16	18	13
Hotel 43 rooms	351	15	9	13	12
Retail 14,000 sf	480	7	4	21	22
Total	6782	302	101	293	427
Difference	+ 4376	+ 181	+ 69	+ 231	+ 259

NOTES:
1. Trip rates used are from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.
2. Trip generation estimates are adjusted to account for reductions due to retail pass-by, internal capture (synergy) due to mix of uses, and planned high-quality transit service.

Trip Generation Analysis for Land Use Alternatives APR 09-IV-2FS

The results of the trip generation analysis for four, land use alternatives are provided below. Redevelopment of Land Unit H would load all traffic onto Loisdale Road, which is the primary concern for this nomination, so the impact analysis cumulatively accounts for both land areas:

Trip Generation Estimates for Land Units H (former A-1 and A-2)
(Expansion of APR 09-IV-2FS Analysis)

		AM		PM	
Land Use	Daily	In	Out	In	Out
A-1					
Scenario 1	9,668	811	210	293	715
Scenario 2	7,714	549	197	255	495
Scenario 3	10,501	817	237	301	726
Scenario 4	13,472	954	317	384	849
A-2					
w/ Existing Retail	+ 5,677	+ 71	+ 33	+ 248	+ 248
w/ Res. Option	+ 1,607	+ 28	+ 86	+ 81	+ 51

NOTES:
1. Trip rates and formulas used are from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.
2. Trip generation estimates are adjusted to account for reductions due to proximity to transit.

A comparison was made between the current Comprehensive Plan (with the residential option on the southern portion of Land Unit H) and existing development. As the table below shows, existing development on Land Unit H generates traffic at about twice the level of the current Comprehensive Plan guidance for these land units.

Trip Generation Estimates for Land Units H (former A-1 and A-2)
Comparison of Current Plan to Current Development

		AM		PM	
Land Use	Daily	In	Out	In	Out
Current Plan (w/A-2 res. option)	7,149	441	208	280	412
Existing Development	14,692	846	226	519	933

NOTES:
1. Trip rates and formulas used are from the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008.
2. Trip generation estimates are adjusted to account for reductions due to retail pass-by and synergy due to mix of uses.

Impact Analysis: The net difference of each of the alternatives compared to existing development was calculated under two conditions: 1) with existing retail uses remaining on the southern portion of Land Unit H (formerly Sub-unit A-2), and 2) with the residential option in the current Plan being implemented on the southern portion of Land Unit H. This provided the maximum range of options for managing and reducing traffic generated by changing the mix of uses on these land units.

The table on the following page shows the net change under either assumption for the southern portion of Land Unit H, when the scenario is compared to existing development:

Traffic Impacts: Net Change in Trips Generated

		AM		PM	
Alternatives	Daily	In	Out	In	Out
#1 w/ A-2 retail	+ 653	+ 36	+ 17	+ 22	+ 30
w/ A-2 res. option	- 3,417	- 7	+ 70	- 145	- 167
#2 w/ A-2 retail	- 1,301	- 225	+ 4	- 16	- 190
w/ A-2 res. option	- 5,371	- 268	+ 57	- 183	- 387
#3 w/ A-2 retail	+ 1,486	+ 42	+ 22	+ 30	+ 41
w/ A-2 res. option	- 2,584	- 1	+ 75	- 137	- 156
#4 w/ A-2 retail	+ 4,727	+ 179	+ 124	+ 113	+ 164
w/ A-2 res. option	+ 657	+ 136	+ 177	- 54	- 33

An additional step of assigning A.M. and P.M. peak hour trips generated to the entrances and exits to Land Unit H was not included in this analysis. However, turning movement percentages in and out for both the AM and PM hours were developed, based on extrapolation of 2020 traffic data from the Town Center traffic analysis. This included estimated approach and departure volumes at the Loisdale Road/Loisdale Court intersection.

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Molly Novotny Daytime Phone: (703) 456-8105

Address: 11951 Freedom Drive, Suite 1500
Reston, VA 20190

Nominator E-mail Address: mnovotny@cooley.com

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

Molly Novotny

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
BOS directed
Date Accepted: acceptance 10-19-09
Planning District:
Special Area:

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 2

Total aggregate size of all nominated parcels (in acres and square feet): 3.147 acres 137,071 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: The land unit is planned for a mix of office and hotel uses at an intensity up to 0.50 FAR. Integrated accessory uses such as banks and restaurants may also be appropriate.

b. CURRENT PLAN MAP RECOMMENDATION: Office

c. CURRENT ZONING DESIGNATION: C3, C4 & C7

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Please see attached Comprehensive Plan text.

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Uses would be integrated into one or two signature buildings supported by a combination of surface and structured parking.

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☒ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 2.0 TOTAL Gross Square Feet: 274,142

Categories	Percent of Total FAR	Square feet
Office & Hotel	55% & 10%	151,000 & 28,000
Retail	5%	14,000
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	30%	83,000
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) 20-30

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached	0		
Townhouse	0		
Low-Rise Multifamily (1-4 stories)	0		
Mid-Rise Multifamily (5-8 stories)	83		
High-Rise Multifamily (9 + stories)			
TOTAL:	83		

Units may be integrated into mixed-use buildings

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

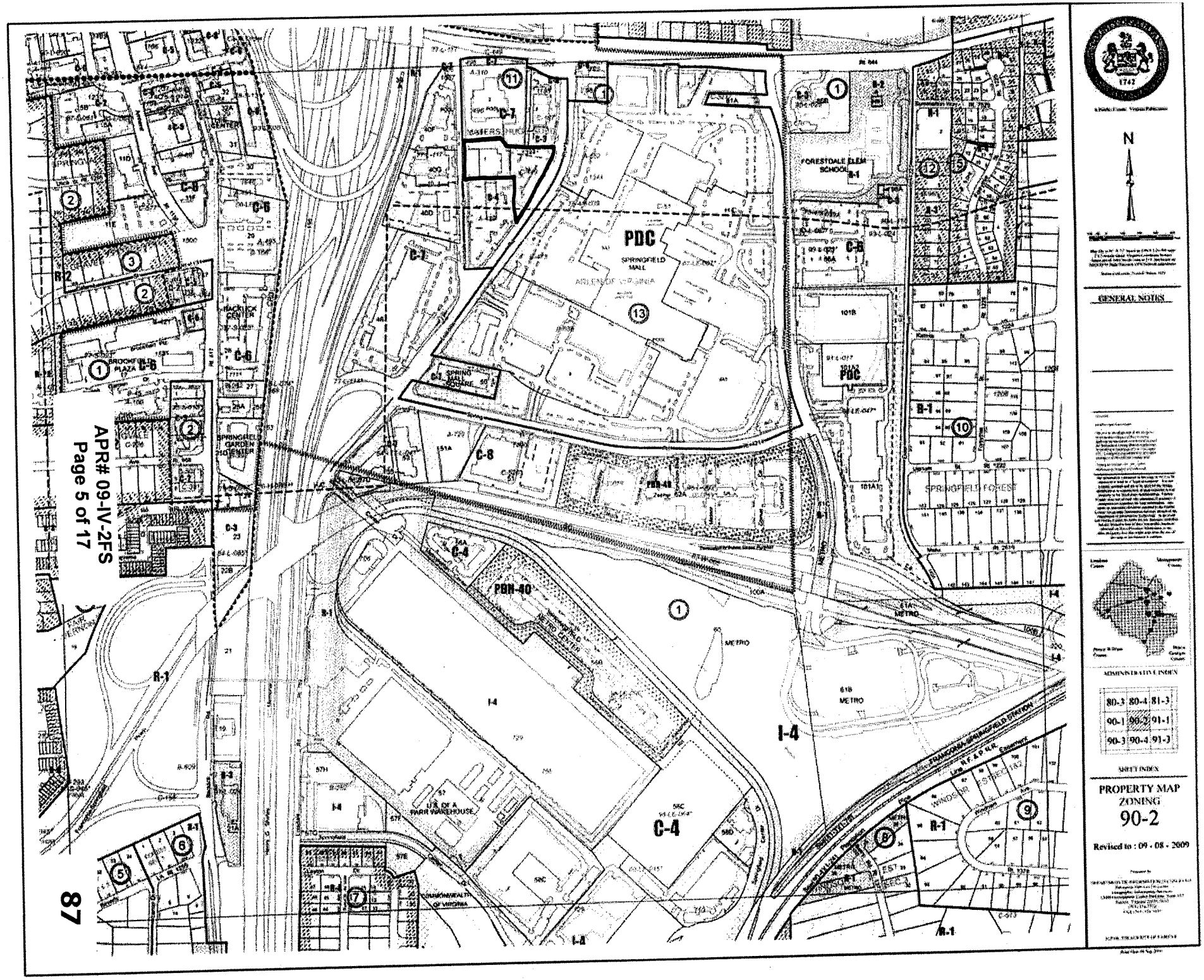
All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

Franconia-Springfield Transit Station Area -- Property Information Table
Comprehensive Plan Amendment: Sub Unit A1

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
90-2 ((11)) 1	6501 Loisdale Ct. Springfield, VA 22150	Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc	2101 E. Jefferson St. c/o Laurie Brooks Rockville, MD 20852	1.502	7006 0810 0001 0369 9981
90-2 ((11)) 3A	6501 Loisdale Ct. Springfield, VA 22150	Danny Lee Paul, Trustee	159 Division St. Atria Harbor Hill East Greenwich, RI 02818	1.645	7006 0810 0001 0369 9998

416144 v1/RE


APR# 09-IV-2FS
Page 5 of 17
87
PDC
SPRINGFIELD MALL
C-8
C-4
I-4
R-1
C-7
C-6
C-5
C-1
C-2
C-3
B-1
B-2
B-3
B-4
PBR-40
METRO
FORESTDALE ELEM SCHOOL
SPRINGFIELD FOREST
U.S. GOVT. WAREHOUSE
COMMONWEALTH OF VIRGINIA
N
GENERAL NOTES
ADMINISTRATIVE INDEX
80-3 80-4 81-3
90-1 90-2 91-1
90-3 90-4 91-3
SHEET INDEX
PROPERTY MAP
ZONING
90-2
Revised to : 09 - 08 - 2009

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA

CHARACTER

The Franconia-Springfield Transit Station Area is located south of Franconia Road between I-95 and the CSX Railroad tracks. The Transit Station Area includes the Joe Alexander Transportation Center; Springfield Crossing; Springfield Station; the Springfield Mall; retail, office, and hotel uses west of Loisdale Road; retail uses along the east side of Frontier Drive; the Federally-owned Parr Warehouse; and the Springfield Center Industrial Park. It also includes the Springfield Forest, Greenwood townhouses, and New Charleston residential communities. Most of the housing in the area is comprised of single-family detached units.

The Joe Alexander Transportation Center is located at a site south of the Franconia-Springfield Parkway adjacent to the CSX Railroad right-of-way. The Transportation Center includes a Metro Station, a Virginia Railway Express commuter rail station, a Greyhound bus station, approximately 5,000 parking spaces, and local bus transfer facilities.

The stream valleys of the upper tributaries of the Long Branch of Accotink Creek cover most of the central and eastern portion of the Planning District. The headwaters of the Long Branch of Accotink Creek form the basis of an environmental quality corridor in this area. Vegetation and wildlife habitats along the stream enhance the open space system. Portions of the area are located in the Coastal Plain geologic province within an aquifer recharge zone and may contain slippage-prone swelling clay soils.

In this planning sector was Oak Grove, a plantation house built around 1820. It was located along Franconia Road, on the current site of the Sunrise Assisted Living Facility. Major undeveloped areas along the CSX Railroad have a high potential for significant heritage resources.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies this as a Transit Station Area where mixed-use, transit-oriented development is to be encouraged. The focus of this area is the Joe Alexander Transportation Center, and the area around the Springfield Mall.

Figure 11 shows the Franconia-Springfield Transit Station Area divided into land units for the purpose of organizing land use recommendations. There are nine land units designated for the Transit Station Area, represented on the map by the letters A through I. These land units will be referred to in the remainder of the Plan.

MAJOR OBJECTIVES

The major planning objectives for the Franconia-Springfield Transit Station Area include:

- Provide opportunities for high density residential development in proximity to the Joe Alexander Transportation Center;

- Encourage mixed-use projects that incorporate existing topography, trees, character, and open space to optimize the Transit Station Area's opportunities through creative design;
- Provide appropriate transitions between varying land uses to mitigate adverse impacts;
- Encourage and implement a coordinated program of transportation system management strategies that reduces traffic congestion and increases the effective capacity of the transportation network by increasing transit ridership, increasing auto occupancy, distributing peak period traffic volumes more evenly, and increasing pedestrian and bicycle travel;
- Preserve the stable single-family detached residential character of the areas that surround the Transit Area, such as Windsor Estates (located in Sector S9), Loisdale Estates, Greenwood, Springfield Forest, and New Charleston, (located in Sector S7) through appropriate screening and buffering at transition boundaries;
- Protect the Accotink Environmental Quality Corridor system.

RECOMMENDATIONS

Land Use

Urban Design Concept

Attractive and functional pedestrian systems, complementary architectural themes, and physical landmarks or focal points are a few of the design elements that can help achieve a cohesive and coherent identity and a more apparent "sense of place" for the Franconia-Springfield Transit Station Area. These elements can be created through redevelopment and new development.

The urban design concept for the Transit Station Area consists of text detailing urban design objectives and guidelines, and figures, which depict opportunities to implement these guidelines. (See Figure 12). The urban design goal for the Franconia-Springfield Transit Station Area is to create a cohesive physical and visual environment that is orderly, functional, and aesthetically appealing.

Design Objectives

The following objectives are formulated to achieve the urban design goals:

- Provide high-quality development that is functionally integrated, orderly, identifiable and attractive.
- Use design features to help establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

- Design development projects to allow for pedestrian access between buildings; provide open space and urban parks and plazas; allow opportunities for shared or reduced parking; and generally make more efficient use of land.

- Create a pedestrian circulation system that provides direct access to the Transportation Center and promotes the integration of employment, residential and retail uses.

- Protect adjacent residential neighborhoods from the impacts of new development by maintaining natural vegetation and/or establishing landscaped buffers and other features. Keep noise, glare and traffic intrusion at a minimum.

- Encourage parcel consolidation in order to realize the benefit of comprehensive urban design and circulation/access principles.

- Protect and enhance environmental and heritage resources, integrating these features into development wherever practicable.

These design objectives should be used in evaluating development proposals for land units within the Transit Station Area.

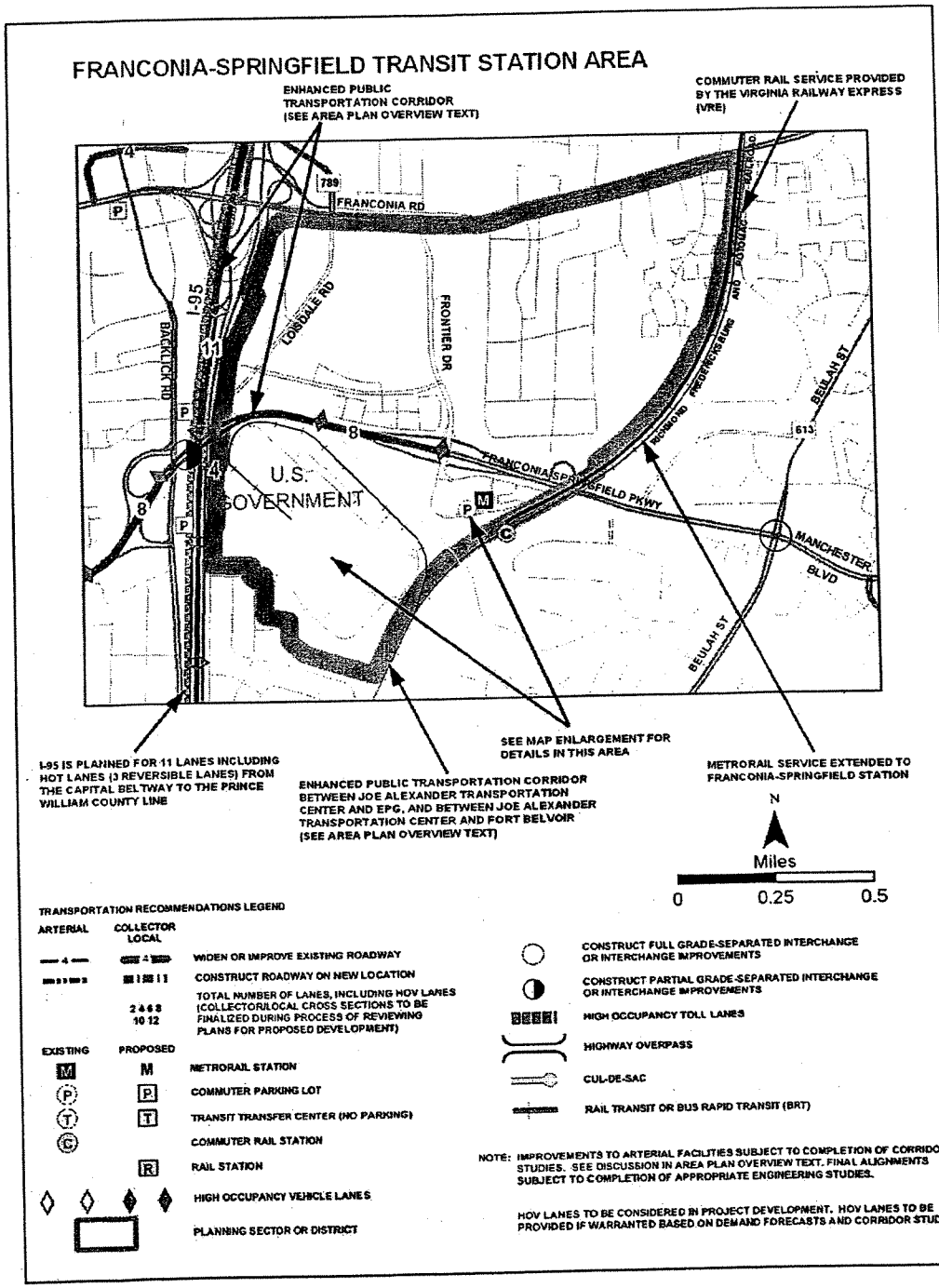
Transportation

With its proximity to the Capital Beltway (I-95/I-495) and to Shirley Highway (I-95), the Franconia-Springfield Transit Station Area is provided extensive access to the regional highway network. Access to the Interstate system is provided at the interchange of Old Keene Mill Road/Franconia Road with I-95. Major east-west movement is provided by Franconia Road, and by the Franconia-Springfield Parkway, which also permits high-occupancy vehicle (HOV) access to I-95. Transit service is provided by a number of Fairfax County Connector and Metro bus routes.

Existing Conditions

Despite the enhanced accessibility afforded by these regional transportation facilities, traffic demand on most facilities in the Transit Station Area during peak hours of travel matches or exceeds the existing capacity of the roadway system. Locations exhibiting the most congested conditions, in terms of volume-to-capacity ratios, include Commerce Street, Loisdale Road, and Franconia Road in the vicinity of the I-95 ramps. These facilities currently operate at Level of Service (LOS) F, indicating forced flow conditions with long delays. However, the completion in 1992 of the Franconia-Springfield Parkway provided much needed additional roadway capacity to the area. As a result, overall there is currently sufficient highway capacity to accommodate existing peak hour traffic volumes. However, this condition does not reflect localized congestion such as that described above.

Relatively few people who work or shop within the Transit Station Area utilize public transportation or other high occupancy vehicles for these trips. The area exhibits a transit/HOV mode split typical of most suburban activity centers in Fairfax County, generally about 10 percent.



TRANSPORTATION RECOMMENDATIONS — FIGURE 13

combined with substantial public and private sector investments in transit improvements have been identified as a means of achieving these goals.

- Dedication of Rights-of-Way

  Implementation of identified roadway and circulation improvements for the Transit Station Area will require dedication of rights-of-way where such improvements are required. Rights-of-way may be required for major highway and transit projects, subject to the completion of appropriate studies. To ensure that options for undertaking necessary transportation improvements are not foreclosed, such dedication should occur as new development is approved.

Roadway and Circulation Improvements

The roadway and circulation plan for the Transit Station Area addresses improvements to: (1) arterial roads; (2) interchanges and (3) collector and local streets. The specific recommendations contained in the adopted Fairfax County Transportation Plan are:

- Widen Franconia-Springfield Parkway to 8 lanes between the Fairfax County Parkway and Frontier Drive to include an HOV facility providing peak period service to and from the Joe Alexander Transportation Center and the I-95 HOV/future HOT lanes.

Public Transportation Improvements

The development concept for the Transit Station Area is based on an assumption that planned road improvements alone cannot sustain the Plan's development potential, and that transit and HOV usage should be substantially higher than the HOV/transit mode split goal of 15 percent. Recommended public transportation improvements for the Transit Station Area are described below:

- Transit Improvements

  The Joe Alexander Transportation Center is located in Land Unit G, south of the Franconia-Springfield Parkway. The primary entrance to the Transportation Center is located at the interchange of Frontier Drive with the Parkway. A secondary entrance is provided from a partial interchange located at the Parkway along the eastern boundary of the site. This facility consolidates in one location a Metrorail Station, Metrobus connections, a Virginia Railway Express Commuter rail station, a Greyhound Bus Station, and 5,000 parking spaces. Additional parking is being constructed on the site. In order to increase the HOV and transit mode split to the levels assumed for the Land Use Plan, applications for new development should provide high frequency service to and from the Transportation Center.

  An Enhanced Public Transportation Corridor has been designated that runs along the Richmond, Fredericksburg & Potomac Railroad and a military railroad from the Joe Alexander Transportation Center (Franconia-Springfield Metro station) to Fort Belvoir.

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA – LAND UNIT A-1
APR NOMINATION – PROPOSED COMPREHENSIVE PLAN

Land Unit A-1

This land unit is planned for a mix of office and hotel uses at an intensity up to a 0.5 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 and to the Transportation Center should be incorporated into the pedestrian circulation plan and network for this land unit.

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 bus system.

As an option, the parcels identified as Tax Map Numbers 90-2 ((11)) 1 and 90-2 ((11)) 3A in Land Unit A-1 are appropriate for redevelopment at an intensity up to a 2.0 FAR to accommodate the integration of office, retail, hotel and residential uses. This redevelopment would be integrated and designed to complement the planned town center in Land Unit B and further support the desired revitalization of the Springfield area.

416147 v1/RE

FRANCONIA-SPRINGFIELD TRANSIT STATION AREA
LAND UNIT A-1
COMPREHENSIVE PLAN AMENDMENT
STATEMENT OF JUSTIFICATION

I. Introduction

Kaiser Foundation Health Plan of the Mid-Atlantic States, Inc. ("Kaiser") and Danny Lee Paul, Trustee are the owners of two parcels bounded by Franconia Road, Loisdale Road and Loisdale Court, which are identified on the Fairfax County Tax Map as parcels 90-2 ((11)) 1 and 90-2 ((11)) 3A (the "Property"), respectively. On behalf of Kaiser, Cooley Godward Kronish LLP (the "Nominator") requests approval of a Comprehensive Plan Amendment to enable the development of a mix of office, residential, retail and hotel uses on the Property for a total FAR of 2.0.

II. Current Comprehensive Plan Provisions

The Property is within Land Unit A-1 of the Franconia-Springfield Transit Station Area of the Fairfax County Comprehensive Plan (the "Plan"). The Plan currently recommends a combination of office and hotel uses in Land Unit A-1 at an intensity of 0.50 FAR. Although the Plan permits the inclusion of restaurants and banks into the office or hotel buildings, it does not recommend residential or retail uses and therefore precludes the Property from evolving into a vibrant multipurpose destination.

III. Proposed Comprehensive Plan Provisions

A. Mixed-Use Development in Land Unit A-1

The Property is across Loisdale Road from the Springfield Mall, a nearly 80-acre property that was rezoned this year to promote the integration of office, hotel, residential and retail uses into a unified development plan. That rezoning and related comprehensive plan amendment were important steps forward in transforming this portion of Springfield into a mixed-use, walkable and distinct place. To continue this much-desired revitalization, a wider mix of uses must be permitted on the Property to provide additional amenities in the transit area. The established road network, to-be-expanded bus circulator, planned pedestrian connections and the proximate transit station all contribute to the appropriateness of the Property being developed with a mix of uses and at a higher intensity.

In keeping with the spirit of the Springfield Mall redevelopment, the nominator proposes an increase in intensity to a 2.0 FAR as well as a broadening of the recommended uses to permit retail and residential uses to complement the office, including medical office, and hotel uses that are already planned for the Property.

The Nominator's proposed Comprehensive Plan Amendment would remove several limitations of the current Plan language, most importantly being that it would allow the owners of the Property to successfully attract office tenants who are looking for the amenities a mixed-

use environment affords their employees. Since the Plan language was last revised for the Property, planning philosophies have gravitated away from Euclidian methods toward the integration of multiple uses on a single site, a concept encouraged in the County's own Springfield Connectivity Study. In addition to encouraging mixed-use developments with residential components, the Connectivity Study also urges infill development, which the proposed Plan language would accomplish by encouraging development of a parcel currently used for surface parking.

The existing Plan recommendation for the Property of a 0.5 FAR is a disincentive for redevelopment as it is a significantly lower intensity than the 2.0 FAR development that currently exists on the Kaiser parcel. Therefore, without revising the Plan language, the 30-year-old stand-alone office building on the Property will remain until Kaiser can be assured redevelopment will result in a project of at least comparable intensity.

B. Proximate Transit Improves Accessibility

The proximity of the Franconia-Springfield Metro will afford future residents, employees and visitors an alternative means of accessing the Property. Enhanced pedestrian connections between the Metro station and the Mall are already planned and Kaiser will work to continue those improvements on its Property.

A shuttle service from the Metro to the Property exists today and will be expanded as redevelopment occurs across the street, bringing patrons to the site from not only the Metro but also from other areas throughout Springfield. The desired mix of office, retail, restaurant, hotel and residential uses will complement each other as one site visitor can benefit from multiple uses.

C. Pedestrian Improvements

The Property today is set amid a sea of surface parking and separated from the Springfield Mall by a six-lane Loisdale Road, making the pedestrian experience less than ideal. The proposed Comprehensive Plan Amendment would allow the Property to be redeveloped with improved pedestrian connections on site as well as linking the Property to the planned improvements across Loisdale Road.

D. Conclusion

The proposed Comprehensive Plan Amendment encourages redevelopment of the Property by increasing the permitted intensity to be comparable with the existing development. Without an increase, revitalization is unlikely to occur as it would result in less development on the Property. The revised Plan language would also allow the Property to complement the planned Town Center at the Springfield Mall, furthering the County's vision for a re-energized Springfield. The Nominator, therefore, respectfully requests the support of the County Staff and the Planning Commission, and approval by the Board of Supervisors for the proposed Comprehensive Plan Amendment.

Cerdeira, Lilian

From: Ransom, Sara Robin
Sent: Friday, October 02, 2009 8:31 AM
To: 'mnovotny@cooley.com'
Cc: Cerdeira, Lilian; Van Dam, Meghan; Gardner, Marianne; Lippa, Barbara J.
Subject: Formal nonacceptance notice of South County APR Nomination PC 2009-056
Importance: High

PC 2009-056: Land Unit A-1 of the Franconia-Springfield Transit Station Area; Map 90-2 ~~((1))~~ ((11)) 1, 3A

Good Morning Ms. Novotny:

The purpose of this email (a copy of which will be retained for the record) is to provide formal notice that the above referenced South County APR Nomination has been received by the Planning Commission Office. After reviewing the nomination and seeking clarification with the Department of Planning & Zoning (DPZ), it has been determined that PC 2009-056 does not meet the submission requirements set forth in the *2009-2010 South County Area Plans Review Guide*. On page 6 of the *Guide*, under "Scope of the APR Process", it states, in part:

> "There are limitations on what properties can be proposed for a Comprehensive Plan change. The following areas and types of proposals are excluded from the APR process:
>
> - **Land areas that are subject of any pending Plan amendment of special studies, including but not limited** to Loisdale Road Study"

I have been informed that the properties you nominated are within the bounds of the Springfield Connectivity Study (S09-IV-FS1) which is a pending Plan amendment scheduled for public hearing by the Planning Commission on December 9, 2009; therefore, your nomination is not eligible for inclusion in the 2009-2010 South County APR process. However, at your discretion, you could request the Lee District Supervisor to consider proposing that the Board of Supervisors authorize an Out-of-Turn Plan Amendment for the properties listed above.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: 703-324-2865
Direct: 703-324-2966
Fax: 703-324-3948
sara.ransom@fairfaxcounty.gov

46. **SOUTH COUNTY AREA PLANS REVIEW (APR) PROCESS (LEE DISTRICT)** (12:30 p.m.)

Supervisor McKay said that several nominations for Comprehensive Plan amendments were submitted to the 2009-2010 South County APR process that are located within the subject area of another, active Comprehensive Plan Amendment S09-IV-FS1. As a result, these nominations were rejected because they did not meet a submission requirement established by the Planning Commission (PC) for the APR process. The requirement states that property is excluded from nomination if the property is subject to any pending Plan amendment or special study. This exclusion ensures that studies may proceed in a timely manner.

However, the nature of Plan Amendment S09-IV-FS1 and the proposed APR nominations are totally different. The pending Plan amendment proposes to update the Overview section, regarding such general policy guidance as urban design, streetscapes, and transportation, for the entire planning area, while the APR nomination proposes specific land use changes for specific land areas. The pending amendment does not propose to address land use or intensity recommendations for the APR subject properties, but may help the review of the APR nominations.

The Plan amendment is scheduled for public hearing before the PC in December of this year and anticipated for public hearing before the Board in January 2010. In January 2010, the APR review will have just begun with the task force meetings. Because the Plan amendment will be concluded essentially at the very beginning of the APR process, it is foreseeable that the APR nominations can be reviewed in a timely and appropriate way within the APR cycle.

Since the land areas nominated in this APR cycle were not previously considered in Base Realignment and Closure (BRAC) or the last South County APR cycle, and the nature of the pending Plan amendment and proposed APRs are different, it would be appropriate to allow review of the APR nominations to implement the updated guidelines for redevelopment and to support the goal of creating a new town center in the Springfield Mall area as expeditiously as possible.

Therefore, Supervisor McKay moved that the Board direct:

- The PC to accept 2009-2010 South County APR nominations PC 2009-056, PC 2009-057, and PC 2009-064 for review as soon as the Board acts upon Plan Amendment S09-IV-FS1.

- Staff to expand the subject area for PC 2009-056 to include its entire land unit, west of Loisdale Road and south of Franconia Road, as this expansion would allow for a more coordinated review.

This motion shall in no way prejudice the pending re-planning process. The APR nominations would be subject to the same process and scrutiny as any of the other South County APR nominations. Supervisor Smyth seconded the motion and it carried by unanimous vote.

47. **REQUEST FOR CERTIFICATE OF APPRECIATION (LEE DISTRICT)** (12:33 p.m.)

Jointly with Chairman Bulova, Supervisor McKay announced that on November 17, Bobbie Mae Johnson, a resident of Lee District and the County for more than 50 years, will celebrate her eightieth birthday.

Supervisor McKay referred to his written Board Matter and outlined Ms. Johnson's accomplishments. He asked unanimous consent of the Board to direct the Office of Public Affairs to prepare a certificate commending Ms. Johnson for her civic engagement and offering the Board's congratulations on her eightieth birthday to be presented to her at the birthday celebration that her family is holding for her on November 21. Without objection, it was so ordered.

48. **NO BOARD MATTERS FOR SUPERVISOR COOK (BRADDOCK DISTRICT)** (12:34 p.m.)

Supervisor Cook announced that he had no Board Matters to present today.

49. **RECOGNIZING THE METROPOLITAN WASHINGTON AREA AIRPORTS AUTHORITY (MWAA) AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) COOPERATION FOR DULLES CORRIDOR EXPRESS BUS SERVICE** (12:35 p.m.)

Supervisor Hudgins said that on February 9, the Board approved a request to the VDOT to review use of the shoulder lane on the Dulles Connector Road (DCR) during the morning rush hour. Additional congestion was being experienced by Fairfax Connector Bus drivers who were dealing with further delays in trying to stay on schedule because of adjacent construction of the Dulles Corridor Metrorail Project which has a staging area at the DCR. The shoulder lane is used during the evening rush hour and has increased the efficiency of express bus service to the West Falls Church Station. The request was made directly to MWAA which now owns and operates the Dulles Corridor and is building Phase 1 of the rail project. VDOT continues jurisdiction over the DCR.

Therefore, Supervisor Hudgins moved that the Board recognize the cooperation of MWAA and VDOT, especially the contribution of Claudia Llana, for coordinating this request with the MegaProjects' staff by sending a letter to Morteza Salehi, VDOT's Northern Virginia District Administrator, copied to Transportation Secretary Pierce Homer and to Jim Bennett, President and CEO of MWAA. The Fairfax Connector Express Buses are now using the shoulder from 6 a.m. to 10 a.m., thereby reducing the wait time for commuters who make their

Cerdeira, Lilian

From: Ransom, Sara Robin
Sent: Tuesday, November 03, 2009 12:27 PM
To: 'mnovotny@cooley.com'
Cc: Gardner, Marianne; Van Dam, Meghan; Lusk, Rodney; Cerdeira, Lilian
Subject: Change in Status for South County APR Nomination PC 2009-056 REVISED

Molly M. Novotny
Cooley Godward Kronish
11951 Freedom Drive
Reston, VA 20190

RE: PC 2009-056: Land Unit A-1 of the Franconia-Springfield Transit Station Area; Map 90-2 ((11)) 1, 3A; Lee District

Good afternoon Ms. Novotny:

On October 2, 2009, I advised you by email that the above referenced South County APR nomination was not accepted because it nominated property that was specifically excluded in the provisions set forth on page 6 of the *2009-2010 South County Area Plans Review Guide*.

On October 19, 2009, the Board of Supervisors unanimously voted to accept Supervisor McKay's motion directing (1) that the Planning Commission accept nomination PC 2009-056 for review as soon as the Board acts upon Plan amendment S09-IV-FS1; and (2) that the subject area of PC 2009-056 be expanded to include its entire land unit, west of Loisdale Road and south of Franconia Road. The Planning Commission public hearing on S09-IV-FS1 (Springfield Connectivity Study) is currently scheduled on December 9, 2009 at 8:15 p.m. and it is anticipated that the Board's public hearing will be held in January, 2010.

Accordingly, the status of PC 2009-056 has been revised to "accepted for review" and the nomination has been forwarded to the Department of Planning and Zoning (DPZ) for further analysis. Review of this nomination is expected to have the same format and schedule with the other Lee District APR items.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Regards,

Robin

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: 703-324-2865
Direct: 703-324-2966
Fax: 703-324-3948
sara.ransom@fairfaxcounty.gov

This Page Intentionally Left Blank

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE **APR ITEM:** 09-IV-3FS

NOMINATOR: Mark Viani, McGuire Woods, LLP

ACREAGE: 20.06 acres

TAX MAP I.D. NUMBERS: 90-2 ((1)) 101A1, 101A2, 101B

GENERAL LOCATION: East of Frontier Drive and north of Franconia-Springfield Parkway

PLANNING AREA: IV
District: Springfield
Sector: Springfield East (E7)
Special Area: Franconia-Springfield Transit Station Area (Land Unit F2)

ADOPTED PLAN MAP: Residential use at of density of 16-20 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: Office and retail use up to an intensity of 0.30 floor-area ratio (FAR) with option for residential use up to a density of 20 du/ac

Complete Plan text: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf, Page 50-51

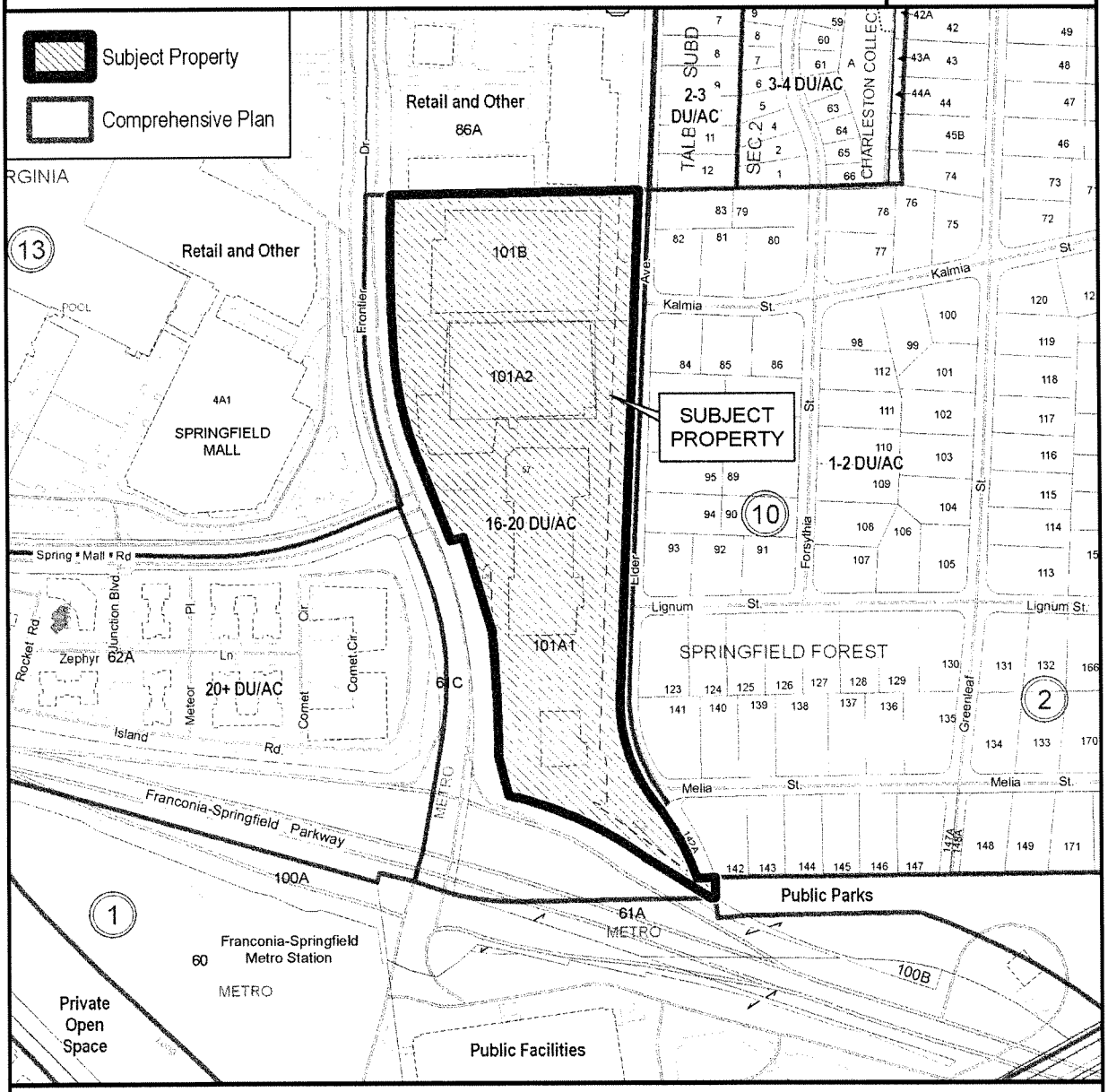
PROPOSED PLAN AMENDMENT: Residential, office, retail mixed-use up to 1.8 FAR

SUMMARY OF STAFF RECOMMENDATION:
___ Approve Nomination as Submitted
_x_ Approve Staff Alternative
____Retain Adopted Plan

Staff recognizes that the subject area could be appropriate for future mixed use redevelopment due to the proximity to the Joe Alexander Transportation Center. However, replanning this site as proposed in the nomination cannot be supported at this time as it could delay or thwart the redevelopment of the recently replanned Springfield Mall and areas along Loisdale Road. Access questions also cause concern, as well as the viability of the existing retail uses on the site. Staff recommends that any replanning be done concurrently with a rezoning application that would include a timeframe for redevelopment, a comprehensive transportation analysis and detailed site and building design information.

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

2009-2010 SOUTH COUNTY APR #
09-IV-3FS
LEE



Subject Property Current Plan: Office and retail use up to 0.30 FAR with option for residential use up to 20 du/ac

Nominated Plan Change: Residential, office, and retail use up to 1.8 FAR

Staff Recommendation: Adopt Staff Alternative

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location:

The subject area of APR 09-IV-3FS comprises approximately 20 acres, located on the east side of Frontier Drive, immediately north of the Franconia-Springfield Parkway.

Existing and Planned Land Use and Zoning:

Subject property: The subject area currently contains the Springfield Commons retail shopping center and the Home Deport development. The shopping center consists of auto-oriented, big box development with structured and surface parking for the Home Depot and surface parking for the shopping center. The property contains a total of approximately 250,000 square feet (SF) of retail use with an intensity of 0.28 FAR.

The adopted Plan recommendation for this property is located within the recently renamed Land Unit M of the Franconia-Springfield Transit Station Area. The land unit was renamed during Plan Amendment S09-CW-3CP, adopted January 12, 2010. See page 14 of this staff report to review the revised Land Unit Map for the Franconia-Springfield Area. The Plan recommends retail use up to an intensity of 0.30 FAR, which has been implemented. Conditions for redevelopment include a building height limitation of 35 feet with buildings and access oriented to Frontier Drive and the main access located at its intersection with Spring Mall Road. In addition to the maximum height of 35 feet, the Plan recommends that all buildings and structures should be limited in height by a 14-degree line of sight as measured from the front property line of Springfield Forest residences adjacent to the land unit. The Plan also recommends that the development should occur under a single development plan, and a buffer of at least 50 feet and a seven-foot brick wall should be provided adjacent to the Springfield Forest neighborhood, among other conditions.

As an option, the land unit also is planned for multi-family residential use up to 20 dwelling units per acre (du/ac). Similar conditions about the singular development plan, building height, access, and transitions to the adjacent neighborhood are recommended, except that the buffer is increased to 100 feet and the structure type is limited to garden or mid-rise units, presumably in order to achieve the line of site recommendation.

Adjacent Area:
North: Land Unit L of the Franconia-Springfield Transit Station Area is located to the north of the subject property. Parcel 90-2 ((1)) 86A of Land Unit L comprises approximately 8.5 acres and contains a one-story shopping center and big box retail uses. The parcel is planned with a recommendation that reflects the existing retail use up to an intensity of 0.30 FAR. The development should access Frontier Drive with conditions for buffering and the provision of a brick wall along the Springfield Forest subdivision to the east.
West: The Springfield Mall and the Archstone Springfield Station development are located to the west of the subject property. The Springfield Mall is located in Land Unit I of the Franconia-Springfield Transit Station Area, while the Archstone development is located within Land Unit J. The Springfield Mall is a regional mall comprised of about 80-acres and approximately 2 million

SF of retail use. The land unit in which the mall is located is planned for retail use up to an intensity 0.50 FAR with the development along the periphery of the mall planned for retail use up to 0.35 FAR. An option for redevelopment recommends that the mall redevelop as a mixed-use town center up to an intensity 1.71 FAR with at least a 78-acre consolidation and other conditions and 1.82 FAR with full consolidation of the land unit. The Archstone Springfield Station is planned and developed with residential use at a density of 45 dwelling units per acre. The land unit in which it is located also has an option for residential and retail mixed-use redevelopment up to an intensity of 1.0 FAR with associated conditions.

South: The Franconia-Springfield Parkway is located to the south of the subject property. The Parkway is divided, 6-lane, major arterial roadway serving regional traffic. The Joe Alexander Transportation Center is located to the south of the Parkway. The Transportation Center consists of a Metrorail station, a Virginia Railway Express station, regional and local services, and a 5,000 space commuter parking facility. The Transportation Center is planned for public facilities within Land Unit N of the Transit Station Area to reflect the existing use.

East: The Springfield Forest neighborhood is located to the east of the subject property. The neighborhood is planned for single-family residential use at a density of 1-2 du/ac to reflect the existing uses in the subdivision.

PLANNING HISTORY

No amendments involving land use and intensity changes have been proposed on the subject property since 1997. Prior to 1997, Plan Amendment S93-CW-1CP (Adopted number 92-21 in February 1994) increased the residential density on the subject property from 5-8 du/ac to the current Plan recommendation of multi-family residential use up to a density of 20 du/ac, conditioned upon a maximum building height delineated by a 14-degree line of sight from the Springfield Forest residences. APR item 97-IV-2S, adopted November 1997, added the current option for retail use to the Plan, based on the same building height condition, among others.

The subject area also was involved in the areawide Comprehensive Plan amendment for the Franconia-Springfield Area adopted on January 12, 2010. Plan Amendment (PA) S09-CW-3CP, amended the Plan text for the Springfield Community Business Center (CBC) and Franconia-Springfield Transit Station Area (TSA). The amendment primarily focused on new areawide guidance pertaining to urban design, streetscape and placemaking. Portions of the CBC, north and south of Old Keene Mill Road were recommended for redevelopment as an urban village and commuter parking facility, respectively. New transportation recommendations to support improved connectivity were added, such as a bus circulator service and an extension of Frontier Drive. The amendment also reorganized the structure of the Plan text for the Franconia-Springfield Area, moving the Engineer Proving Ground recommendations to follow the Franconia-Springfield Area text. As part of the reorganization of the area, the land unit in which the subject area is located was renamed from Land Unit F-2 to Land Unit M. There were no changes to the planned land use or the intensity of the subject area in the amendment.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Transit Station Area, Land Unit M, pages 50-51, as amended through 1-12-2010:

"Land Unit M

Land Unit M, approximately 20 acres, is located immediately north of the Franconia-Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low-rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14° line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.

Retail and office uses should be developed under the following conditions:

1. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven-foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.
2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.
3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.
4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.

As an option, multi-family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.

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."

NOMINATED PLAN AMENDMENT

The nomination proposes two options for mixed-use, transit-oriented development with overall intensity up to 1.8 FAR or 1.57 million square feet of development. Option 1 has a greater office component with approximately 785,000 SF of office use (50%), 410,000 SF of retail use (26%); and 315 multi-family residential units (24%). Option 2 includes a greater residential component,

resulting in approximately 220,000 SF of office use (14%); 410,000 SF of retail use (26%); and 786 multi-family residential units (60%). The nomination also states that the location of these uses will be concentrated on the area closest to the Metro and that the site will be graded such that the elevation would be level with the Frontier Drive underpass, under the Parkway.

ANALYSIS

Land Use

If properly designed, the proposed redevelopment would help to transform a suburban, auto-oriented retail center into a more intense, mixed-use development. The redevelopment would take advantage of the close proximity to the Franconia-Springfield Metro station, the planned mixed-use town center on the Springfield Mall, and other planned transit activities. The nomination also proposes to concentrate buildings near Frontier Drive and the Franconia-Springfield Parkway. Aligning buildings to the roadway in combination with appropriate massing and streetscape features would support areawide goals of improving the pedestrian environment along the roadway and enhancing connectivity to the Metrorail station and the town center.

However, the proposed intensity up to a 1.8 FAR causes concern. The intensity on this land unit should not undermine the goals of the future town center at the Springfield Mall in Land Unit I by competing with the redevelopment of the mall. As stated previously, Land Unit I consists of the approximately 80-acre Springfield Mall development and recently planned town center, planned for a 1.71 FAR with a 78-acre consolidation and up to a 1.82 FAR with full consolidation. The concurrent rezoning application RZ 2007-LE-007 implemented the 1.71 FAR option as it was not able to consolidate several parcels in the land unit. This town center is envisioned as the central focus of revitalization in the area and a catalyst for redevelopment, and should be planned for the highest intensity in the area in order to reflect this role. The proposed intensity up to a 1.8 FAR would exceed the town center's approved intensity and could reduce the town center's viability, which ultimately would work against the goal of the area. Development on this land unit should be planned for an intensity that works with the central focus of the area as well as provides compatible use and a tapering to the nearby residential neighborhoods.

The adoption of this nomination also may set a precedent for similar proposals of the nearby commercial areas, such as the shopping center to the north in Land Unit L, containing the Best Buy, or the shopping center to the east of the Springfield Mall in Land Unit H of the Transit Station Area, containing the DSW Shoe Warehouse and Barnes and Nobles. Pressure to redevelop these areas could delay or thwart the ability of the Springfield Town Center to successfully revitalize, particularly if the surrounding land units are developed prior to the build out of the town center.

The proposed development of the subject area also should provide an appropriate physical transition to the adjacent low-density residential neighborhood to the east through building height, massing, and setback. As nominated, the development may not be able to achieve this goal. The adjacent land units include Land Units J and Q of the Transit Station Area. Land Unit

J, which includes the multi-family complex of the Archstone Springfield Station development, is planned for residential use at a density of 35 du/ac with an option to increase up to 45 du/ac. Land Unit Q, which includes the low-density neighborhood of the Springfield Forest community, is planned for single-family residential use at 1-2 du/ac. The proposed nomination with a maximum of 786 units would result in a maximum residential density of approximately 40 du/ac, which would be similar to Land Unit J, but this density would increase in scale when the additional land uses of the office and retail are added to the mix.

As a result, the low density residential community of Springfield Forest could be adversely affected by the proposed intensity, due to the resulting building height. The current Plan guidance recommends that building height should not exceed a 14-degree line of sight as measured from the front property line of the Springfield Forest residences in order to minimize the visual impact to the community. The nomination proposes to respect the current building height limitations by locating buildings close to Frontier Drive and the Franconia-Springfield Parkway and potential grading of the site. However, the depth of the parcel near Franconia-Springfield Parkway is just over 300-feet and may not provide enough room for buffering to the neighborhood. The Comprehensive Plan recommends that the most intense development be clustered within a ¼ mile of a transit station, radiating out to ½ mile. Respecting this guidance may not be possible because the widest part of the parcel (approximately 700 feet) is located at the northern portion of the property, which is outside of the ½-mile transit-oriented boundary.

In order to meet the planned height condition, the nomination proposes grading the property. Grading the property to align with the elevation of Frontier Drive also foster a more active streetscape, improve connectivity of the site to the Metrorail station, and possible reduce the building height relative to the adjacent communities to the east and west. However, staff has serious concern as to whether the grading will provide sufficient useable space for streetscape, open space, urban park, and circulation, and parking requirements, while avoiding significant visual and aesthetic impacts from retaining walls.

With respect to the retaining walls, the county's contour map shows that the elevation of Frontier Drive at the underpass is approximately 209 feet above sea level and the elevation of the Springfield Commons development is approximately 235 feet above sea-level, as shown on the map on page 15. Frontier Drive slopes upward from south to north along the roadway. The elevation of about 209 feet at the intersection of Springfield Mall Road increases up to approximately 224 feet at the northern edge of the property. The eastern edge of the property adjacent to the Springfield Forest community slopes upward to elevations between 230 to 240 feet. The elevation change from Frontier Drive at the underpass to the Parkway to the retail center is approximately 24 feet and increases approximately another 10 feet up to the Springfield Forest community. Grading would require a retaining wall up to approximately 30 feet along the Springfield Forest community and, potentially, another retaining wall along the Frontier Drive side. The retaining wall would be a significant endeavor and may create an adverse visual impact on the new development located on the subject property that would face the wall. The building height, location of uses, grading, and provision and impact of the retaining wall would need to be addressed during the rezoning process, if this amendment is approved.

Staff also is concerned that the grading and the orientation of buildings to Frontier Drive would not overcome the challenges of transitioning the building height effectively toward the Springfield Forest community, and the buildings may loom over the neighborhood. The guidance about the building height was added as a result of Plan Amendment S93-CW-1CP and was a key element in the decision to amend the Plan. APR 97-IV-2S added the option for retail use and reiterated the significance of the condition for the height limitations of the 14-degree line of sight. Rezoning application RZ 1996-LE-047, which implemented the retail option, proffered to a building height of 30 feet for any building or side of any parking structure face that fronts along Elder Avenue, as determined by the 14-degree line of sight recommendation. The guidance has been reinforced over time, and, if the concern remains paramount at this time, then the redevelopment of this site also should maintain the language and achieve the building height limitation.

The proposed amount of buffering also causes concern. The nomination proposes to maintain the existing 50-foot buffer on-site. However, the current Plan recommendation for the more intense, multi-family use, the Plan recommends an increase width of the buffer of 100 feet. The proposal would reduce the planned buffer and may cause further concern for the relationship of the proposed development to the adjacent neighborhood.

Staff is concerned that the level of detail provided at the Plan amendment stage of development is insufficient to address the land use concerns about intensity, transitions, grading, etc. A concurrent rezoning that proffers to a development plan would provide the additional detail that would demonstrate how these concerns could be mitigated. There is no concurrent rezoning and development plan that can be proffered provided at this time by the nominator.

Transportation

Trip Generation: APR 09-IV-3FS is strategically located east of Springfield Mall along the east side of Frontier Drive, and a portion of the subject property is located within a ½-mile walk to the Franconia-Springfield Metro station. Redevelopment within this portion would be considered transit-oriented development. However, the proposed Plan options (1 and 2) would generate substantially higher daily, AM and PM peak hour trips, than the land uses allowed under both the current Plan and Plan option, as shown on the table on page 16 of this staff report. While both the proposed Plan options are at 1.8 FAR, Option 1 has office use up to 786,000 SF, resulting in much higher traffic being generated daily, AM inbound and PM outbound than Option 2. Option 2 has a higher housing component which helps to reduce the AM and PM peak hour trips as well as daily trips, but still has a significant trip impact.

Based on the comparison of the average daily trips generated by the Plan options (unadjusted totals), the APR nomination will require a Virginia Department of Transportation (VDOT) Chapter 527 review to be conducted for the proposed Plan change. The table on page 16 shows adjusted totals that take into consideration proximity to transit. The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the VDOT. Any amendment to the Comprehensive Plan that generates 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review

is also commonly referred to as "VDOT 527" or "Chapter 527". The nomination would generate 5,000 additional vehicle trips per day, as compared to the highest density recommended under the current Comprehensive Plan. The staff recommendation on pages 12-13 of this staff report would not require a VDOT 527.

Access: Access to this land unit occurs from Frontier Drive, with the primary vehicular access point at the intersection with Spring Mall Road. Traffic impact studies completed during Rezoning application 2007-LE-007 for the Springfield Mall/ Town Center projected a failing intersection for Frontier Drive and Spring Mall Road during the PM peak hour and during weekends. A failing intersection means very high levels of traffic congestion. The intersections to the north of Spring Mall Road on Frontier Drive were projected to operate at acceptable levels of service. Trip distribution for this area shows that most of the traffic entering the site is from the north. Considering the high intensity development that is already planned for the nearby town center, any additional development in the surrounding area will result in adding more traffic and increasing congestion to the nearby facilities. As a result, Option 2 is more viable compared to Option 1 as the development that will generate less traffic and also create a synergy with the town center should be encouraged. The high volumes of traffic generated from the site by either option may generate the need for additional improvements to Frontier Drive adjacent to and south of the south. These improvements are not addressed at the Plan amendment level and would need to be mitigated at the time of rezoning.

Given the recent Plan and zoning changes in the area, specifically the creation of a new Springfield town center at the Springfield Mall and the areawide PA S09-CW-3CP, any new development should complement the changes occurring in that area. Additional pedestrian access through to the Springfield Forest neighborhood would enhance connectivity and walkability through the subject property to the town center. These improvements are not addressed at the Plan amendment level and would need to be demonstrated at the time of rezoning. The transportation issues associated with any development on the subject property, particularly those associated with access, will need to be addressed during the course of the normal rezoning review process. The development plan for the property should address circulation patterns, turning movements, signalization issues, parcel consolidation, pedestrian circulation, safety issues, and transit amenities. Internal circulation and access as well as safety issues (particularly pedestrian related) are of primary concern. Dedication of right-of-way for trails, sidewalks, and roadway improvements/ widenings and associated easements may be required.

Parks and Recreation

Level of Service Impacts: APR 09-IV-3FS would result in an additional 326 residential units above the current Plan, which generates a potential for 720 new residents within the Springfield Planning District. These residents will need access to park and recreation facilities onsite or nearby. Existing park and recreation service levels in central Springfield are highly deficient and will be impacted by extensive planned growth in this area. Major anticipated development changes that will impact parks and recreation in the Springfield District include approved and planned higher density mixed-use developments in the Springfield Town Center and around the Franconia-Springfield Transit Station Area. These land use and density changes will attract additional residents and increase the need for additional park and recreation facilities. In

addition, the proposed federal Department of Defense Base Realignment and Closure (BRAC) plan will result in an additional 8,500 employees at the Engineer Proving Ground by 2011. The increased residential and commercial development caused by the BRAC action will result in additional park and recreation needs in Springfield.

Existing, nearby parks include Springfield Forest, Loisdale, Lee High, and Springvale, all of which are small local-serving parks in established neighborhoods. These parks meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. Local-serving park facilities in high need in this area include athletic fields, playgrounds, courts, trails, dog parks, skate parks and unscheduled open space for casual enjoyment. In addition to parkland, the recreational facilities in the Springfield Planning District where facility capacity enhancements could occur include Lee District, Franconia, Hooes Road and Manchester Lakes. In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with onsite leisure activities.

Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged. Integration of publicly-accessible urban parks in the overall development design is critical to providing onsite recreation resources within the nomination area and will enhance the desirability of the project, contribute to connectivity and redevelopment efforts and contribute to a sense of place. Connectivity among mixed uses, destinations, public spaces is a key goal of the central Springfield area. Connecting key private and public open spaces, amenities and facilities is essential to achieving this goal. A specific connection for this site is the development of a pedestrian connection at Kalmia Street to link the Springfield Forest Park and neighborhood to the Springfield Town Center area and to enhance pedestrian connectivity to the Joseph Alexander Transit Station.

Current Areawide Plan text recognizes the need to address the park and recreation needs in this area (Area IV, Franconia-Springfield Area, Areawide Recommendations, November 25, 2009, Page 39):

> *"Off-site Parks and Recreation - Redevelopment should contribute to or provide improved, off-site recreation facilities at and connection to the most proximate parks, consistent with the Connectivity Study. These improvements would provide an opportunity for larger-scale recreational uses and environmental preservation features. Parks at the edge of the study area include Lee High Park, Springfield Forest, Springvale, Loisdale, and Accotink Stream Valley Park. These parks are close enough that pedestrian and bicycle linkages to the study area should be included in the Comprehensive Plan text and map."*
>
> *"Off-site improvements may also include larger, active recreation facilities, such as sport fields, that would not reasonably be accommodated within the study area. These improvements could occur in parks that are not within walking distance but serve the study area. Enhancements may include adding capacity to existing facilities, such as field lighting or conversion to synthetic turf. Park enhancements to accommodate the future development could include trail improvements and amenities, and upgrading of courts, playgrounds, picnic facilities, RECenters, family recreation areas, and nature centers. ... While increasing capacity at existing parks is one*

strategy for addressing park and recreation needs, the addition of new parkland that would support recreation facilities also would be essential to offset the projected population and workforce growth in Springfield."

If the nomination is adopted, new Plan text should be incorporated that reinforces the areawide Plan text and encourages development to provide publicly-accessible park and recreation facilities onsite, and/or contribute to improving or adding park facilities at nearby parks. Plan text should also support the development of a pedestrian connection at Kalmia Street to link the Springfield Forest Park and neighborhood to the Springfield Town Center area and to enhance pedestrian connectivity to the Joseph Alexander Transit Station. This text is not addressed in the nomination.

Schools:

The APR nomination is within the Forestdale Elementary School, Key Middle School, and Lee High School boundaries. The chart below shows the existing school capacity, enrollment, and projected five year enrollment and represents a snapshot in time for student enrollment and school capacity. Student enrollment projections are done in a five year timeframe, currently through school year 2014-15 and are updated annually. Beyond the five year projection horizon, enrollment projections are not available.

School	**Capacity**	**Enrollment (9/30/09)**	**2010-2011 Projected Enrollment**	**Capacity Balance 2010-2011**	**2014-15 Projec Enrollment**	**Capacity Balance 2014-15**
Forestdale ES	625	541	575	50	645	-20
Key MS	1000	839	857	143	984	16
Lee HS	2111	1802	1795	316	1849	262

Capacity and enrollment are based on the FCPS FY 2011-15 CIP.

APR 09-IV-3FS proposes two options for mixed use development to include office, residential, and retail uses. Currently, the property is developed with retail uses. Based on the current County-wide student yield ratios, the chart below compares the number of anticipated students based on the proposed APR nomination option

Current Plan Option				Proposed Plan Option 1			Proposed Plan Option 2		
School Lev	Low-rise ratio	# of units	Student yie	Mid-rise ratio	# of units	Student yield	Mid-rise ratio	# of units	Student yie
Elementary	0.136	400	54	0.047	315	15	0.047	786	37
Middle	0.032	400	13	0.013	315	4	0.013	786	10
High	0.066	400	26	0.027	315	9	0.027	786	21
Total			93			28			68

The proposed Plan options appear to yield fewer students than would be anticipated under the current Plan option based on the current County-wide student yield ratios. It is noted that Forestdale ES is projected to be over capacity for the 2014-15 school year. At the time of a rezoning application review, any redevelopment should contribute to offset the impact of the development on surrounding schools.

RECOMMENDATION

Staff recognizes that the subject area could be appropriate for future mixed use redevelopment due to the proximity of this site to the Metro station at the Joe Alexander Transportation Center. However, replanning this site as proposed in the nomination cannot be supported at this time. Mixed use development has just been approved for the Springfield Mall site and replanning this site now could undermine redevelopment of the mall and areas along Loisdale Road. This site has very limited access which is unlikely to be improved through redevelopment. Given these concerns and the viable existing retail uses on the site, staff recommends that any replanning be done concurrently with a rezoning application that would include a timeframe for redevelopment, a comprehensive transportation analysis and detailed site and building design information. Staff recommends an alternative to add language to the Plan recognizing the future redevelopment possibility, but noting that the Plan recommendation for this redevelopment should be defined through a concurrent rezoning and Plan amendment process.

Staff recommends that the Comprehensive Plan be added as shown below. Text proposed to be added is shown as underlined.

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Transit Station Area, Land Unit M, pages 50-51, as amended through 1-12-2010:

"Land Unit M

Land Unit M, approximately 20 acres, is located immediately north of the Franconia-Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low-rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14° line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.

Retail and office uses should be developed under the following conditions:

2. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven-foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.
2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.
3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.
4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.

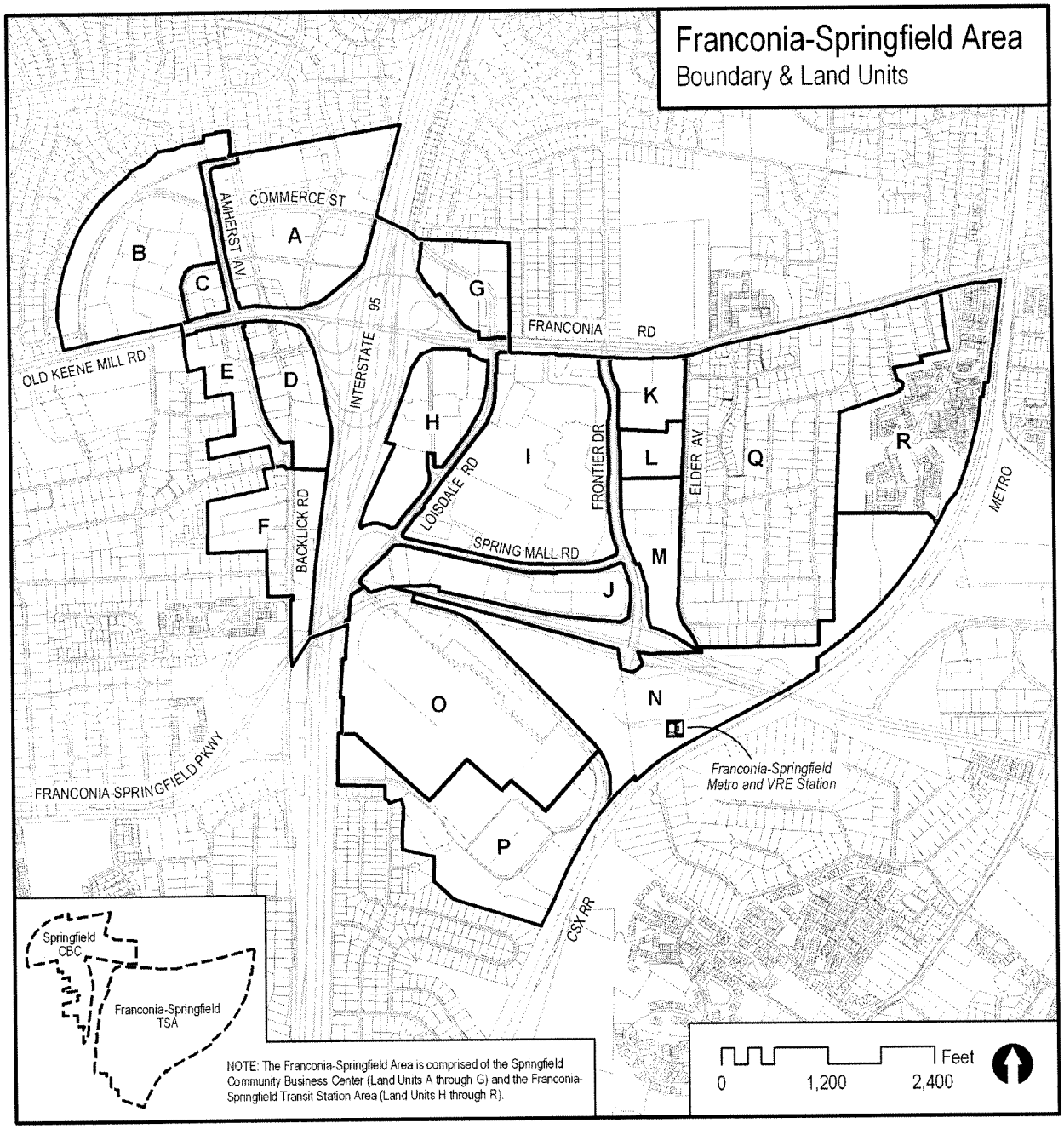
As an option, multi-family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14° line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.

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.

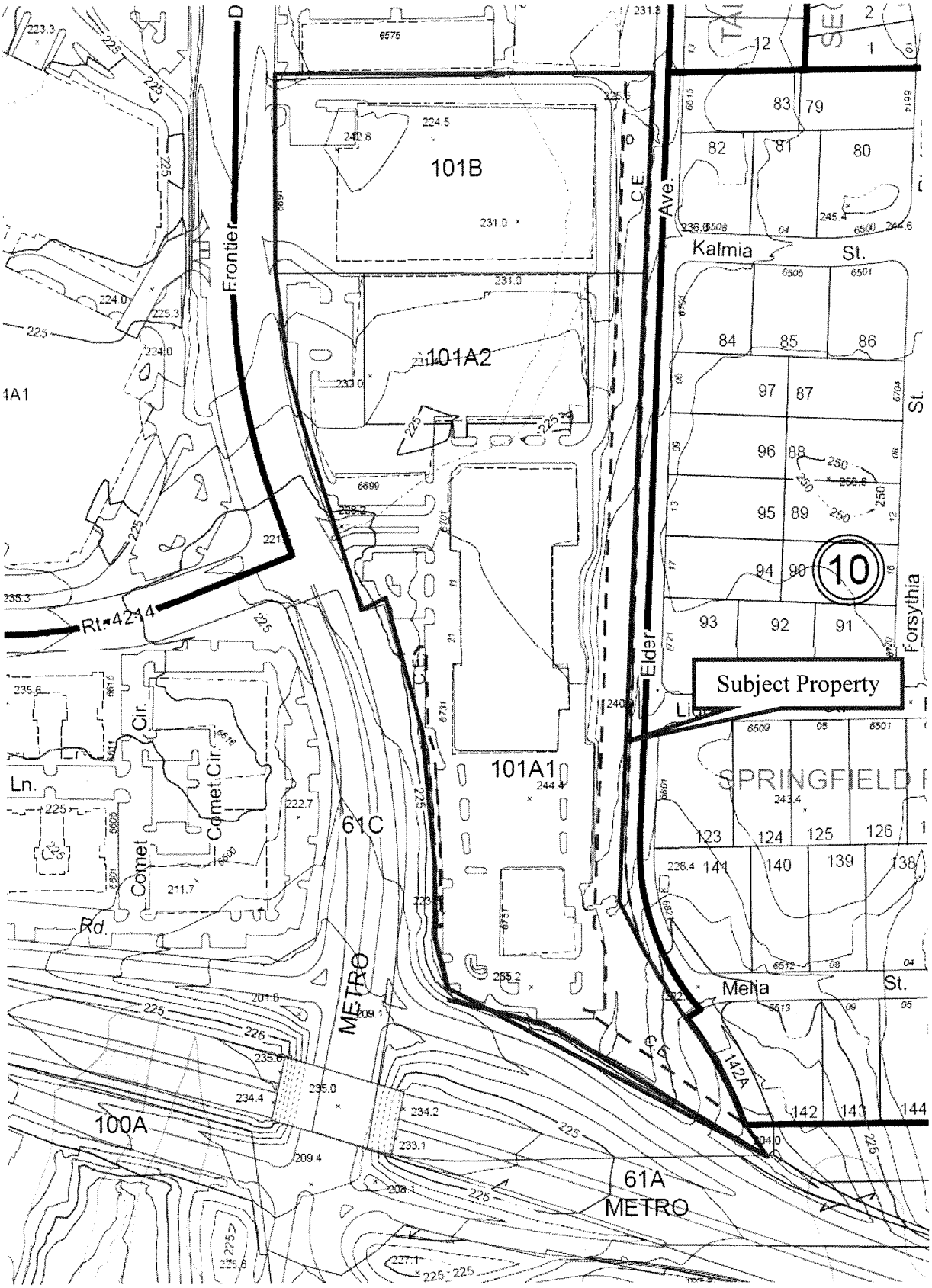
This land unit may be appropriate for redevelopment in the future, due to its proximity to the Joe Alexander Transportation Center and the planned Springfield Town Center. The mix of use and intensity should be determined through a concurrent Comprehensive Plan amendment and zoning application. The concurrent 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."

NOTE: The Comprehensive Plan Map would not change.

Revised Franconia-Springfield Land Unit Map
(Plan Amendment S09-CW-3CP, adopted January 12, 2010)



Excerpt from County Contour Map, Tax Map 90-2



Trip Generation Estimates for APR 09-IV-3FS

Trip Generation estimates for APR 09-IV-3FS

Comprehensive Plan		AM Peak Hour		PM Peak Hour		Average
Development Type	Quantities	In	Out	In	Out	Daily
Retail (820)	262,000 Sf	109	69	326	339	7,650
Total		**109**	**69**	**326**	**339**	**7,650**

Current Plan Option		AM Peak Hour		PM Peak Hour		Average
Development Type	Quantities	In	Out	In	Out	Daily
Low Rise Apt's (221)	400 Du's	26	99	103	55	1,792
Total		**26**	**99**	**103**	**55**	**1,792**

Option 1		AM Peak Hour		PM Peak Hour		Average
Development Type	Quantities	In	Out	In	Out	Daily
Office (710)	786,000 Sf	959	155	211	868	7,575
Retail (820)	409,000 Sf	150	96	449	467	10,537
MF Mid Rise Apt's(223)	315 Du's	20	38	41	35	1,211
Total		**1,129**	**289**	**701**	**1,370**	**19,324**

Option 2		AM Peak Hour		PM Peak Hour		Average
Development Type	Quantities	In	Out	In	Out	Daily
Office (710)	220,000 Sf	254	37	50	237	1,647
Retail (820)	409000 Sf	150	96	449	467	10,537
MF Mid Rise Apt's(223)	786 Du's	50	94	103	88	3,021
Total		**453**	**227**	**601**	**791**	**15,206**

Net impact of Option 1 above Comp Plan		**1,020**	**219**	**375**	**1,031**	**11,674**
Net impact of Option 2 above Comp Plan		**345**	**157**	**276**	**452**	**7,555**

1) Trip rates and formulas used are from the Institute of Traffic Engineers (ITE) , Trip Generation, 8th Edition, 2008.

2) Trip generation estimates account for reductions due to retail pass-by, internal capture and proximity to transit.

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Mark Viani, Esquire, McGuireWoods LLP Daytime Phone: 703-712-5000

Address: 1750 Tysons Blvd, Ste 1800
McLean, VA 22102

Nominator E-mail Address: mviani@mcguirewoods.com

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
BOS directed
Date Accepted: acceptance on 10-19-09
Planning District:
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): 20.06 acres 873,813 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: See attached

b. CURRENT PLAN MAP RECOMMENDATION: Residential 16-20 du/ac and public park

c. CURRENT ZONING DESIGNATION: PDC

Replacement page 2, via 10/21/2009 email (UMD)

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Residential Mixed use

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

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☒ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 1.8 TOTAL Gross Square Feet: 1,572,864

Categories	Percent of Total FAR	Square feet
Office	Opt. 1 = 50%; Opt. 2 = 14%	Opt 1 = 786,432; Opt 2 = 220,201
Retail	Opt. 1 = 26%; Opt. 2 = 26%	Opt 1 = 408,944; Opt 2 = 408,944
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*	Opt. 1 = 24%; Opt. 2 = 60%	Opt 1= 377,488; Opt 2= 943,719
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) 30-40

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories) opt 1 / opt 2	315 max / 786 max	1200 / 1,200	see above
High-Rise Multifamily (9 + stories)			
TOTAL	786 max		

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

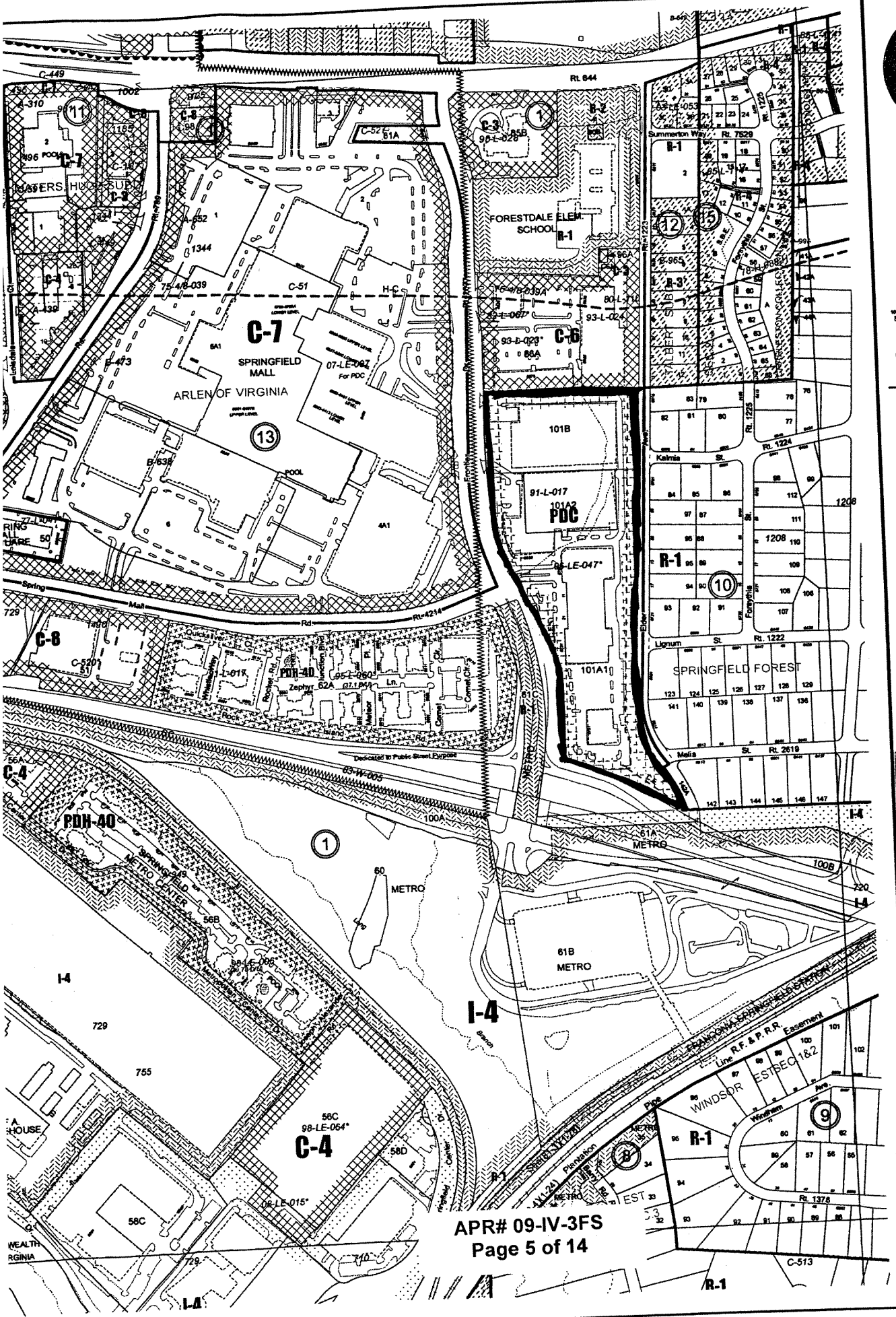
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
90-2((1)) 101A1	6701-6731 Frontier Drive	Springfield Commons, Inc.	PO Box 4700, Dept 207	12.65	7007-0710-0000-5051-5389
			Care Property Tax, Inc.		
			Scottsdale, AZ 85261		
90-2((1))101A2	6691 Frontier Drive	HD Development of MD, Inc.	PO BOX 105842	23.65	7007 0710 0000 5051 5396
90-2((1))101B			C/O HOME DEPOT USA PROP TAX	26.65	
			DEPT 4617 ATLANTA GA 30348		



1742

A Fairfax County, Virginia Publication

N

Map file is 50" X 75" based on USGS 1:24,000 scale 7 1/2 minute Quad. Virginia Coordinate System of 1983 North Zone is U.S. feet based on NAD 83/93 High Precision GPS Network adjustment.

National Geodetic Vertical Datum 1929

GENERAL NOTES

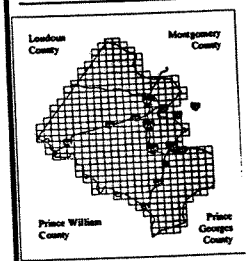
ZONING

Profiles and Convenants

The use or development of the property as proposed is subject to the rezoning application associated to restricted beyond the designated zoning district regulations by proffered conditions (*) or covenants (**). A complete explanation is provided on page 1 of the official zoning map.

Zoning revised to: 06 - 08 - 2009
Subsequent changes not reflected.

The information contained on this page is NOT to be construed or used as a "legal description". It is not a survey product and not to be used for the design, modification or construction of improvements to real property or for flood plain determination. Fairfax County does not provide any guarantee of accuracy or completeness regarding the map information. Any errors or omissions should be reported to the Fairfax County Geographic Information Services Branch of the Department of Information Technology. In no event will Fairfax County be liable for any damages, including but not limited to loss of data, loss profits, business interruption, loss of business information or any other pecuniary loss that might arise from the use of this map or information it contains.



ADMINISTRATIVE INDEX

80-3	80-4	81-3
90-1	90-2	91-1
90-3	90-4	91-3

SHEET INDEX

PROPERTY MAP
ZONING
90-2

Revised to : 06 - 08 - 2009

Prepared by:
DEPARTMENT OF INFORMATION TECHNOLOGY
Enterprise Services Division

117

121

© 2008, THE COUNTY OF FAIRFAX

Print Date 08 Jun 2009

Part 4, a.
Current Comprehensive Plan Language

Land Unit F-2

Land Unit F-2, approximately 23 acres, is located immediately north of the Franconia-Springfield Parkway and situated between Elder Avenue and Frontier Drive. This land unit is planned for office and retail use up to 0.30 FAR and is developed at 0.28 FAR. To achieve an effective transition to the Springfield Forest subdivision, the retail uses should be low-rise in character with a maximum height of 35 feet, with buildings and access oriented to Frontier Drive. In addition to a maximum height of 35 feet, all buildings and structures shall be limited in height by a 14 degree line of sight as measured from the front property line of Springfield Forest residences adjacent to this land unit and east of Elder Avenue.

Retail and office uses should be developed under the following conditions:

1. A minimum of 50 foot vegetative buffer incorporating existing vegetation should be provided along Elder Avenue together with a seven-foot brick wall on the western side of the buffer to assist in creating a transition to the existing residential communities in the area. The buffer should be enhanced with evergreen trees and supplemental shrubbery to provide year round screening.

2. The only access, vehicular or pedestrian, to this land unit should be from Frontier Drive with the primary vehicular access point at the intersection of Spring Mall Road.

3. The entire land unit should be developed under a single development plan which will reflect high quality architecture and site design.

4. All site lighting should be located, directed, and designed to reduce glare and slippage onto the adjacent residential property.

As an option, multi-family residential use at a density of up to 20 dwelling units per acre may be appropriate. The entire land unit should be developed under a single development plan which reflects high quality architecture and site design. Structure type should be limited to garden or mid-rise dwelling units. To help foster an effective transition to the Springfield Forest subdivision, height of the buildings should be limited by a 14 degree line of sight as measured from the front property line of Springfield Forest residential structures east of Elder Avenue. This transition should also include a

vegetated buffer, incorporating existing vegetation, of at least 100 feet in width along Elder Avenue.

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 bus system.

PART 6: JUSTIFICATION

Springfield Commons, LLC
Tax Map Numbers 90-2(1)) 101A1, 101A2, 101B

Introduction

This nomination involves a strategically sited group of parcels located to the southeast of Springfield Mall on the east side of Frontier Drive less than ¼ mile from the Franconia-Springfield Metro Station. The nominated parcels contain a total of 20.06 acres and are currently zoned PDC pursuant to RZ 1996-LE-047 approved in 1997. They are developed with a large retail store with limited structured parking and a strip commercial mall with a pad site restaurant. The parcels comprise Land Unit F-2 of the Franconia-Springfield Transit Station Area. Given the recent Plan and zoning changes in the area, specifically the creation of a new Town Center for Springfield, a close look at these critically located properties is warranted. Enhancing the existing Comprehensive Plan language as proposed in this nomination will better achieve the Plan objectives than the current guidance contained in the adopted Plan for this land unit, specifically, Land Use Objectives 2, 4, 6, 8, 12 and 16 of the Policy Plan as discussed in this justification.

Site Context

The nominated properties are currently planned for office and retail use up to a 0.30 FAR. Multi-family residential use at a density up to 20 dwelling units per acre is noted as an option. The Land Unit is currently developed near the maximum allowable Plan FAR with suburban style retail uses as noted above. The recent Comprehensive Plan amendment and rezoning approvals for Springfield Mall will transform this area into a vibrant mixed use town center. These properties will play a significant role in this redevelopment because of their location between the Mall and the Metro Station. Replanning of these properties will:

- afford the opportunity to create a necessary synergy with the Town Center by supporting the mixed use concept of development,
- create the ability to condition the same level of good design principles approved with the Mall redevelopment project and hence compliment that development,
- provide the opportunity to make necessary connections to the neighborhoods to the east as recommended in recent studies of the area to further promote and support the new Town Center,
- produce the opportunity to enhance buffering and transition for the residential neighborhood to the east,
- provide the opportunity to improve the pedestrian efficiency of the Frontier Drive/Springfield By-Pass intersection to not only create better links between the new Town Center and the Metro but create the opportunity to further the County's TOD policies within Land Unit F-2 itself.

These properties have a strategic and practical link to both the new Town Center and the Franconia-Springfield Metro station. A careful analysis of how the positive outcomes listed above can be attained in Land Unit F-2 is warranted as part of the South County APR process.

Nomination

This nomination basically requests a recombining and enhancement of the existing language in the current Plan, proposing that the current recommended uses of retail/office as well as the option for residential remain and an additional option be included which allows a residential intensity commensurate with the existing density of the Archstone multifamily complex across Frontier Drive and the non-residential intensity within the Mall mixed use area.

The option would allow development of mixed use residential/office/retail at up to 1.80 FAR. Residential square footage would result in a residential density of 30-40 du/ac, comparable to the existing multi-family development in the area. The existing Plan language contains several conditions for development of either

retail/office or residential uses, three of the most critical being the maintenance of a buffer to the Springfield Forest neighborhood to the east, height restrictions and the need to provide good pedestrian access to the Joe Alexander Transportation Center (Springfield/Franconia Metro Station). The densities proposed in this nomination will not disturb the existing robust buffering (i.e., 50 foot setback, 7 foot brick wall and existing mature vegetation) adjacent to the Springfield Forest community, will respect the current building height limitation as the buildings will be located near Frontier Drive and the Springfield-ByPass intersection, and will facilitate much more efficient connections to the Metro than exist today under the current level of development allowed on the property.

Redevelopment of the property is envisioned as a mixed use, pedestrian friendly development which respects and continues the buffer to the residential neighborhood and supports and enlivens the new Town Center and connections to Metro. There is currently a significant grade difference between the property and the Frontier Drive/By-Pass intersection. This situation hinders the creation of the "primary entrance" to the Town Center as envisioned in the current Plan language for the Franconia-Springfield Transit Station Area. Redevelopment of the property with the buildings oriented and located closer to the intersection will allow improvements in the grade of the property as it relates to the intersection. Lowering the grade to align with the intersection will considerably improve the efficiency and pedestrian usability of the intersection, enhancing the connection to the Metro. This grade change will also increase the ability to buffer the residential neighborhood.

Recent studies in the area have highlighted the need to provide connections to the new Town Center from the Springfield Forest Community, both in the northern and the southern portions of Land Unit F-2. Redevelopment and reorientation of the built environment on the property will allow the provision of these needed pedestrian connections in a pedestrian scale mixed use environment. The new pathways to the Town Center should not be mere walkways but rather vibrant areas in and or themselves, complimenting the Town Center.

Land Use Objectives

The proposed nomination better achieves several of the Land Use Objectives outlined in the Policy Plan than the current Plan language. Specifically, Objective 2 challenges the County to create mixed use centers which will enhance the sense of community and reduce the need to travel long distances for employment and/or services as well as encouraging this type of development in Transit Station Areas. Objective 4 encourages a diverse housing stock to enhance the opportunity for residents to live in proximity to their workplace and to mass transit. Objective 6 encourages the linking of existing and future residential development with employment and services emphasizing ridesharing, transit service and non-motorized access facilities. Objective 8 indicates that the County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods. And, Objective 12 indicates that the highest level of development should be concentrated in areas of transportation advantage as long as adequate public infrastructure is present and sensitive environmental areas are not impacted. Objective 16 reflects the County's recently adopted TOD policy of encouraging and focusing growth near planned and existing rail transit stations in line with the Guidelines for Transit-Oriented Development.

The mixed use environmental as proposed in this nomination will support and enhance the new character of the area approved with the Town Center and further the goals clearly stated above of concentrating mixed use development near cores and in Transit station areas. Improvements to the site which will come with increased density will allow for better buffering and the necessary connections to Metro and to the Town Center.

Summary

A new character has been established for this area of Springfield with the approval of the Springfield Mall redevelopment and the office/hotel development approved adjacent to Metro. Redevelopment of the nominated property, which is both adjacent to the Town Center and the closest site in this quadrant to the Metro, will support and promote usage of the Town Center and enhance pedestrian connections to Metro while still providing the necessary protection to the Springfield Forest community.

Van Dam, Meghan

PC 2009-057

From: Greenlief, Lori R. [lgreenlief@mcguirewoods.com]
Sent: Wednesday, October 21, 2009 4:10 PM
To: Van Dam, Meghan
Subject: RE: Springfield Commons South County APR nomination

315. Sorry. The form wouldn't let me put that many numbers so I just put the overall max!! Thanks!!

Lori R. Greenlief
Land Use Planner
McGuireWoods LLP

1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
703.712.5433 (Direct Line)
703.712.5050 (Direct FAX)
lgreenlief@mcguirewoods.com
http://www.mcguirewoods.com

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]
Sent: Wednesday, October 21, 2009 4:08 PM
To: Greenlief, Lori R.
Subject: RE: Springfield Commons South County APR nomination

Thank you, Lori. Is the 786 maximum residential units for Option 2? If so, what is the number of units for Option 1?

From: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
Sent: Wednesday, October 21, 2009 9:21 AM
To: Van Dam, Meghan
Subject: Springfield Commons South County APR nomination

Meghan -

Good morning. Mark Viani asked me to clarify the land use percentages for the above referenced APR nomination. Please see the attached and let me know if the option approach is acceptable. I believe that was used on the BRAC nominations. Thanks!!

Lori R. Greenlief
Land Use Planner
McGuireWoods LLP

1750 Tysons Boulevard
Suite 1800

Cerdeira, Lilian

From: Ransom, Sara Robin
Sent: Friday, October 02, 2009 8:44 AM
To: 'mviani@mcguirewoods.com'
Cc: Cerdeira, Lilian; Van Dam, Meghan; Gardner, Marianne; Lippa, Barbara J.
Subject: Formal nonacceptance notice of South County APR Nomination PC 2009-057
Importance: High

PC 2009-057: Land Unit F-2 of the Franconia-Springfield Transit Station Area; Map 90-2 ((1)) 101A1, 101A2, 101B

Good Morning Mr. Viani:

The purpose of this email (a copy of which will be retained for the record) is to provide formal notice that the above referenced South County APR Nomination has been received by the Planning Commission Office. After reviewing the nomination and seeking clarification with the Department of Planning & Zoning (DPZ), it has been determined that PC 2009-057 does not meet the submission requirements set forth in the *2009-2010 South County Area Plans Review Guide*. On page 6 of the *Guide*, under "Scope of the APR Process", it states, in part:

> "There are limitations on what properties can be proposed for a Comprehensive Plan change. The following areas and types of proposals are excluded from the APR process:
>
> - **Land areas that are subject of any pending Plan amendment of special studies, including but not limited** to Loisdale Road Study"

I have been informed that the properties you nominated are within the bounds of the Springfield Connectivity Study (S09-IV-FS1) which is a pending Plan amendment scheduled for public hearing by the Planning Commission on December 9, 2009; therefore, your nomination is not eligible for inclusion in the 2009-2010 South County APR process. However, at your discretion, you could request the Lee District Supervisor to consider proposing that the Board of Supervisors authorize an Out-of-Turn Plan Amendment for the properties listed above.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: *703-324-2865*
Direct: *703-324-2966*
Fax: *703-324-3948*
sara.ransom@fairfaxcounty.gov

46. **SOUTH COUNTY AREA PLANS REVIEW (APR) PROCESS (LEE DISTRICT)** (12:30 p.m.)

Supervisor McKay said that several nominations for Comprehensive Plan amendments were submitted to the 2009-2010 South County APR process that are located within the subject area of another, active Comprehensive Plan Amendment S09-IV-FS1. As a result, these nominations were rejected because they did not meet a submission requirement established by the Planning Commission (PC) for the APR process. The requirement states that property is excluded from nomination if the property is subject to any pending Plan amendment or special study. This exclusion ensures that studies may proceed in a timely manner.

However, the nature of Plan Amendment S09-IV-FS1 and the proposed APR nominations are totally different. The pending Plan amendment proposes to update the Overview section, regarding such general policy guidance as urban design, streetscapes, and transportation, for the entire planning area, while the APR nomination proposes specific land use changes for specific land areas. The pending amendment does not propose to address land use or intensity recommendations for the APR subject properties, but may help the review of the APR nominations.

The Plan amendment is scheduled for public hearing before the PC in December of this year and anticipated for public hearing before the Board in January 2010. In January 2010, the APR review will have just begun with the task force meetings. Because the Plan amendment will be concluded essentially at the very beginning of the APR process, it is foreseeable that the APR nominations can be reviewed in a timely and appropriate way within the APR cycle.

Since the land areas nominated in this APR cycle were not previously considered in Base Realignment and Closure (BRAC) or the last South County APR cycle, and the nature of the pending Plan amendment and proposed APRs are different, it would be appropriate to allow review of the APR nominations to implement the updated guidelines for redevelopment and to support the goal of creating a new town center in the Springfield Mall area as expeditiously as possible.

Therefore, Supervisor McKay moved that the Board direct:

- The PC to accept 2009-2010 South County APR nominations PC 2009-056, PC 2009-057, and PC 2009-064 for review as soon as the Board acts upon Plan Amendment S09-IV-FS1.

- Staff to expand the subject area for PC 2009-056 to include its entire land unit, west of Loisdale Road and south of Franconia Road, as this expansion would allow for a more coordinated review.

This motion shall in no way prejudice the pending re-planning process. The APR nominations would be subject to the same process and scrutiny as any of the other South County APR nominations. Supervisor Smyth seconded the motion and it carried by unanimous vote.

47. **REQUEST FOR CERTIFICATE OF APPRECIATION (LEE DISTRICT)** (12:33 p.m.)

Jointly with Chairman Bulova, Supervisor McKay announced that on November 17, Bobbie Mae Johnson, a resident of Lee District and the County for more than 50 years, will celebrate her eightieth birthday.

Supervisor McKay referred to his written Board Matter and outlined Ms. Johnson's accomplishments. He asked unanimous consent of the Board to direct the Office of Public Affairs to prepare a certificate commending Ms. Johnson for her civic engagement and offering the Board's congratulations on her eightieth birthday to be presented to her at the birthday celebration that her family is holding for her on November 21. Without objection, it was so ordered.

48. **NO BOARD MATTERS FOR SUPERVISOR COOK (BRADDOCK DISTRICT)** (12:34 p.m.)

Supervisor Cook announced that he had no Board Matters to present today.

49. **RECOGNIZING THE METROPOLITAN WASHINGTON AREA AIRPORTS AUTHORITY (MWAA) AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) COOPERATION FOR DULLES CORRIDOR EXPRESS BUS SERVICE** (12:35 p.m.)

Supervisor Hudgins said that on February 9, the Board approved a request to the VDOT to review use of the shoulder lane on the Dulles Connector Road (DCR) during the morning rush hour. Additional congestion was being experienced by Fairfax Connector Bus drivers who were dealing with further delays in trying to stay on schedule because of adjacent construction of the Dulles Corridor Metrorail Project which has a staging area at the DCR. The shoulder lane is used during the evening rush hour and has increased the efficiency of express bus service to the West Falls Church Station. The request was made directly to MWAA which now owns and operates the Dulles Corridor and is building Phase 1 of the rail project. VDOT continues jurisdiction over the DCR.

Therefore, Supervisor Hudgins moved that the Board recognize the cooperation of MWAA and VDOT, especially the contribution of Claudia Llana, for coordinating this request with the MegaProjects' staff by sending a letter to Morteza Salehi, VDOT's Northern Virginia District Administrator, copied to Transportation Secretary Pierce Homer and to Jim Bennett, President and CEO of MWAA. The Fairfax Connector Express Buses are now using the shoulder from 6 a.m. to 10 a.m., thereby reducing the wait time for commuters who make their

Cerdeira, Lilian

From: Ransom, Sara Robin
Sent: Tuesday, November 03, 2009 1:24 PM
To: 'mviani@mcguirewoods.com'
Cc: Gardner, Marianne; Van Dam, Meghan; Lusk, Rodney; Cerdeira, Lilian
Subject: Change in Status for South County APR Nomination PC 2009-057 REVISED
Importance: High

Mark Viani, Esquire
McGuireWoods LLP
1750 Tysons Blvd, Suite 1800
McLean, Virginia 22102

PC 2009-057: Land Unit F2 of the Franconia-Springfield Transit Station Area; Map 90-2 ((1)) 101A, 101A2, 101B; Lee District

Good afternoon Mr. Viani:

On October 2, 2009, I advised you by email that the above referenced South County APR nomination was not accepted because it nominated property that was specifically excluded in the provisions set forth on page 6 of the 2009-2010 South County Area Plans Review Guide.

On October 19, 2009, the Board of Supervisors unanimously voted to support Supervisor McKay's motion directing that the Planning Commission accept nomination PC 2009-057 for review as soon as the Board acts upon Plan amendment S09-IV-FS1. The Planning Commission public hearing on S09-IV-FS1 (Springfield Connectivity Study) is currently scheduled on December 9, 2009 at 8:15 p.m. and it is anticipated that the Board's public hearing will be held in January, 2010.

Accordingly, the status of PC 2009-057 has been revised to "accepted for review" and the nomination has been forwarded to the Department of Planning and Zoning (DPZ) for further analysis. Review of this nomination is expected to have the same format and schedule with the other Lee District APR items.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Regards,

Robin

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: 703-324-2865
Direct: 703-324-2966
Fax: 703-324-3948
sara.ransom@fairfaxcounty.gov

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE **APR ITEM:** 09-IV-4FS

NOMINATOR(S): Springfield Industrial Park Partnership c/o Zumot Real Estate Management, Inc.

ACREAGE: 4.14 acres

TAX MAP I.D. NUMBERS: 90-4 ((1)) 11A

GENERAL LOCATION: Southeast of Springfield Center Drive and northwest of Chessie Seaboard Multiplier (CSX) Railroad tracks

PLANNING AREA(S): IV
District(s): Springfield
Sector: Springfield East (S7)
Special Area: Franconia-Springfield Transit Station Area (Land Unit P)

ADOPTED PLAN MAP: Industrial use

ADOPTED PLAN TEXT: Light industrial use up to an intensity of 0.35 floor-area ratio (FAR) with an option for biotech/research and development uses up to an intensity of 0.50 FAR to complement the Northern Virginia Community College (NVCC)/Inova medical center

Complete Plan text: http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf, Page 53

PROPOSED PLAN AMENDMENT: Office use up to 1.0 FAR with support retail use

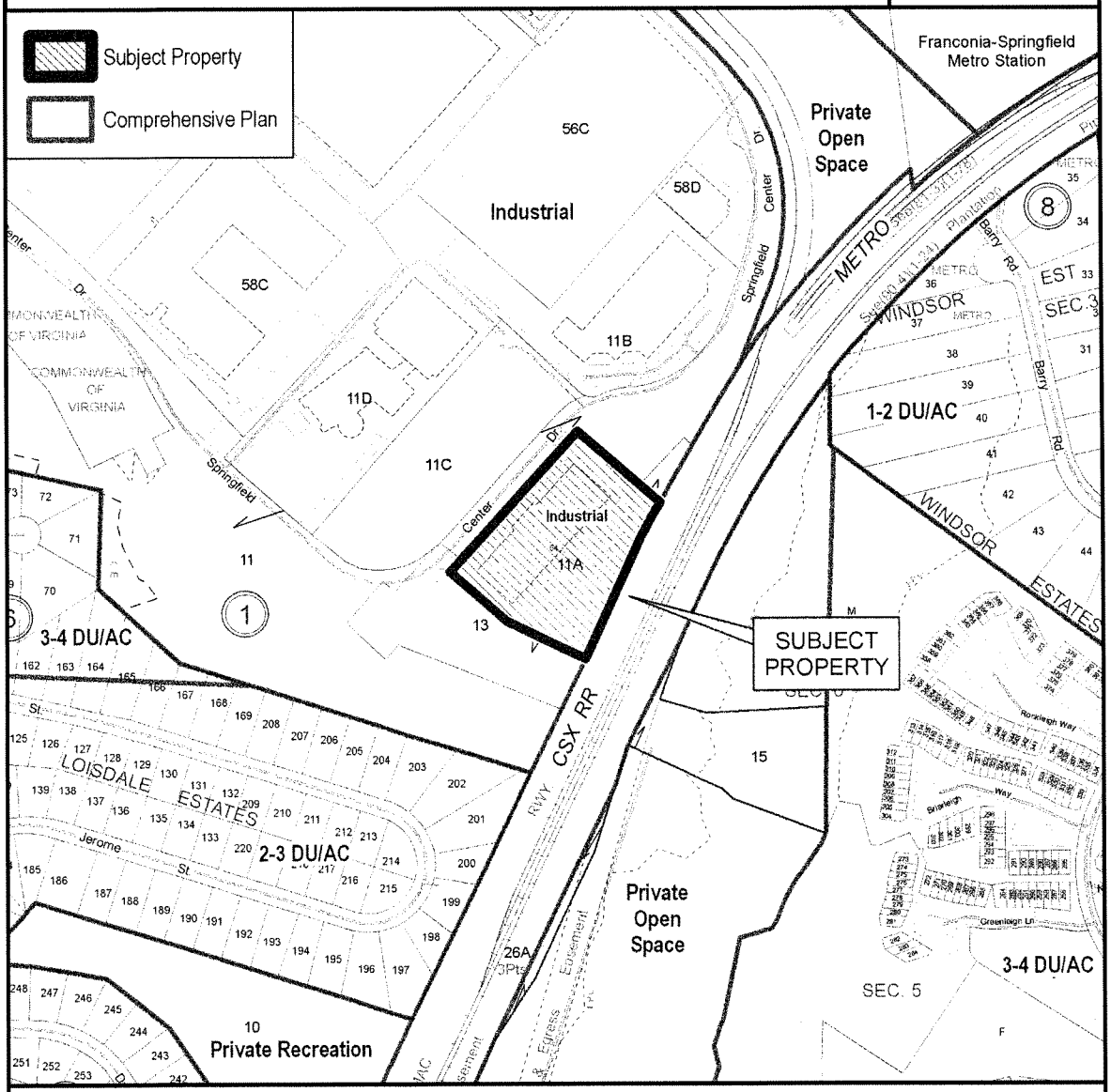
SUMMARY OF STAFF RECOMMENDATION

____ Approve Nomination as submitted
_x__ Approve Staff Alternative
____ Retain Adopted Plan

Staff recommends that the subject property be replanned to include office use up to an intensity of 0.50 FAR, in addition to the current Plan for biotech/ research and development use. The addition of the office use recommendation would be appropriate as the Plan would reflect permitted uses under the existing zoning. Office use would benefit from the property's location within the ½ mile radius from the Metrorail station platform and walking distance from the platform, once the extension of Frontier Drive is implemented. The nominated intensity is not appropriate as it involves piecemeal replanning of a single parcel at twice the intensity of other parcels in Land

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

2009-2010 SOUTH COUNTY APR #
09-IV-4FS
LEE



Subject Property Current Plan: Industrial use up to 0.35 FAR with option for biotech/ research and development use up to 0.50 FAR

Nominated Plan Change: Office and retail use up to 1.0 FAR

Staff Recommendation: Adopt Staff Alternative

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

Unit P. The intensity also could have an adverse visual impact on the nearby low density Loisdale Estates neighborhood, particularly if underground parking cannot be provided. The intensity also would exacerbate roadway capacity and access problems without the Frontier Drive extension. Additional intensity related to the transit orientation could be considered for the entire land unit in the future, dependant on the implementation of the Frontier Drive extension.

CONTEXT:

General Location: The subject property is located southeast of Springfield Center Drive, southeast of the General Services Area Parr Warehouse, generally north of Loisdale Estates community, and southwest of the Franconia-Springfield Metrorail station.

Existing and Planned Land Use and Zoning:

Subject Property:
The subject property encompasses one parcel and contains a 50,000 square foot (SF) warehouse. The property is located within Land Unit P of the Franconia-Springfield Transit Station Area within the Franconia-Springfield Area, which is planned for light industrial use up to 0.35 floor-area ratio (FAR). The land unit also has an option for biotech/research and development uses an intensity up to 0.50 FAR to complement the Northern Virginia Community College (NVCC)/ Inova medical center. The current Plan would result in approximately 63,000 SF of industrial use or approximately 90,000 SF of biotech/ research and development use. The property is zoned I-4.

Adjacent Areas:
North and West: Land Unit P extends north and west of the subject property and is planned with the same recommendation as the subject property. The NVCC Medical Campus and a vacant property owned by Inova Health Systems are located to the northwest and west of the property in Land Unit P. These properties are also zoned I-4. Two additional parcels north of the subject property, comprising 6-acres, were involved in the 2006 Base Realignment and Closure (BRAC) Area Plans Review (APR) process. BRAC APR 08-IV-2FS, adopted on August 3, 2009, replanned this 6-acre area with an option for office use up to an intensity of 2.0 FAR due to its location south of the Joe Alexander Transportation Center and the proposed coordination with the adjacent office use in Land Unit O. The Joe Alexander Transportation Center is located to the northeast of the subject property in Land Unit N. Land Unit N is planned for public facilities and zoned I-4. The Transportation Center contains the Franconia-Springfield Metrorail Station, the regional Virginia Railway Express station, a 5,000-vehicle commuter parking facility, and local and regional bus services.
East: The CSX Railroad tracks and a significant wetland area associated with Long Branch stream are located to the east of the subject property, outside of the Transit Station Area. The wetlands are planned for private open space and zoned R-1 and R-5.
South: Directly to the south of the subject property is vacant land that is either undeveloped or used for storage and parking. This area also is planned within Land Unit P and zoned I-4. The

Loisdale Estates neighborhood is located further south, approximately 400-500 feet from the subject property. This community is planned for residential use at densities of 2-3 and 3-4 dwelling units per acre (du/ac) and zoned R-3 and R-4.

PLANNING HISTORY

The nominated area of APR 09-IV-4FS consists of a portion of the subject area for BRAC APR 08-IV-3FS (3FS), which was withdrawn in July 2008. BRAC APR 08-IV-3FS proposed office or mixed use with office and retail at base of 1.5 FAR with an option up to 2.0 FAR. The preliminary staff report for 3FS expresses concern with the proposed intensity and recommends that office use could be appropriate, in addition to the current Plan recommendation for biotech/ research and development use, at a lesser intensity than proposed, up to a 0.50 FAR.

The subject area also was involved in the Comprehensive Plan amendment for the Franconia-Springfield Area adopted on January 12, 2010. Plan Amendment (PA) S09-CW-3CP, amended the Plan text for the Springfield Community Business Center (CBC) and Franconia-Springfield Transit Station Area (TSA). The amendment primarily focused on new areawide guidance pertaining to urban design, streetscape and placemaking. Portions of the CBC, north and south of Old Keene Mill Road were recommended for redevelopment as an urban village and commuter parking facility, respectively. New transportation recommendations to support improved connectivity were added, such as a bus circulator service and an extension of Frontier Drive from the Joe Alexander Transportation Center to the land unit in which the subject area is located. The amendment also reorganized the structure of the Plan text for the Franconia-Springfield Area, moving the Engineer Proving Ground recommendations to follow the Franconia-Springfield Area text. As part of the reorganization of the area, the land unit in which the subject area is located was renamed from Land Unit D-2 to Land Unit P. There were no changes to the planned land use or the intensity of the subject area in the amendment.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Transit Station Area, Land Unit P, as amended through 1-12-2010, page 53:

"**Land Unit P**

Land Unit P is located south of the GSA-Parr Warehouse and north of the Loisdale Estates subdivision. It is about 57 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1))57E, 57F, 57G, and 57H, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour

traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary..."

NOMINATED PLAN AMENDMENT

APR nomination 09-IV-4FS proposes to add an option for redevelopment as one office building with an intensity of 1.0 FAR, support retail use, and structured parking below the building. The proposed Plan would result in 176,400 SF of office use (95%) and 3,600 SF of retail use (5%).

ANALYSIS

Land Use: APR nomination 4FS has three main issues related to land use: the proposed office use, the proposed intensity, and the relationship of the proposed development to the surrounding uses. First, amending the Plan to include an option for office use on the subject property, as proposed, would complement the nearby planned office use to the north of the subject property in Land Unit O and P. The replanning would support the county goal of locating similar uses adjacent to one another. However, the proposed intensity creates concern. The subject property is a single, 4-acre parcel within the 61-acre land unit. The nomination would double the planned intensity of a single parcel within the land unit. The nomination does not propose consolidation or coordination among other development plans. The Plan vision for the intensity on site should not be incrementally adjusted through piecemeal replanning of individual parcels to more intense uses. Further, the subject property is located approximately 500 feet from the nearest house in Loisdale Estates, and the proposed intensity could create adverse, visual impacts on the nearby neighborhood related to building height. The 0.50 FAR should be retained, resulting in a building size of up to approximately 90,000 SF. This would be consistent with the Plan for other parcels Land Unit P.

The nominator states on page 21 of the nomination form that the amendment is justified due to "development in progress, state college building on other side of street. Zoning of I-4 is outdated and inefficient for the current times." However, neither the "development in progress" nor the state college building" would support the replanning of the subject property at the proposed intensity. Staff interprets the "development in progress" as the recently adopted Plan amendment (BRAC APR 09-IV-2FS) for the parcel to the north and the existing Plan recommendation for additional office to the northwest of the subject property. Although BRAC APR 2FS is located within Land Unit P, the nomination was proposed as coordinated development with Land Unit O, and both properties are located approximately ½ mile from the Franconia-Springfield Metrorail station via the existing shuttle road and slightly greater than ¼ mile from the Metrorail station via the conceptual plan for the proposed extension of Frontier Drive. The properties are also served by a private shuttle to the rail station.

County policy for transit-oriented development defines transit-oriented development as ¼-mile radius from the station platform with density and intensity tapering to within a ½-mile radius from

the station platform, or a 5-10 minute walk, subject to site-specific conditions. The "development in progress" would be considered transit-oriented development. However, the proposed nomination is located over ¾-mile walking distance from the Metrorail station platform, via the existing shuttle bus road, and approximately ½-mile walking distance from the platform, via the proposed Frontier Drive extension. With the extension of the Frontier Drive, the subject property would be considered transit-oriented development, but it would be on the edge of where the tapering would need to occur. See map on page 9.

Staff understands the "state college building," addressed in the Justification, as the Northern Virginia Community College facility to the west of the subject property. This property is planned within the same land unit, Land Unit O, as the subject property and is developed at an intensity of 0.50 FAR, under the current Plan. The building consists of approximately 130,000 SF of development on a 257,000 SF parcel. The NVCC facility was implemented under current Plan optional recommendation for the land unit, and its intensity would not be considered justification to amend the Plan for the subject property.

Other portions of the land unit also are located within the ½ mile radius of the station platform and within a 5-10 minute walking distance, as shown on the map on page 9 of this staff report. In order to support the county's goal of coordinating development, which is expressly stated throughout the Plan text for Land Units O and P, a future amendment of the land unit should be considered that can cumulatively assess the impacts of transit-oriented development on land use and transportation in this area. With the implementation of the Frontier Drive extension, additional intensity may be appropriate if the tallest buildings or structures are located closest to the transit station and oriented away from the Loisdale Estates neighborhood. This design would need to be demonstrated during the rezoning process.

Transportation: The proposed nomination would generate higher daily, AM and PM peak hours trips than the land uses allowed under both the current Comprehensive Plan base and option recommendation, as shown on the table on the next page. Vehicular access to the subject property is from Springfield Center Drive. The recently adopted Springfield Connectivity Plan Amendment S09-CW-3CP amended the Plan to extend Frontier Drive along Springfield Center Drive as a 4-lane divided section to Loisdale Road. Right-of-way and construction of a portion of the Frontier Drive improvement along the frontage of the subject property, as well as a contribution to an areawide transportation fund, should be provided as a condition for redevelopment.

The subject property is located within the ½-mile radius of the Franconia-Springfield Metrorail station, but on the edge of the ½-mile walk. The property has the potential for some redevelopment as a transit-oriented development, subject to provision of direct pedestrian access to the station that would substantially reduce the vehicular trips generated. Access and safety issues, particularly related to pedestrians, are of primary concern. The transportation issues associated with any development of the subject area, particularly related to access, will need to be addressed during the rezoning process, if this Plan amendment is adopted. The development plan

should address vehicular and pedestrian circulation patterns, turning movements, signalization, safety issues, and transit amenities. Additional dedication of right-of-way for sidewalk, roadway improvements/ widening, transit, and associated easements may be required.

Based on the comparison of the average daily trips generated by the plan options, the nomination would not require a Virginia Department of Transportation (VDOT) Chapter 527 review. The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the VDOT. Any amendment to the Comprehensive Plan that generates 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review is also commonly referred to as "VDOT 527" or "Chapter 527". The nomination would not generate 5,000 additional vehicle trips per day, as compared to the highest density recommended under the current Comprehensive Plan.

Trip Generation estimates for APR 09-IV-4FS

Current Plan		AM Peak Hour		PM Peak Hour		Average
Development Type	Quantities	In	Out	In	Out	Daily
Light Industrial (110)	63,000	45	6	7	48	391
Total		45	6	7	48	391
Current Plan option		AM Peak Hour		PM Peak Hour		Average
Development Type		In	Out	In	Out	Daily
Office (710)	90,000 Sf	109	15	20	99	882
Total		109	15	20	99	882
Proposed Plan		AM Peak Hour		PM Peak Hour		Average
Development Type		In	Out	In	Out	Daily
Office (710)	180,000 Sf	219	30	41	198	1,764
Total		219	30	41	198	1,764
Net impact of Option above Comp Plan		173	24	34	150	1,373

1) Trip rates and formulas used are from the Institute of Traffic Engineers (ITE), Trip Generation,8th Edition, 2008.

2) Trip generation estimates account for reductions due to proximity to transit.

Environment: An unnamed tributary associated with Long Branch traverses in a westerly direction south of the subject property and it affects the southeastern corner of the subject property. This feature is considered Resource Protection Area (RPA), Environmental Quality Corridor (EQC), and 100 year floodplain, which consists of environmentally-sensitive wet areas. See attached map on page 10 of this staff report for map. The nomination may incur an obstacle with underground parking because of the shallow depth of ground water surrounded on the south and the east by the wet areas. Water may pose an obstacle to underground parking. If these areas necessitated above-ground parking, then the building would result in an increased height, which could visually loom over the nearby community.

Water: Water service in the subject area is served by Fairfax Water which is a non-profit Water Utility that serves Northern Virginia. Providing service to a more intense development would likely require additional infrastructure to meet fire flow requirements and increase reliability. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

RECOMMENDATION

As an alternative to the nominations, staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Transit Station Area, Land Unit P, as amended through 1-12-2010, page 53:

"**Land Unit P**

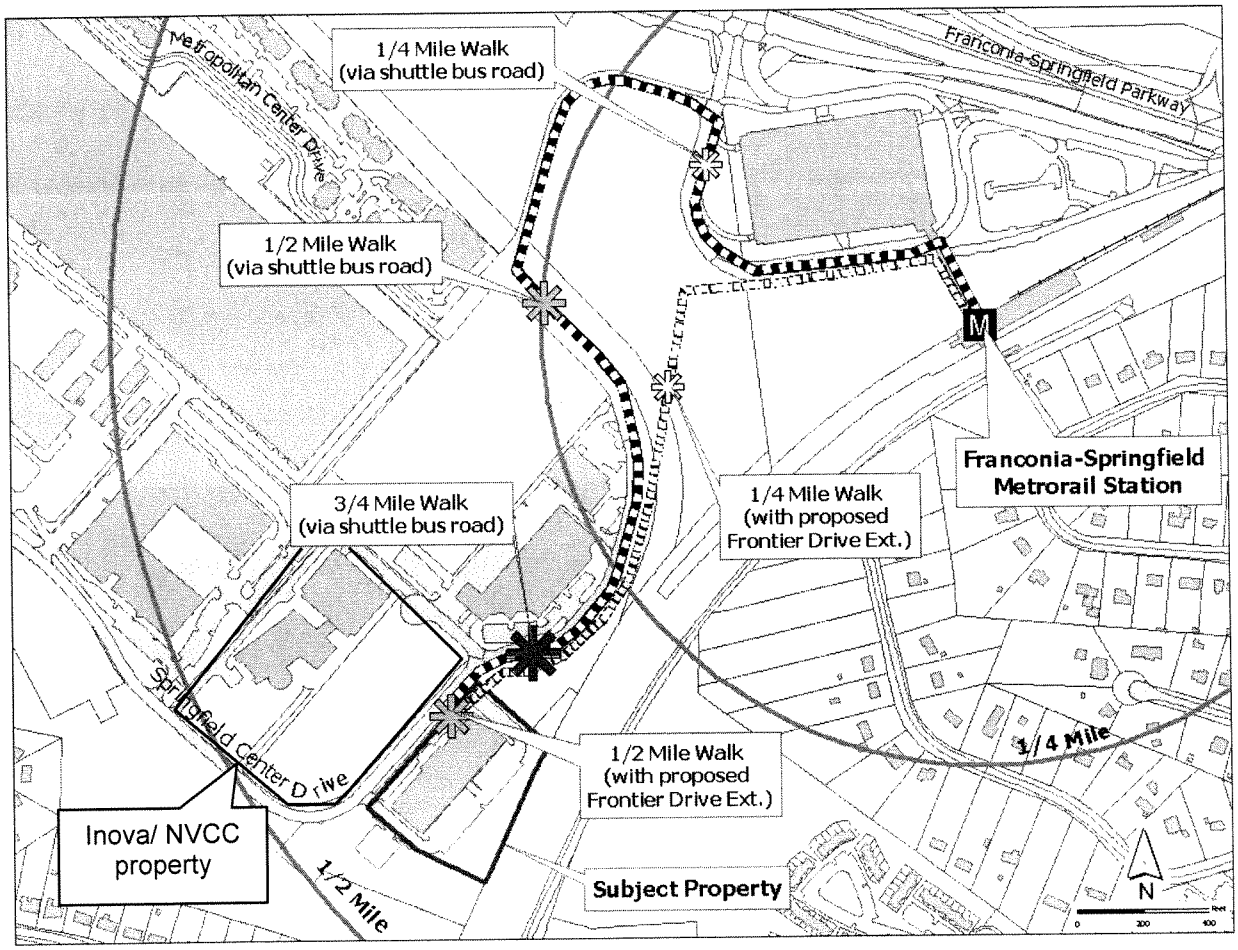
Land Unit P is located south of the GSA-Parr Warehouse and north of the Loisdale Estates Subdivision. It is about 57 acres in size and contains the site of the Northern Virginia Community College and Springfield Center Industrial Park.

Land Unit P is planned for light industrial use up to .35 FAR. As an option, biotech/research and development uses up to .50 FAR may be appropriate to complement the VNCC/INOVA medical center. For parcels 90-2((1)) 57E, 57F, 57G, and 57H, and 90-4 ((1)) 11A, office use up to .50 FAR may also be considered. Any development under this option must demonstrate that it will generate less peak hour traffic than the planned baseline use to minimize traffic generation in an area with limited transportation capacity. Development should provide a landscaped buffer of at least 75 feet in width along the Loisdale Estates subdivision boundary. Redevelopment of Parcel 90-4 ((1)) 11A should provide for the dedication of right-of-way for the extension of Frontier Drive as well as provide for a contribution to the areawide transportation fund."

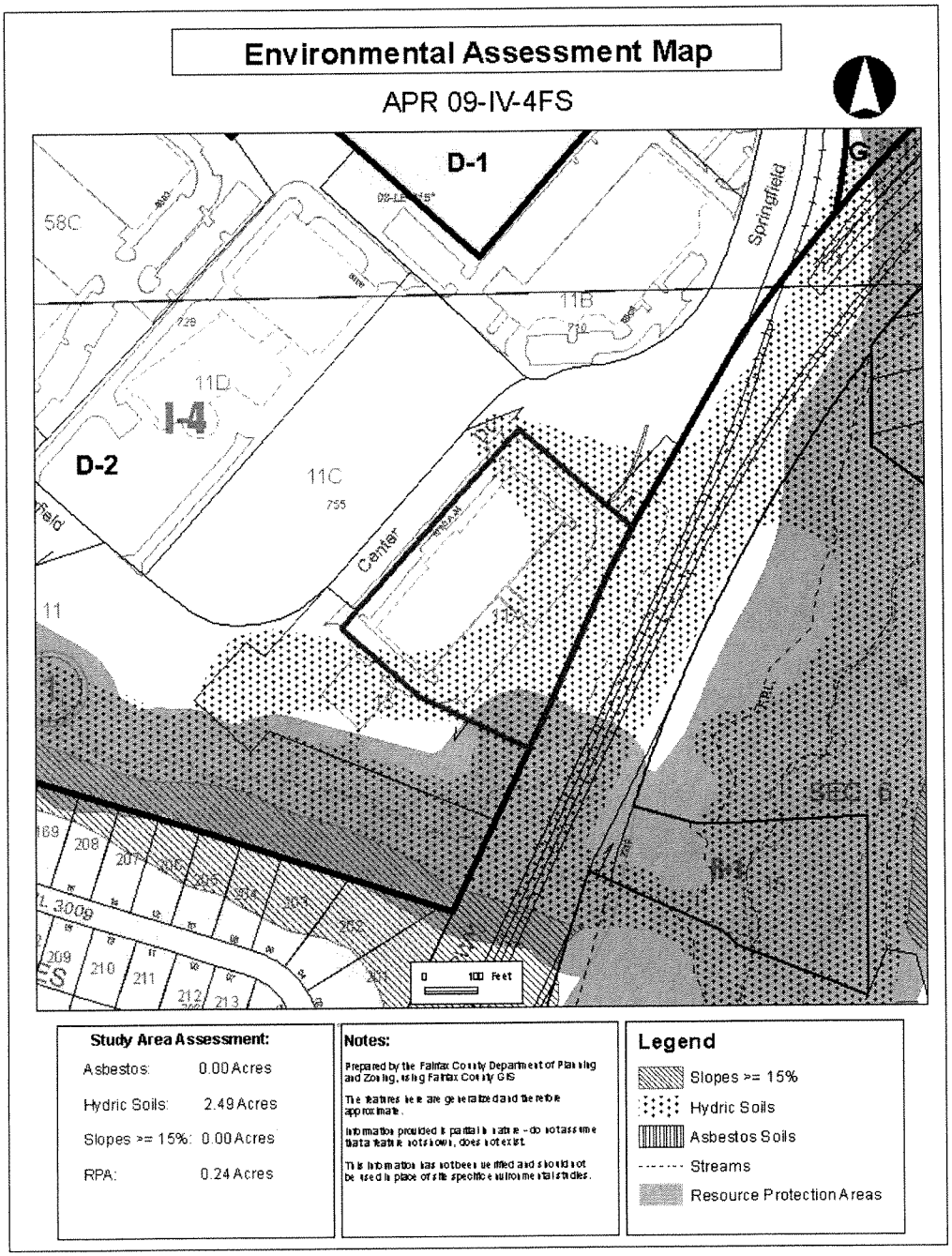
NOTE: The Comprehensive Plan Map would not change.

Walking Distance Map:

Franconia-Springfield Metrorail Station Platform to Subject Property



Environmental Map: APR 09-IV-4FS



Replacement pages 1-2 (11/11 email)
PC 2009-CW-4FS

APR# 09-IV-4FS

APR
Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: _____
Date Accepted: _____
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: Springfield Industrial Park Partnership Daytime Phone: 703-893-7233

Address: C/O Zumot Real Estate Management, Inc.
P.O. Box 370, McLean, VA 22101

Nominator E-mail Address: rzumot@zumot.net

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

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Rajai Zumot, Executive Officer

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 4.14 acres 180,192 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation.
It is the most current version: ~~Current Comprehensive plan is Wholesale and warehousing, Zoned I-4~>
(Sub-unit D-2, Franc-Sp TSA) light industrial use up to 0.35 FAR with option for biotech/R+D up to 0.50 FAR

b. CURRENT PLAN MAP RECOMMENDATION: ~~Office~~ Industrial

c. CURRENT ZONING DESIGNATION: I-4 Industrial

Continued

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Office building

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) One office building, 100 feet height, structured parking below building, typical floor plate

f. NON-RESIDENTIAL: Check the appropriate use

- ☒ Office
- ☐ Retail
- ☐ Government/Institutional
- ☐ Industrial
- ☐ Open Space
- ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 1.0 TOTAL Gross Square Feet: 180,000

Categories	Percent of Total FAR	Square feet
Office	95%	176,400
Retail	5%	3,600
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
TOTAL	**100%**	180,000

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
~~0904010013~~	N/A	Springfield Industrial Park	P.O. Box 370	3.03	
90-4(1)) 11 4		Partnership			

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

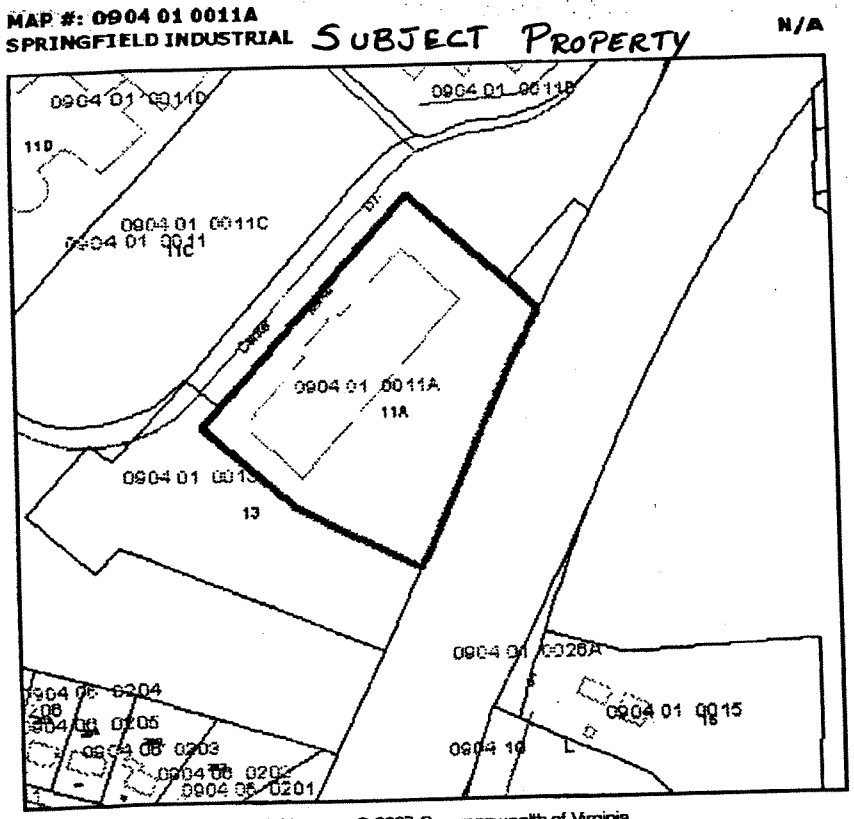
☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

PER AREA DEVELOPMENT IN PROGRESS, STATE COLLEGE BUILDING ON OTHER SIDE OF THE STREET. ZONING OF I-4 IS OUTDATED AND INEFFICIENT FOR THE CURRENT TIMES.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

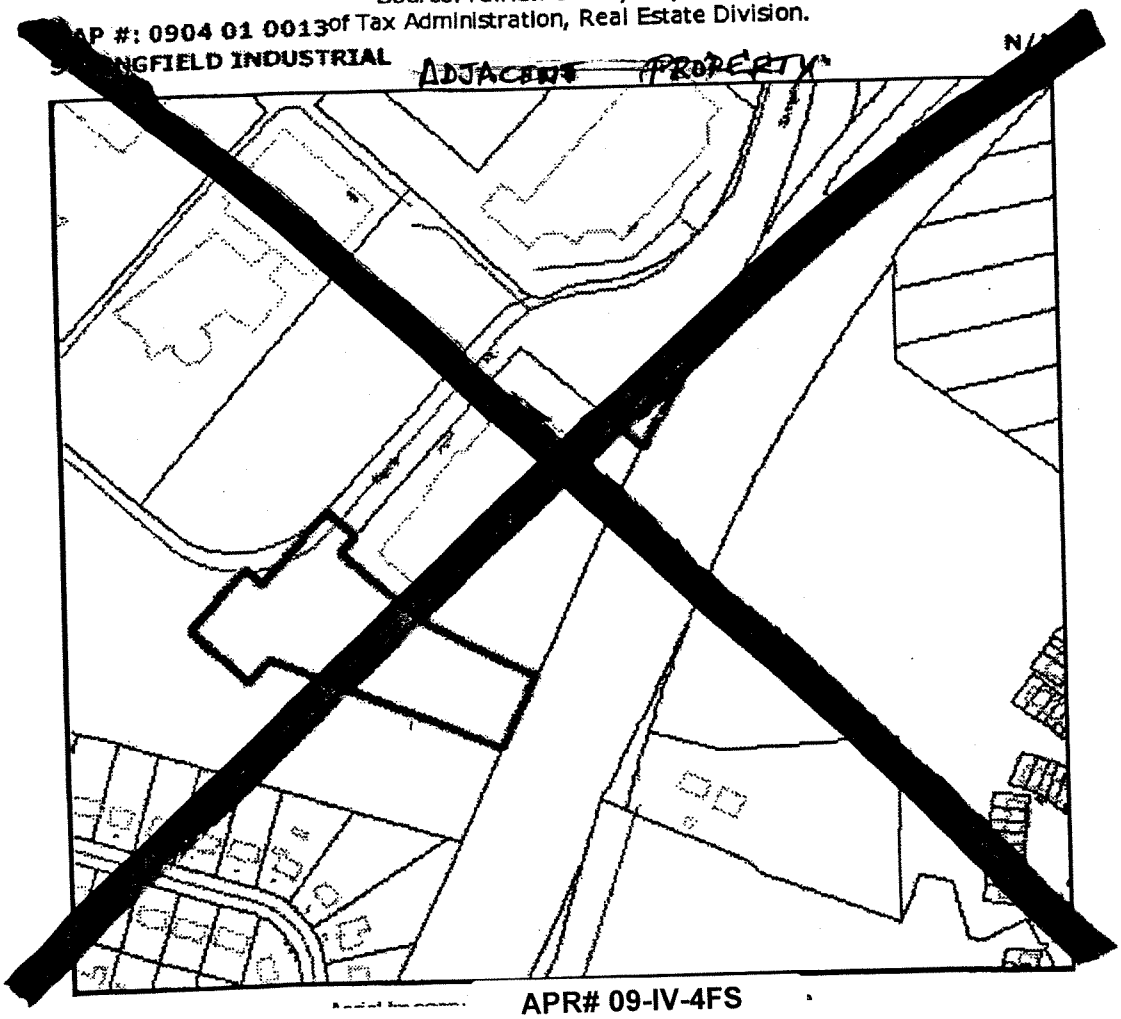
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

Continued



Aerial Imagery © 2007 Commonwealth of Virginia

Source: Fairfax County Department of Tax Administration, Real Estate Division.



Van Dam, Meghan

From: Ransom, Sara Robin
Sent: Friday, October 02, 2009 9:09 AM
To: 'rzumot@zumot.net'; 'Nabil J. Fahel'
Cc: Cerdeira, Lilian; Van Dam, Meghan; Gardner, Marianne; Lippa, Barbara J.
Subject: Formal nonacceptance notice of South County APR Nomination PC 2009-064
Importance: High

PC 2009-064: Map 90-4 ((1)) 11A

Good morning Mr. Zumot and Mr. Fahel:

The purpose of this email (a copy of which will be retained for the record) is to provide formal notice that the above referenced South County APR Nomination has been received by the Planning Commission Office. After reviewing the nomination and seeking clarification with the Department of Planning & Zoning (DPZ), it has been determined that PC 2009-064 does not meet the submission requirements set forth in the *2009-2010 South County Area Plans Review Guide*. On page 6 of the *Guide*, under "Scope of the APR Process", it states, in part:

> "There are limitations on what properties can be proposed for a Comprehensive Plan change. The following areas and types of proposals are excluded from the APR process:
>
> - **Land areas that are subject of any pending Plan amendment of special studies, including but not limited** to Loisdale Road Study"

I have been informed that the properties you nominated are within the bounds of the Springfield Connectivity Study (S09-IV-FS1) which is a pending Plan amendment scheduled for public hearing by the Planning Commission on December 9, 2009; therefore, your nomination is not eligible for inclusion in the 2009-2010 South County APR process. However, at your discretion, you could request the Lee District Supervisor to consider proposing that the Board of Supervisors authorize an Out-of-Turn Plan Amendment for the properties listed above.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Regards,

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: 703-324-2865
Direct: 703-324-2966
Fax: 703-324-3948
sara.ransom@fairfaxcounty.gov

46. **SOUTH COUNTY AREA PLANS REVIEW (APR) PROCESS (LEE DISTRICT)** (12:30 p.m.)

Supervisor McKay said that several nominations for Comprehensive Plan amendments were submitted to the 2009-2010 South County APR process that are located within the subject area of another, active Comprehensive Plan Amendment S09-IV-FS1. As a result, these nominations were rejected because they did not meet a submission requirement established by the Planning Commission (PC) for the APR process. The requirement states that property is excluded from nomination if the property is subject to any pending Plan amendment or special study. This exclusion ensures that studies may proceed in a timely manner.

However, the nature of Plan Amendment S09-IV-FS1 and the proposed APR nominations are totally different. The pending Plan amendment proposes to update the Overview section, regarding such general policy guidance as urban design, streetscapes, and transportation, for the entire planning area, while the APR nomination proposes specific land use changes for specific land areas. The pending amendment does not propose to address land use or intensity recommendations for the APR subject properties, but may help the review of the APR nominations.

The Plan amendment is scheduled for public hearing before the PC in December of this year and anticipated for public hearing before the Board in January 2010. In January 2010, the APR review will have just begun with the task force meetings. Because the Plan amendment will be concluded essentially at the very beginning of the APR process, it is foreseeable that the APR nominations can be reviewed in a timely and appropriate way within the APR cycle.

Since the land areas nominated in this APR cycle were not previously considered in Base Realignment and Closure (BRAC) or the last South County APR cycle, and the nature of the pending Plan amendment and proposed APRs are different, it would be appropriate to allow review of the APR nominations to implement the updated guidelines for redevelopment and to support the goal of creating a new town center in the Springfield Mall area as expeditiously as possible.

Therefore, Supervisor McKay moved that the Board direct:

- The PC to accept 2009-2010 South County APR nominations PC 2009-056, PC 2009-057, and PC 2009-064 for review as soon as the Board acts upon Plan Amendment S09-IV-FS1.

- Staff to expand the subject area for PC 2009-056 to include its entire land unit, west of Loisdale Road and south of Franconia Road, as this expansion would allow for a more coordinated review.

This motion shall in no way prejudice the pending re-planning process. The APR nominations would be subject to the same process and scrutiny as any of the other South County APR nominations. Supervisor Smyth seconded the motion and it carried by unanimous vote.

47. **REQUEST FOR CERTIFICATE OF APPRECIATION (LEE DISTRICT)** (12:33 p.m.)

Jointly with Chairman Bulova, Supervisor McKay announced that on November 17, Bobbie Mae Johnson, a resident of Lee District and the County for more than 50 years, will celebrate her eightieth birthday.

Supervisor McKay referred to his written Board Matter and outlined Ms. Johnson's accomplishments. He asked unanimous consent of the Board to direct the Office of Public Affairs to prepare a certificate commending Ms. Johnson for her civic engagement and offering the Board's congratulations on her eightieth birthday to be presented to her at the birthday celebration that her family is holding for her on November 21. Without objection, it was so ordered.

48. **NO BOARD MATTERS FOR SUPERVISOR COOK (BRADDOCK DISTRICT)** (12:34 p.m.)

Supervisor Cook announced that he had no Board Matters to present today.

49. **RECOGNIZING THE METROPOLITAN WASHINGTON AREA AIRPORTS AUTHORITY (MWAA) AND VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) COOPERATION FOR DULLES CORRIDOR EXPRESS BUS SERVICE** (12:35 p.m.)

Supervisor Hudgins said that on February 9, the Board approved a request to the VDOT to review use of the shoulder lane on the Dulles Connector Road (DCR) during the morning rush hour. Additional congestion was being experienced by Fairfax Connector Bus drivers who were dealing with further delays in trying to stay on schedule because of adjacent construction of the Dulles Corridor Metrorail Project which has a staging area at the DCR. The shoulder lane is used during the evening rush hour and has increased the efficiency of express bus service to the West Falls Church Station. The request was made directly to MWAA which now owns and operates the Dulles Corridor and is building Phase 1 of the rail project. VDOT continues jurisdiction over the DCR.

Therefore, Supervisor Hudgins moved that the Board recognize the cooperation of MWAA and VDOT, especially the contribution of Claudia Llana, for coordinating this request with the MegaProjects' staff by sending a letter to Morteza Salehi, VDOT's Northern Virginia District Administrator, copied to Transportation Secretary Pierce Homer and to Jim Bennett, President and CEO of MWAA. The Fairfax Connector Express Buses are now using the shoulder from 6 a.m. to 10 a.m., thereby reducing the wait time for commuters who make their

Cerdeira, Lilian

From: Ransom, Sara Robin
Sent: Tuesday, November 03, 2009 1:42 PM
To: 'rzumot@zumot.net'; 'Nabil J. Fahel'
Cc: Gardner, Marianne; Van Dam, Meghan; Cerdeira, Lilian; Lusk, Rodney
Subject: Change in Status for South County APR Nomination PC 2009-064 to "Accepted"
Importance: High

Rajai Zumot, Executive Office
Springfield Industrial Park Partnership
c/o Zumot Real Estate Management, Inc.
P. O. Box 370
McLean, Virginia 22010

PC 2009-064: Map 90-4 ((1)) 11A; Lee District

Good afternoon Mr. Zumot:

On October 2, 2009, I advised you by email that the above referenced South County APR nomination was not accepted because it nominated property that was specifically excluded in the provisions set forth on page 6 of the 2009-2010 South County Area Plans Review Guide.

On October 19, 2009, the Board of Supervisors unanimously voted to support Supervisor McKay's motion directing that the Planning Commission accept nomination PC 2009-064 for review as soon as the Board acts upon Plan amendment S09-IV-FS1. The Planning Commission public hearing on S09-IV-FS1 (Springfield Connectivity Study) is currently scheduled on December 9, 2009 at 8:15 p.m. and it is anticipated that the Board's public hearing will be held in January, 2010.

Accordingly, the status of PC 2009-064 has been revised to "accepted for review" and the nomination has been forwarded to the Department of Planning and Zoning (DPZ) for further analysis. Review of this nomination is expected to have the same format and schedule with the other Lee District APR items.

If you have any questions, please contact Marianne Gardner or Meghan Van Dam (DPZ Planner for the Lee District) at 703-324-1380.

Regards,

Robin

Sara "Robin" Ransom *(formerly Hardy)*
Assistant Director
Planning Commission Office
Main: 703-324-2865
Direct: 703-324-2966
Fax: 703-324-3948
sara.ransom@fairfaxcounty.gov

Van Dam, Meghan

From: Nabil J. Fahel [nabil@zumot.net]
Sent: Wednesday, November 11, 2009 6:06 PM
To: Van Dam, Meghan; rzumot@zumot.net
Subject: RE: South County APR nominations PC 2009-064
Attachments: south county APR nomination.pdf

Updated APR. I hope it is what you were looking for

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]
Sent: Monday, November 09, 2009 1:04 PM
To: rzumot@zumot.net; nabil@zumot.net
Subject: South County APR nominations PC 2009-064

Good Afternoon Mr. Zumot,

I am writing to request clarification on your South County APR nomination south of the GSA warehouse, PC 2009-064. First, please confirm that the proposed subject are of this nomination, 180,192 SF translates to 4.14 acres. Second, please confirm that the current Comprehensive Plan recommendation for your property, located in Sub-Unit D-2 of the Franconia-Springfield Transit Station Area is recommended for light industrial use up to 0.35 FAR with an option to increase to 0.50 FAR with the development of biotech/research and development use. The zoning of I-4 should not be quoted in the current Plan recommendation section. Also, please confirm that the current Plan map designation is industrial use, rather than you citation of office use. Finally, please describe the proposed parking as requested in section 4f of the APR nomination form.

You will need to confirm these questions as soon as possible in order for staff to begin processing your nomination. Please call me with any questions, 703.324.1380.

Thank you,

Meghan

****

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

****

Clarification for PC 2009-064 (APR 09-IV-4FS)

Van Dam, Meghan

From: Nabil J. Fahel [nabil@zumot.net]
Sent: Wednesday, November 18, 2009 3:04 PM
To: Van Dam, Meghan
Cc: rzumot@zumot.net
Subject: RE: South County APR nominations PC 2009-064

Please see my comments below.

Nabil

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]
Sent: Wednesday, November 18, 2009 11:25 AM
To: Nabil J. Fahel
Cc: rzumot@zumot.net
Subject: RE: South County APR nominations PC 2009-064

please see below...

From: Van Dam, Meghan
Sent: Thursday, November 12, 2009 10:20 AM
To: 'Nabil J. Fahel'
Subject: RE: South County APR nominations PC 2009-064

Thank you, Nabil. You are very close. You need to confirm the following:

- Please confirm that the current Comprehensive Plan recommendation for your property, located in Sub-Unit D-2 of the Franconia-Springfield Transit Station Area is recommended for light industrial use up to 0.35 FAR with an option to increase to 0.50 FAR with the development of biotech/research and development use yes this is true (Your nomination form says, "Wholesale and warehousing, Zoned I-1," which is not the specific Plan recommendation). The zoning of I-4 should not be quoted in the current Plan recommendation section. Please remove I-4 zoning from our APR.

- Also, please confirm that the current Plan map designation is industrial use, rather than you citation of office use. Current is industrial. We would like it to be commercial and office use.

Please respond as soon as possible. We need to send these nominations to publication immediately. Thank you,

Meghan

From: Nabil J. Fahel [mailto:nabil@zumot.net]
Sent: Wednesday, November 11, 2009 6:06 PM
To: Van Dam, Meghan; rzumot@zumot.net
Subject: RE: South County APR nominations PC 2009-064

Updated APR. I hope it is what you were looking for

From: Van Dam, Meghan [mailto:Meghan.VanDam@fairfaxcounty.gov]

Sent: Monday, November 09, 2009 1:04 PM
To: rzumot@zumot.net; nabil@zumot.net
Subject: South County APR nominations PC 2009-064

Good Afternoon Mr. Zumot,

I am writing to request clarification on your South County APR nomination south of the GSA warehouse, PC 2009-064. First, please confirm that the proposed subject are of this nomination, 180,192 SF translates to 4.14 acres. Second, please confirm that the current Comprehensive Plan recommendation for your property, located in Sub-Unit D-2 of the Franconia-Springfield Transit Station Area is recommended for light industrial use up to 0.35 FAR with an option to increase to 0.50 FAR with the development of biotech/research and development use. The zoning of I-4 should not be quoted in the current Plan recommendation section. Also, please confirm that the current Plan map designation is industrial use, rather than you citation of office use. Finally, please describe the proposed parking as requested in section 4f of the APR nomination form.

You will need to confirm these questions as soon as possible in order for staff to begin processing your nomination. Please call me with any questions, 703.324.1380.

Thank you,

Meghan

****

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

****

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE

APR ITEMS: 09-IV-20MV
09-IV-21MV

NOMINATORS:
20MV: John H. Thillman
21MV: Richard L. Labbe

ACREAGE:
20MV: 10.09
21MV: 6.08

TAX MAP I.D. NUMBERS:
20MV: 101-2 ((1)) 22,23; 101-2 ((5))(2) 13-15; 101-2 ((5))(3) All
21MV: 101-2 ((1)) 24, 101-2 ((5))(2) 1,2,5-7,8A,8B,9-12,16

GENERAL LOCATION: South of Buckman Road, east of Janna Lee Avenue, northwest of Richmond Highway.

PLANNING AREA: IV
District: Mount Vernon
Sector: Woodlawn (MV8)
Special Area: Richmond Highway Corridor, Suburban Neighborhood Area between Hybla Valley/Gum Springs and South County Center CBCs, Recommendation 4

ADOPTED PLAN MAP: Residential 2-3 dwelling units per acre (du/ac), mixed use

ADOPTED PLAN TEXT: Residential use at a density of 2-3 du/ac, office and retail use along Richmond Highway at an intensity up to .25 FAR. Option for residential use at a density of 25 du/ac with 50,000-80,000 square feet office and retail use.

For complete plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf

PROPOSED PLAN AMENDMENT:
20MV: Option for residential use at a density of 12-16 du/ac.
21MV: Option for residential use at a density of 20-30 du/ac and office and retail use up to 80,000 square feet with a minimum of 10,000 square feet retail use.

SUMMARY OF STAFF RECOMMENDATION

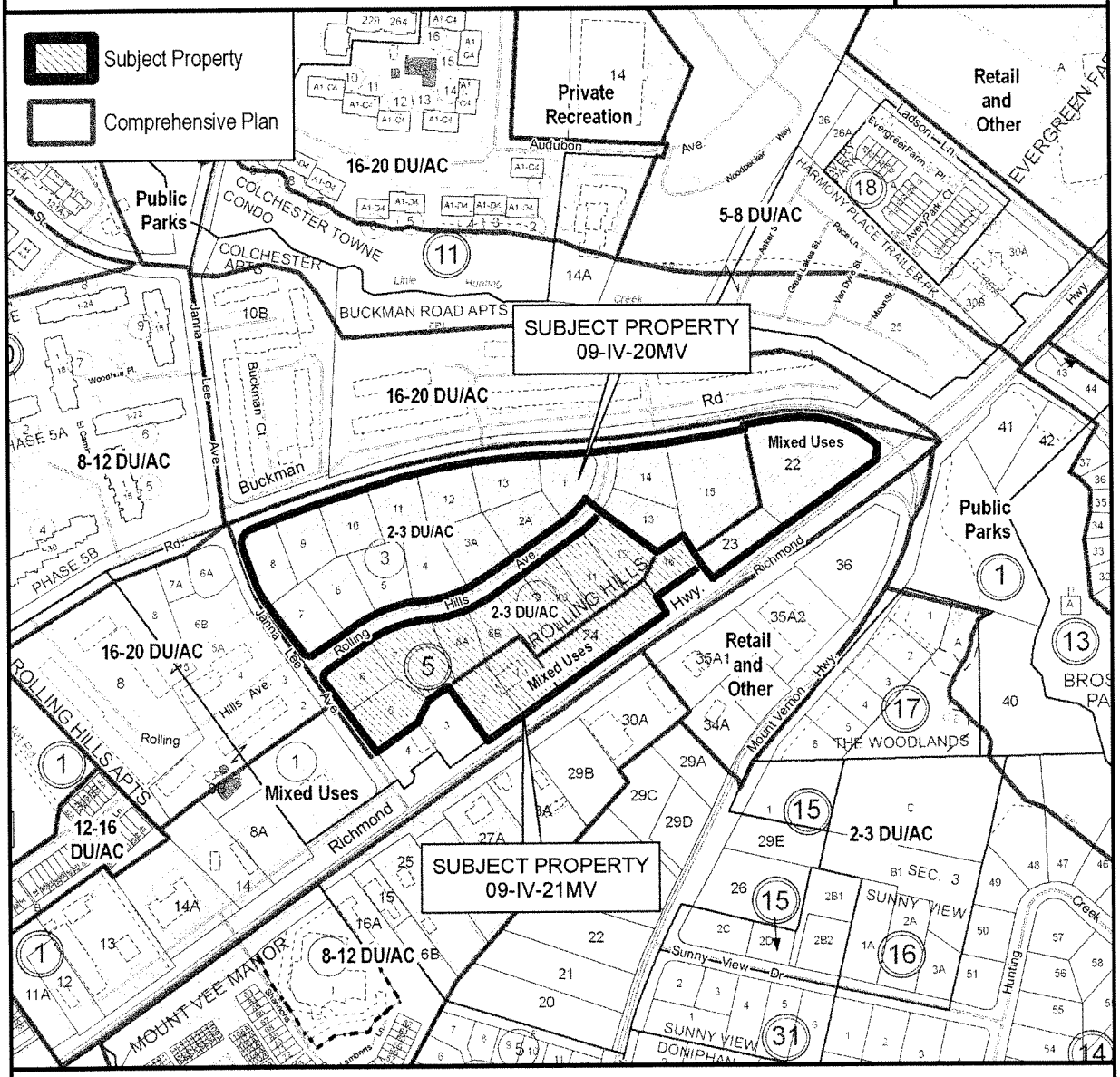
20MV: ___ Approve Nomination as submitted
_X_ Approve Staff Alternative
___ Retain Adopted Plan

21MV: ___ Approve Nomination as submitted
___ Approve Staff Alternative
_X_ Retain Adopted Plan

Staff recommends approval of a staff alternative for APR 09-IV-20MV that retains many of the existing development conditions and reduces the density to 8-12 du/ac. Staff recommends retention of the adopted Comprehensive Plan for APR 09-IV-21MV, as the nomination is similar to the current Plan option but would remove a number of conditions that benefit the redevelopment of the Richmond Highway Corridor.

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

2009-2010 SOUTH COUNTY APR #
09-IV-20MV & 09-IV-21MV
LEE



Subject Property Current Plan: 09-IV-20MV - 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. 09-IV-21MV - 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.

Nominated Plan Change: 09-IV-20MV - Option for residential 12-16 du/ac. 09-IV-21MV - Option for residential 20-30 du/ac, office and retail up to 80,000 square feet with minimum of 10,000 square feet retail.

Staff Recommendation: 09-IV-20MV – Approve staff alternative to reduce intensity to 8-12 du/ac and retain many of the existing conditions. 09-IV-21MV – Retain adopted plan.

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location

The nomination is located south of Buckman Road, east of Janna Lee Avenue, and northwest of Richmond Highway.

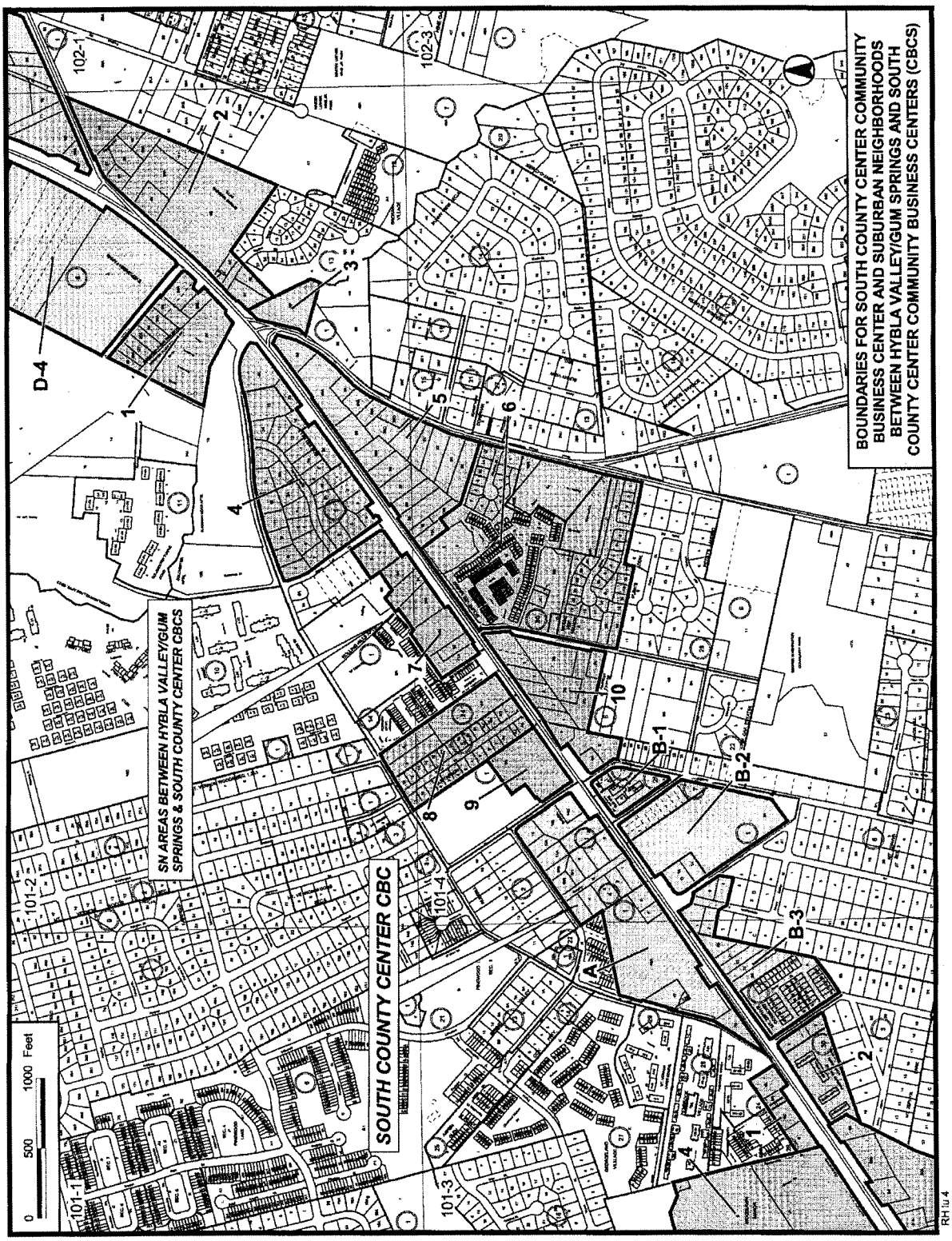
Existing and Planned Land Use and Zoning

Subject Property: The 10.09-acre and 6.08-acre subject properties are located on the north side of Richmond Highway, south of Buckman Road. As shown on the following map, the nominated properties are in Area 4 of the Suburban Neighborhood Areas between the Hybla Valley/Gum Springs CBC and the South County Center CBC. Area 4 is planned for office and retail uses up to .25 FAR on the parcels fronting Richmond Highway, and residential use at 2-3 du/ac on the rest of the area. As an option, residential use at 25 du/ac with 50,000-80,000 square feet of office and ground floor retail is planned. The subject property currently contains 26 single family homes, approximately 4,200 square feet of retail use, and approximately 5,600 square feet of office use. The majority of the subject property is zoned PDH-30 to allow for 428 residential units and 80,000 square feet of office with support retail. An undeveloped parcel owned by the Virginia Department of Transportation (VDOT) is zoned R-3.

Adjacent Area:
North and West: Garden apartments to the north and west of the subject property are planned for residential use at 16-20 du/ac, and are zoned R-20.
South and East: Low intensity retail uses to the southeast across Richmond Highway are part of Area 5 of the Suburban Neighborhood Areas between the Hybla Valley/Gum Springs CBC and the South County Center CBC. Parcels in the immediate vicinity of the Richmond Highway/Mount Vernon Highway intersection are planned for retail use at .30 FAR or .35 FAR, while those to the south along Richmond Highway are planned for residential use at 5-8 du/ac, with an option for residential use at 8-12 du/ac with substantial consolidation. These parcels are zoned C-8.

PLANNING HISTORY

The subject property has been the subject of two plan amendments within the past ten years. The first of these occurred during the 2002 South County Area Plans Review. APR# 02-IV-11MV proposed to change the Plan text to allow for townhouse-style office and neighborhood serving retail up to .50 FAR for parcels fronting Richmond Highway, with an option for residential use at 8-12 du/ac and local-serving commercial uses at an overall intensity of .50 FAR. The Board of Supervisors approved an alternative that retained the base recommendation for office at .25 FAR but updated the option to allow for local-serving commercial uses up to .50 FAR in addition to the residential use at 8-12 du/ac. A subsequent Out-of-Turn Plan Amendment, S04-IV-MV1, was approved by the Board of Supervisors in February 2005. This Plan amendment modified the option for the subject property to allow residential use up to 25 du/ac with 50,000 to 80,000


BOUNDARIES FOR SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTER AND SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTERS (CBCS)
SN AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS & SOUTH COUNTY CENTER CBCS
SOUTH COUNTY CENTER CBC
D-4
B-1
B-2
B-3
A
102-1
102-3
101-1
101-2
101-3
101-4
0
500
1000 Feet

square feet of office and retail use. The subject property was subsequently rezoned to a PDH-30 classification under application RZ/FDP 2004-LE-021. This rezoning approved the development of 306 multifamily residential units, 122 single family townhome units, and 80,000 square feet of office and retail use. Additionally, 6.78 acres of open space were provided as a part of the rezoning.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, pages 52-55:

"Land Unit A

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:

   Phasing and Land Use:

   - The non-residential component of the project is constructed and completed with the first phase of the development to ensure its compatible integration. A minimum of 70,000 square feet of commercial space comprised of a minimum of 60,000 square feet of office use and a minimum of 10,000 square feet of retail use is desired. Retail uses should be located on the ground floor of office buildings. Freestanding retail uses are discouraged.

   Design:

   - Complete 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 contained in the Urban Design Recommendations for the Richmond Highway Corridor are incorporated.

   - Buildings provide appropriate transition in scale and mass from Richmond Highway towards existing adjacent residential areas along Buckman Road and Janna Lee Avenue.

   - A mix of unit and building types including mid-rise structures are provided to create open space.

- 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 stacked townhouses and multi-family units are designed such that they include doors, windows, and recessed balconies in the front and rear elevations to ensure an attractive "front door" appearance from all sides. Commercial buildings designed to provide an attractive appearance on all sides. Building materials of the highest quality should be used.

Environment:

- Residential development is not located in any portion of the site with projected highway noise exposures exceeding DNL 75 dBA, and outdoor residential recreation areas are not located in areas with projected noise levels in excess of DNL 65 dBA. Full mitigation should be achieved 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 2.5 to 4 acres, if provided on-site, or 3 to 4 acres, if provided off-site. 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:

- Capacity issues associated with the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection are resolved with the dedication of right-of-way for an interchange. If right-of-way for an interchange is not provided, Richmond Highway should be improved to a six-lane divided highway with a raised median between Janna Lee Avenue and Buckman Road.

- Primary access is provided via Janna Lee Avenue and Buckman Road. 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, 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."

The Comprehensive Plan Map shows the subject properties as planned for residential use at 2-3 du/ac and mixed use.

NOMINATED PLAN AMENDMENT

20MV: The nomination proposes to add an option for residential use at 12-16 du/ac. The nominator proposes 121 townhouse units, falling at the low end of the density range. The townhouses would be 35 feet in height, and would consist of front and rear loaded units.

21MV: The nomination proposes to add an option for residential use at 20-30 du/ac, along with office and retail use up to 80,000 square feet. At a minimum, there would be 10,000 square feet of retail use. The nominator proposes 180 low-rise multifamily units with above ground, internalized parking.

ANALYSIS

Land Use

The Policy Plan element of the Comprehensive Plan states that infill development should be of a compatible use and intensity as the surrounding community. The townhomes proposed in APR nomination 20MV are at a similar density to the garden apartments located to the north and west of the subject property, and would provide an appropriate transition to the planned commercial uses along Richmond Highway.

APR nomination 20MV proposes a density range of 12-16 du/ac. The proposed number of townhomes falls at the base level of this density range. Since it is likely that number of townhomes to be constructed could be less that what is nominated, a density range of 8-12 du/ac would be more reflective of the type of development envisioned in the nomination. Additionally, prior to the approval of Out-of-Turn Plan Amendment S04-IV-MV1, the subject property had an option that included residential use at an intensity of 8-12 du/ac. Therefore, an option for residential use at 8-12 du/ac would be consistent with prior Plan guidance for the nominated area.

The option proposed in APR nomination 21MV is similar in intensity to the existing Plan option for Area 4. However, this nomination would remove or modify a number of conditions that are beneficial to the Richmond Highway Corridor, including those addressing building massing, tree preservation, parkland contribution, streetscape, intersection improvements, and Transportation Demand Management strategies. As a result, this 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.

Additionally, these two nominations cover all of Area 4 with the exception of two parcels located at the corner of Richmond Highway and Janna Lee Avenue. Development of both of the nominated options would render the remaining two parcels unable to consolidate and develop to their full Plan potential. It is important that any redevelopment of the subject properties allow for the future integration of these two parcels.

Transportation

Access

Access to the subject properties is from Richmond Highway and Buckman Road. Richmond Highway is shown on the Transportation Plan map to require major improvements. Any rezoning should provide the type of retail facilities that would serve the local neighborhood community and be of a type that is not considered automobile-oriented, in order to reduce the number of trips.

The nominations propose to modify language related to capacity issues associated with the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection. It should be noted that while the Transportation Plan shows a grade-separated interchange at this intersection, current Plan text also states that Richmond Highway should be improved to a six-lane divided highway with a raised median between Janna Lee Avenue and Buckman Road if right-of-way for an interchange is not dedicated.

Trip Generation

Nomination 20MV would generate fewer AM and PM peak hour trips than the land uses recommended under the current Plan option, as described in the following table. Specifically, nearly 1,300 fewer average daily trips would be generated, a reduction of over 100 percent. Nomination 21MV would generate approximately 900 more average daily trips than the land uses allowed under the current Plan option. However, the net impact of these two nominations results in reductions in both peak hour trips and average daily trips. As a result, the transportation plan for the area would not need to be amended.

Trip Generation Values for Nomination 20MV

Current Comprehensive Plan

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Single Family DU (210)	24 DU	5	14	15	9	230
Office (710)	10,509 sf	14	2	3	13	116
Retail (820)	10,509 sf	81	81	89	93	537
Total Trips		**100**	**97**	**107**	**115**	**883**

Comprehensive Plan Option

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Office (710)	44,692 sf	61	8	11	55	492
Retail (852)	5,956 sf	46	46	50	53	304
Low Rise MF DU (221)	182 DU	18	66	69	37	1,199
Townhouse DU	70 DU	5	16	15	10	294
Total Trips		**130**	**136**	**145**	**155**	**2,289**

Proposed Amendment to Comp Plan

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Townhouse DU	121 DU	13	52	51	28	1,016
Total Trips		**13**	**52**	**51**	**28**	**1,016**

Net Impact of Proposed Amendment						**Trips**
Above Comp Plan		-87	-45	-56	-87	**133**
Above Comp Plan Option		-117	-84	-94	-127	**-1,273**

Trip Generation Values for Nomination 21MV

Current Comprehensive Plan

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Single Family DU (210)	12 DU	2	7	8	4	115
Office (710)	11,162 sf	15	2	3	14	123
Retail (852)	11,162 sf	87	87	95	98	571
Total Trips		**104**	**96**	**106**	**116**	**809**

Comprehensive Plan Option

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Office (710)	27,128 sf	37	5	7	34	299
Retail (852)	3,875 sf	28	28	30	32	183
Low Rise MF DU (221)	110 DU	11	40	41	22	725
Townhouse DU	42 DU	5	18	18	10	353
Total Trips		**81**	**91**	**96**	**98**	**1,560**

Proposed Amendment to Comp Plan

Development Type	Quantity	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out	Average Daily Trips
Office (710)	70,000 sf	95	13	18	87	771
Retail (852)	10,000 sf	78	78	85	88	511
Low Rise MF DU (221)	180 DU	17	65	68	37	1,186
Total Trips		**190**	**156**	**171**	**212**	**2,468**

Net Impact of Proposed Amendment						**Trips**
Above Comp Plan		86	60	65	96	**1,659**
Above Comp Plan Option		109	65	75	114	**909**

The transportation issues associated with any development of the subject parcels, particularly those associated with access will need to be adequately addressed during the course of the zoning review process. The development plan should address overall circulation patterns, turning movements, signalization, parcel consolidation, pedestrian circulation, safety issues, and transit amenities. Internal circulation and access issues as well as safety issues (particularly pedestrian related) are of primary concern. Dedication of right-of-way for sidewalk, roadway improvements/widening, transit, and associated easements may be required.

Parks and Recreation

In total, these proposals could allow for a potential increase in residents within the Mount Vernon Planning District by approximately 603 individuals—264 within the limits of Nomination 20MV and 339 within the limits of Nomination 21MV. Residents will need access to park and recreation facilities on site or nearby. Existing nearby parks, including Martin Luther King, Jr. Park, Little Hunting Creek Park, Vernon Heights Park, Mount Vernon Woods Park, and George Washington Community Park, will meet only a portion of the demand for parkland generated by residential development in the service area of the nominations. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include rectangular fields, adult softball fields, basketball courts, playgrounds, neighborhood skate parks and trails. The nomination references the addition of the school site on Buckman Road to the park inventory. However, this property remains in the ownership of the School Board of Fairfax County and is not considered parkland.

The Parks and Recreation section of the District-wide Comprehensive Plan recommendations for the Mount Vernon Planning District establishes provision of Urban and Neighborhood Parks and facilities in conjunction with new development as a major park and recreation objective. Additionally, as mentioned previously, guidance for Suburban Neighborhood Area 4 between Hybla Valley/Gum Springs and South County Center CBCs provides additional conditions to be satisfied coincident with the higher density option. Several of these conditions include the provision of useable, well-landscaped open space; that outdoor residential recreation areas are not located in areas with projected noise levels in excess of DNL 65dBA; preservation of trees of value, if feasible; and contributions to offset park and recreational deficiencies through dedication of land (2.5-4 acres if on-site, 3-4 acres if off-site) or funds to the Park Authority. Additional conditions include provision of appropriate neighborhood park recreation facilities as well as urban park features.

The retention of the existing plan text as it relates to the design of open space, preservation of trees of value and the parameters to offset park and recreational deficiencies, including the provision of urban park features, is recommended. Additional guidance may be added to clarify the responsibility of each application toward the contribution of park dedication. However, each of these conditions would continue to well serve any future development at the proposed densities as well as the surrounding community and are worded in ways that provide flexibility and reasonableness.

Additionally, the Comprehensive Plan Trails Map identifies the Interstate Route One Bikeway across the application's frontage on Route 1. Continuation of this cross-country bicycle route would improve non-motorized access to parks from commercial and residential areas and increase connectivity between park sites.

Environment

Natural Resources

Both APR nomination areas are located directly upstream of parkland on Little Hunting Creek. This area experiences excessive stormwater flows during storm events due to lack of adequate detention and treatment. It is recommended that all redevelopment on the subject properties be required to detain stormwater on site, consistent with stormwater management policies in the Mount Vernon Planning District and Policy Plan volumes of the Comprehensive Plan.

Cultural Resources

Two parcels within the area of APR nomination 21MV contain two architectural sites, VDHR#029-4143 (Fairfax County Architectural Site #101-2A03) and VDHR#029-5144 (Fairfax County Architectural Site #101-2A04). Both sites were built between 1937 and 1953. The area of these APR nominations also lies in the heart of the Gum Springs tract, which was given by George Washington to his freed slave, West Ford. The area is particularly sensitive to the County's African American heritage. Although portions of the property have been surveyed, others have not. Any relatively undeveloped parcels that have not been surveyed should be addressed by a Phase I archaeological survey, and, as warranted, a Phase II significance assessment and Phase III data recovery.

Water

Water service in the subject area is served by Fairfax Water, which is a non-profit Water Utility that serves Northern Virginia. Providing service to a more intense, mixed-use development would likely require a looped water main configuration to accommodate reliability, water quality, and fire protection needs. It should be noted that transmission system improvements are anticipated along the Richmond Highway Corridor. Coordination of land development activity with these improvements will be necessary. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

As the area transitions from suburban to urban, water system infrastructure improvements and expansion will ultimately be required. In addition to the proposed transmission main, affected facilities include supporting pumping stations located in the Gum Springs and Hybla Valley sections of Route 1 and water storage facilities at Beacon Hill.

RECOMMENDATION

Taken together, these two nominations would reduce the overall intensity on the subject property compared to the existing Plan option. Nomination 20MV will provide an option that is consistent with surrounding residential uses. However, staff believes that a density range of 8-

12 dwelling units per acre (du/ac) would be more appropriate, as it would be consistent with prior plan guidance for the area and would be more reflective of the development that is proposed by the nominator. Additionally, staff believes that certain conditions, such as those related to park dedication and open space, should be retained in the Plan text. Nomination 21MV proposes land use and intensities that are similar to those in the current Plan option; however, a number of conditions related to redevelopment would be modified or removed. This nomination does not contribute to the redevelopment of the Richmond Highway Corridor in an improved manner over the existing Plan option; therefore, staff recommends retention of the adopted Comprehensive Plan.

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 second option, a subset of Area 4 (Tax Map 101-2 ((1)) parcels 22 & 23; Tax Map 101-2 ((5))(2) parcels 13-15; and Tax Map 101-2 ((5))(3)), may be appropriate for residential use at a density of 8-12 dwelling units per acre provided that the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan "Guidelines for Neighborhood Redevelopment." Construction of the residential units may be phased. All of the relevant conditions that apply to the first option apply to this second option, except as indicated below:
>
> - 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."

NOTE: The Comprehensive Plan Map would not change.

This Page Intentionally Left Blank

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 10-8-09 ARR
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: John H. Thillmann Daytime Phone: 703-998-5200

Address: Landmark Atlantic, 2700 South Nelson Street (Cell 703-927-2017)
Arlington, VA 22206

Nominator E-mail Address: jhtcav@aol.com

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

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) See attached for signatures (power of attorney) and certified receipt numbers

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Scott M Herrick, President, Fairfax Development Corp and Managing member, Villa Associates (signature attached)

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 18

Total aggregate size of all nominated parcels (in acres and square feet): 10.09 ~~9.62~~ acres 439,520 ~~419,047.2~~ square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Area IV Suburban Neighborhood Areas between Hybla Valley/Gum Springs and South County Center CBS (see figure) found on pages 52 through 55.

b. CURRENT PLAN MAP RECOMMENDATION: Mixed use, ~~residential 25 du/ac, and office/retail~~, RESIDENTIAL 2-3 DU/AC

c. CURRENT ZONING DESIGNATION: R-3 and PDH-30

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Residential 12 to 16 du/ac

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Conventional townhouse (18x36, 20x36, 22x36); front and rear loaded, 35 feet high

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

g. TOTAL Floor Area Ratio (FAR) Proposed: _____ TOTAL Gross Square Feet: _____

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse	~~118~~ 121	see above	217,697
Low-Rise Multifamily (1-4 stories)			
Mid-Rise Multifamily (5-8 stories)			
High-Rise Multifamily (9 + stories)			
TOTAL:	~~118~~ 121		217,697

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

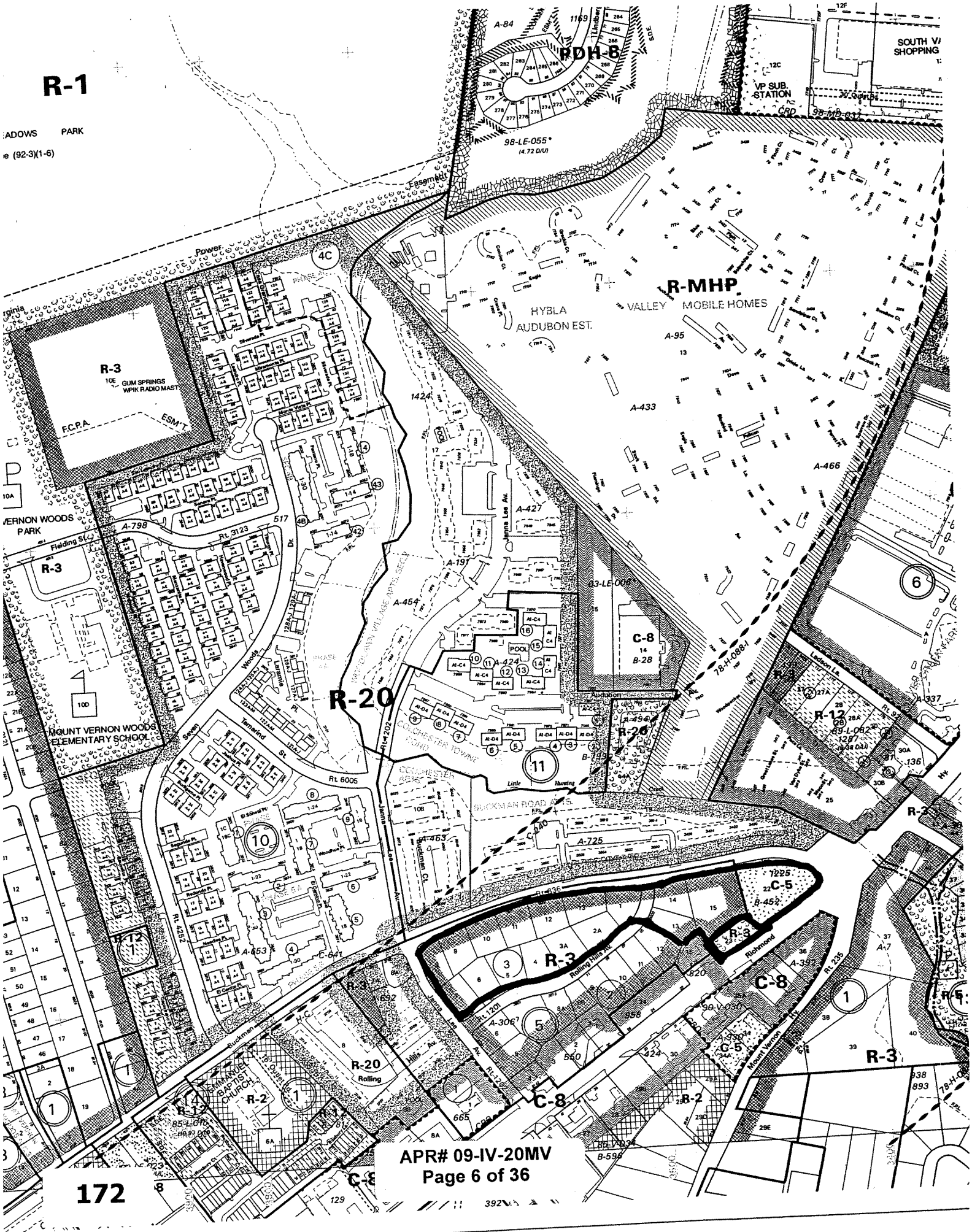
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

Specific Information Table

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
101-2-01-0022	Dr. E. John Schrenzel	3419 Buckman Rd	7627 Richmond Highway Alexandria, VA 22306	1.46	7007 0710 0003 8931 7227
101-2-05-02-0015	American Legion Post 177 Inc.	3427 Buckman Rd	3939 Oak Street Fairfax, VA 22030	1.26	7007 0710 0003 8931 7234
101-2-01-0023	VDOT	VDOT Lot		0.47	n/a
101-2-05-02-0013	Landmark Property Development	3503 Rolling Hills Ave	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-02-0014	Fairfax Development Corp	3431 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-03-0001	Villa Associates, LLC	3501 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-03-0013	Daniel J. and Kimberly Anderson-Gunia	3505 Buckman Rd	6720 Yates Ford Road Manassas, VA 20111	0.46	7007 0710 0003 8931 7258
101-2-05-03-0002A	Shirley L. and Sylvester L. Hackworth	3508 Rolling Hills Ave	350 Academy St Tahlequah, OK 74464	0.45	7007 0710 0003 8931 7265
101-2-05-03-0012	Villa Associates, LLC	3509 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-03-0003A	Hung H.Kim and Myong O. Kim	3512 Rolling Hills Ave	7315 Leesville Blvd Springfield, VA 22151	0.47	7007 0710 0003 8931 7272
101-2-05-03-0004	Thuan Thuc Jones	3514 Rolling Hills Ave	15411 Eagle Tavern Ln Centreville, VA 20120	0.46	7007 0710 0003 8931 7289
101-2-05-03-0011	Steven P. and Lesa K. Crane	3601 Buckman Rd	3601 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7296
101-2-05-03-0005	Albert and Renee Bryant	3600 Rolling Hills Ave	3600 Rolling Hills Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7302
101-2-05-03-0010	Robert E. McComb and Kathleen J. McComb	3605 Buckman Rd	3605 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7319
101-2-05-03-0009	Gonzalo J. and Alma C. Baya	3609 Buckman Rd	3609 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7326
101-2-05-03-0006	Richard Labbe	3602 Rolling Hills Ave	3602 Rolling Hills Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7333
101-2-05-03-0007	Nelson Bermudez and Rosa Nely Velasquez	3604 Rolling Hills Ave	3853 El Camino Place Alexandria, VA 22309	0.46	7007 0710 0003 8931 7241
101-2-05-03-0008	Ernest A. Thielke and Hiroko O. Thielke	8101 Janna Lee Ave	8101 Janna Lee Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7340

Specific Information Table

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
101-2-01-0022	Dr. E. John Schrenzel	3419 Buckman Rd	7627 Richmond Highway Alexandria, VA 22306	1.46	7007 0710 0003 8931 7227 Petition ✓
101-2-05-02-0015	American Legion Post 177 Inc.	3427 Buckman Rd	3939 Oak Street Fairfax, VA 22030	1.26	7007 0710 0003 8931 7234 Petition ✓
101-2-01-0023	VDOT	VDOT Lot		0.47	n/a No
101-2-05-02-0013	Landmark Property Development	3503 Rolling Hills Ave	2700 S. Nelson St Arlington, VA 22206	0.46	see petition Petition ✓
101-2-05-02-0014	Fairfax Development Corp	3431 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition Petition ✓
101-2-05-03-0001	Villa Associates, LLC	3501 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition Petition ✓
101-2-05-03-0013	Daniel J. and Kimberly Anderson-Gunia	3505 Buckman Rd	6720 Yates Ford Road Manassas, VA 20111	0.46	7007 0710 0003 8931 7258 Petition ✓
101-2-05-03-0002A	Shirley L. and Sylvester L. Hackworth	3508 Rolling Hills Ave	350 Academy St Tahlequah, OK 74464	0.45	7007 0710 0003 8931 7265 Petition ✓
101-2-05-03-0012	Villa Associates, LLC	3509 Buckman Rd	2700 S. Nelson St Arlington, VA 22206	0.46	see petition Petition ✓
101-2-05-03-0003A	Hung H.Kim and Myong O. Kim	3512 Rolling Hills Ave	7315 Leesville Blvd Springfield, VA 22151	0.47	7007 0710 0003 8931 7272 Petition ✓
101-2-05-03-0004	Thuan Thuc Jones	3514 Rolling Hills Ave	15411 Eagle Tavern Ln Centreville, VA 20120	0.46	7007 0710 0003 8931 7289 Petition ✓
101-2-05-03-0011	Steven P. and Lesa K. Crane	3601 Buckman Rd	3601 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7296 Petition ✓
101-2-05-03-0005	Albert and Renee Bryant	3600 Rolling Hills Ave	3600 Rolling Hills Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7302 No
101-2-05-03-0010	Robert E. McComb and Kathleen J. McComb	3605 Buckman Rd	3605 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7319 Petition ✓
101-2-05-03-0009	Gonzalo J. and Alma C. Baya	3609 Buckman Rd	3609 Buckman Rd Alexandria, VA 22309	0.46	7007 0710 0003 8931 7326 Petition ✓
101-2-05-03-0006	Richard Labbe	3602 Rolling Hills Ave	3602 Rolling Hills Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7333 Petition ✓
101-2-05-03-0007	Nelson Bermudez and Rosa Nely Velasquez	3604 Rolling Hills Ave	3853 El Camino Place Alexandria, VA 22309	0.46	7007 0710 0003 8931 7241 No
101-2-05-03-0008	Ernest A. Thielke and Hiroko O. Thielke	8101 Janna Lee Ave	8101 Janna Lee Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7340 Petition ✓


R-1
ADOWS PARK
e (92-3)(1-6)
R-3
10E
GUM SPRINGS
WPIK RADIO MAST
F.C.P.A.
ESM'T.
VERNON WOODS PARK
10A
10D
MOUNT VERNON WOODS ELEMENTARY SCHOOL
R-20
R-MHP
HYBLA VALLEY MOBILE HOMES
HYBLA AUDUBON EST.
RDH-8
98-LE-055*
(4.72 D/U)
VP SUB. STATION
SOUTH VI SHOPPING
C-8
B-28
R-26
B-793
R-12
89-L-082
R-5
C-5
B-452
R-3
C-8
90-V-030
R-2
R-1
85-L-078
MANNEL BAPTIST CHURCH
R-20 Rolling
Power
Easement
Fielding St.
Rt. 3123
Rt. 6005
Rt. 4252
Rt. 636
Rt. 1201
Rt. 1202
Rt. 1204
Rt. 235
Tamarind St.
Jamna Lee Av.
Buckman Rd.
Rolling Hills Dr.
Richmond
Mount Vernon Hwy.
Ladson La.
Audubon
Colchester Towne
Little Hunting
Creek
Buckman Ct.
Sharada Pl.
Sharada Ct.
Woods
Laramie
Seven
Corners
Rolling
Hills Av.
Jamna Lee Av.
A-84
A-798
A-427
A-191
A-454
A-424
A-494
A-725
A-463
A-453
A-306
A-393
A-337
A-95
A-433
A-466
C-641
1424
1169
517
78-H-088-1
93-LE-004
172
APR# 09-IV-20MV
Page 6 of 36

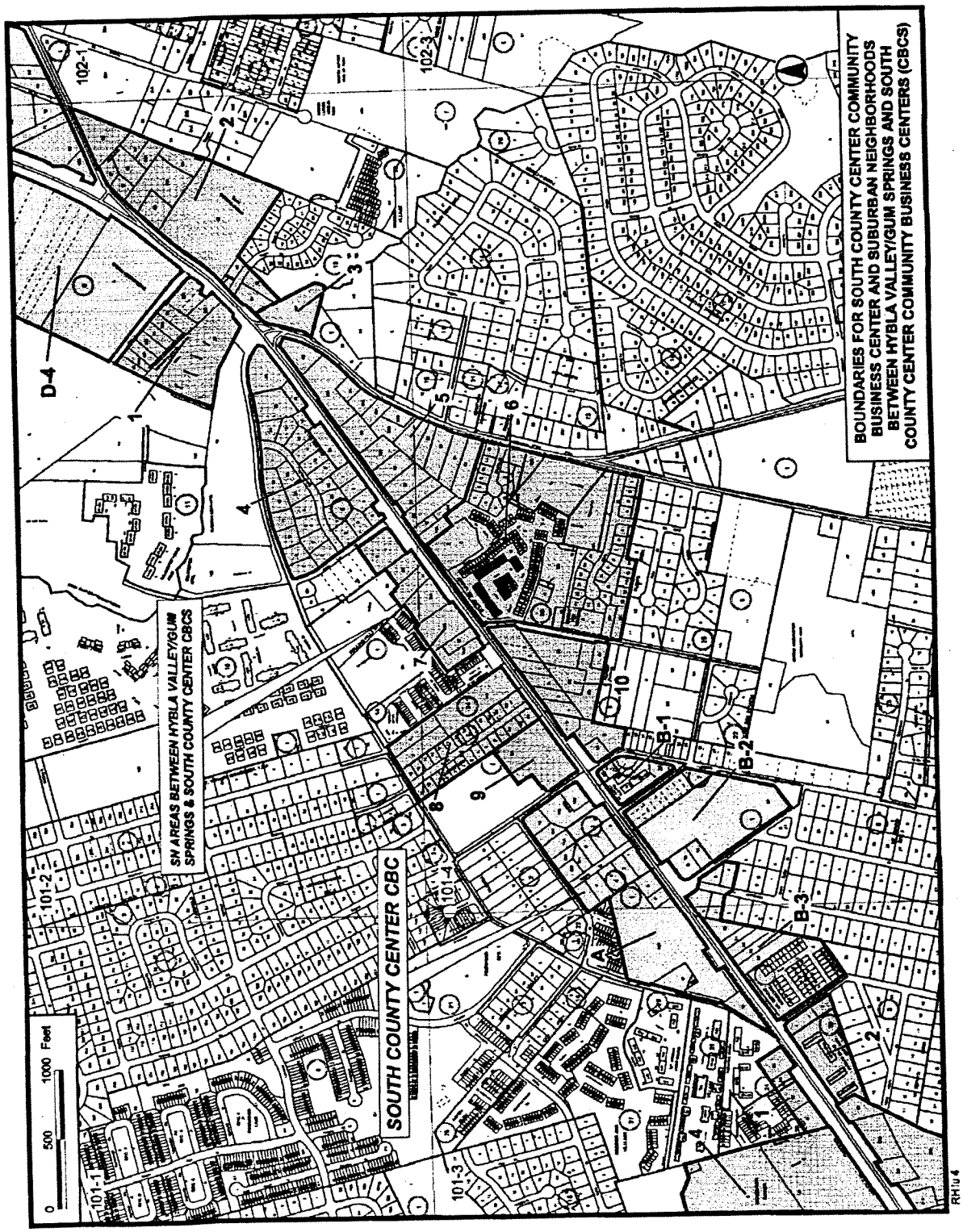

BOUNDARIES FOR SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTER AND SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTERS (CBCS)
SW AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS & SOUTH COUNTY CENTER CBCS
SOUTH COUNTY CENTER CBC
0 500 1000 Feet
D-4
B-1
B-2
B-3
102-1
102-3
101-1
101-2
101-3
101-4

FIGURE 11

Statement of Justification Plan Amendment
Area IV Suburban Neighborhood between Hybla Valley/Gum Springs and South County Center CBCS

Area of Proposed Amendment:

The lots in an area roughly bound by Buckman Rd on the West Rolling Hills Ave on the East and Janna Lee Ave on the South and an area of four lots with Buckman Rd on the West and Richmond Highway up to the VDOT owned parcel on the East are proposed for residential development of town homes with an overall density of 12.0 dwelling units per acre. This unit type and density was what the County's Comprehensive Plan recommended for over 20 years until the Amendment of 2005. Subsequently it has been zoned to PDH-30.

Type of development envisioned:

The existing Comprehensive Plan language for this site is to allow residential development of up to 25 dwelling units per acre thereby forcing a mid and high rise multifamily development layout with underground parking. While at one point near the end of the runaway residential market (both in Northern Virginia and Nationwide) was falsely supporting such development types and densities, it soon became apparent that such a market was fueled by speculative investment and not by a conventional long term home ownership focus. In the most precipitous collapse of the financial system of the 20th Century since the 1929 banking collapse and subsequent depression, a complete reevaluation of development schemes became necessary. The new reality in real estate is one having a the traditional approach of home ownership and value in community development.

Traditional approaches that have served the Northern Virginia market and more specifically the Richmond Highway Corridor well have been single family home ownership focused with the home of choice being townhouses. This residential development approach utilizes land in such a way as to allow for appropriate neighborhood consolidation and it encourages revitalization, redevelopment and renewal of the corridor with more new homes albeit on smaller lots but with higher values. The traditional townhouse is also both more family friendly having private open space and it is a more expensive dwelling than a multi family condominium unit. In addition and very importantly new townhouses also bring in owners with additional buying power to the residential base thus facilitating the overall renewal of the retail sector of the Richmond Highway corridor. This is one of the Counties primary land use goals.

Problems posed by the existing plan language:

Phasing:
The current overly directive and specific plan language on phasing requiring that the non residential development along Richmond Highway to develop first if not changed would kill any conventional residential townhouse development opportunities because there is no market for non residential office uses and retail with underground parking. The costs are way out of line and there is no market—Fairfax County currently has 15,000,000 sq ft of office buildings vacant in

much better locations. In our current and likely future financial, business and real estate environment such a use unless changed to a surface parked use is never going to be built. Therefore, the first bullet under #4 must be removed.

Design:
Because the proposed plan is to develop this area in conventional town houses the 4th bullet under "Design" that requires a mix of building types including mid rise structures will be in direct conflict with the concept of a townhouse community. So the requirement for a mix of housing types must be deleted.

Open-space:
The following (5th) bullet that begins Useable, well landscaped open space is provided throughout the site was required under a multi family mid and high rise development scheme where no private open space was provided. The townhouse development scheme will allow for private open space and some public open spaces. This bullet must be modified.

Trees:
Under "Environment" we know that there will need to be significant site development and elevation changes to correct facilitate drainage utilities which makes the retention of any existing trees problematic. If we add language to the plan when we know in advance that it is unlikely to be possible, we are doing a disservice to both the Comprehensive Plan and the public process. Indeed the approved rezoning Development Plan did not save any on site trees because of the need for grading etc.

Parks & Recration:
In the "Parks and Recreation" section there is a paragraph on providing acreages or money for park space in this area. The situation has changed in this area. There is a new park/open-space area that has been added to the inventory since the earlier Plan Amendment. That area was a formerly unused school site on Buckman Road South of this proposed development. In addition, giving up almost 30% of the site for a park is not possible and certainly not needed now that the previously unavailable site is now permanent open space. Single family townhouses will inevitably have some private open space as well integrated play areas.

Transportation:
In the section labeled as "Transportation and Pedestrian Circulation" in the first bullet the second sentence states that If right of way for an interchange is not provided, Richmond highway should be improved to a six-lane divided highway with a raised median between Janna Lee Ave and Buckman Road. The problem with this requirement is that there is not be sufficient right of way for a full grade separated interchange therefore this first statement is disingenuous—as a grade separated interchange would require the greater portion of the site, secondly the development of this townhouse project with all of its other public expectations doesn't provide for the funding needed to widen Richmond Highway with a raised median. If this full grade separated interchange requirement stays in the Plan then no redevelopment will ever occure on this land bay along Richmond Highway.

Proposed Plan Language:

The Comprehensive Plan language we propose is to allow as an option for the area bounded by Buckman Rd, Janna Lee Ave, Rolling Hills Ave and the four lots in the area bounded by Rolling Hills and along Buckman Road to the Richmond Highway totaling approximately 9.6 acres. The area is planned for Residential single family town homes at a density of 12 to 14 dwelling units per acre 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:

Phasing and Land Use:

The town-homes project may be phased over the 9.62 acre area. It is suggested that the first development phase be for that area formed by the four parcels within the Buckman Road and Richmond Highway and Janna Lee triangle. The right-of-way for turn lanes and right-of-way for Richmond highway should be provided at this time along the property frontage.

Design:

Complete 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.

The elements contained in the Urban Design Recommendations for the Richmond Highway Corridor should be incorporated.

Open space should be well landscaped and incorporated wherever possible.

Any town-homes should be designed such they include doors, windows, and balconies in front and rear elevations that face Buckman Rd., Rolling Hills Ave or Richmond Highway to ensure that they present an attractive elevation.

Environment:

Outdoor residential development shall mitigate all portions of the site in either private or public open space with noise exposures exceeding DNL 65 dBA. Noise mitigation structures if appropriately done with good design and appearance should be used for those areas where the noise exposure exceeds DNL 65 dBA.

Parks and Recreation:

The park at Pinewood Lake Section one former elementary school site has been added to the open space inventory of this area recently. Appropriate neighborhood park recreation facilities should be added to the inventory with the park and recreation funds generated from this development and additional funds may be dedicated to the Park Authority for off site recreation facilities in this area.

Transportation and Pedestrian Circulation:

Capacity issues associated with the Buckman Road/Richmond Highway intersection are resolved with the dedication of the right of way for an intersection. Richmond highway should eventually be improved to a six-lane divided highway between Buckman Road and Janna Lee Ave.

Primary access is provided via Rolling Hills Avenue.

Janna Lee Ave between Buckman Rd and Rolling Hills Ave should be improved.

Provide continuous sidewalks and trails within the development. Where possible and within the Richmond Highway right–of-way off site to this development a trail should is desired along Richmond Highway and a contribution to its construction would be appropriate.

An effective Transportation Demand Management (TDM) program applicable to residential uses is desired. Measures may include encouraging telework from home, purchasing carpool matching services, providing bus shelters. The program should be monitored periodically by the Home Owners Association.

Richard L. Labbe
Eastwood Properties
3050 Change Bridge Rd.
Suite 103
Fairfax VA 22030

September 11, 2009

Fairfax County DPZ
Comprehensive Planning Division
7th Floor Herrity Building
Government Center Parkway
Fairfax, VA 22035

Re: APR 2009 Application to amend the Comprehensive Plan (properties between Buckman Rd, and Rolling Hills Ave to Janna Lee Ave. and between Buckman Rd and Richmond Highway and Rolling Hills Ave)

To Whom it may Concern:

This letter is to convey that I am the holder of powers of Attorney for 75% of the parcels that are in this assemblage for a plan amendment application. In addition, I have also sent every property owner of each parcel a certified letter. The powers of attorney are enclosed, as well as a filled out "Specific Information Table" with the certified receipt number from each letter as well.

Therefore, please accept this letter and attached powers of attorney as the petition for assemblage and plan amendment.

The Lots for petition are:
101-2 ((1)) 22; 101-2 ((5)) (2) parcels 15, 101-2 ((5)) (3) parcels 2A, 3A 4, 6 (owned by Richard L Labbe), 8, 9, 10, 11, 13

101-2 ((5)) (2) parcel 13 and 14 Landmark Property Development LLC and Fairfax Development Corp
Scott Herrick ~~on behalf~~ of
Petition for the assemblage and plan change

101-2 ((5)) (3) parcel 1 and 12 Villa Associates, LLC
Scott M. Herrick ~~on behalf~~ of
Petition for the assemblage and plan change

Sincerely

Richard L. Labbe
Eastwood Properties

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 23rd day of May, 2005, by and between E. JOHN SCHRENZEL ("Grantor"), having an address of 7627 Richmond Highway, Alexandria, Virginia, 22306, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 103, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-01-22, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. related to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, E. John Schrenzel, has caused this Power of Attorney to be executed this 23rd day of May, 2005.

Date: May 23 2005

Name: E. John Schrenzel
E. John Schrenzel

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 23rd day of May, 2005, by E. John Schrenzel.

Margaret A. Batt
Notary Public

My Commission Expires: 3-31-06

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 10th day of July, 2005, by and between FAIRFAX DEVELOPMENT CORPORATION, a Virginia corporation, (collectively "Grantor"), having an address of 2700 South Nelson Street, Arlington, VA 22206, and LANDMARK PROPERTIES DEVELOPMENT, LLC (the "Grantee"), having an address of 2700 South Nelson Street, Arlington, VA 22206..

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-14, (the "Subject Property").

B. Grantee, Landmark Properties Development, LLC, is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Scott M. Herrick, has caused this Power of Attorney to be executed this 10th day of July, 2005.

Date: 7-10-05

Name:
Scott M. Herrick, President
Fairfax Development Corporation

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 10th day of July, 2005, by Scott M. Herrick.

Margaret A. Bolt
Notary Public

My Commission Expires: 3-31-06

FairfaxDev.POA

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the _____ day of May, 2005, by and between AMERICAN LEGION POST 177, INC., DEPT. O (collectively "Grantor"), having an address of 3939 Oak St., Fairfax, Virginia, 22030, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 103, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-15, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, Michael E. Wheeler, Pres., has caused this Power of Attorney to be executed this 1st day of July, 2005.

Date: 7/1/2005

Name: _____

Its: President

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 1st day of July, 2005, by Michael E. Wheeler, Pres.

My Commission Expires: Sept 30, 2006

Notary Public

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 16th day of July, 2005, by and between VILLA ASSOCIATES, LLC, a Virginia limited liability company, (collectively "Grantor"), having an address of 2700 South Nelson Street, Arlington, VA 22206, and LANDMARK PROPERTIES DEVELOPMENT, LLC (the "Grantee"), having an address of 2700 South Nelson Street, Arlington, VA 22206.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-01 and 12, (the "Subject Property").

B. Grantee, Landmark Properties Development, LLC, is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Scott M. Herrick, has caused this Power of Attorney to be executed this 10th day of July, 2005.

Date: 7-10-05

Name: _____
Scott M. Herrick, Managing Member
VILLA ASSOCIATES, LLC

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 10th day of July, 2005, by Scott M. Herrick.

_____
Notary Public

My Commission Expires: 3-31-06

VillaAssoc.POA

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 9th day of March, 2003, by and between SHIRLEY L. HACKWORTH and SYLVESTER L. HACKWORTH (collectively "Grantor"), having an address of 3508 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-02A, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Attorney to be executed this 9th day of March, 2003. , has caused this Power of

Date: 9 Mar 03

Name: Shirley L Hackworth
Shirley L. Hackworth

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 9th day of March, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

IN WITNESS WHEREOF, Attorney to be executed this 9th day of March, 2003. , has caused this Power of

Date: 09 MAR 03

Name:

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 9th day of March, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 11th day of November, 2003, by and between HUNG H. KIM and MYONG O. KIM (collectively "Grantor"), having an address of 3512 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-03A, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, HUNG H. KIM, has caused this Power of Attorney to be executed this 11th day of November, 2003.

Date: 11-11-03 Name: Hung H Kim

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 11th day of November, 2003, by

My Commission Expires: 3-31-06 Margaret A. Bott
Notary Public

IN WITNESS WHEREOF, MYONG O. KIM, has caused this Power of Attorney to be executed this 11th day of November, 2003.

Date: 11-11-03 Name: Myong O Kim

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 11th day of November, 2003, by

My Commission Expires: 3-31-06 Margaret A. Bott
Notary Public

POWER OF ATTORNEY

TJ THIS POWER OF ATTORNEY, made and entered into effective the 17th day of March, 2003, by and between THUAN THUC JONES (collectively "Grantor"), having an address of 3514 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-04, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Attorney to be executed this 17th day of March, 2003. has caused this Power of

Date: 03-15-2003

Name: Thuan Thuc Jones

Thuan Thuc Jones

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 17th day of March, 2003, by

Notary Public

My Commission Expires: Jan 31, 04

rezoning.POA

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the _____ day of October, 2003, by and between ERNEST A. THIELKE and HIROKO O. THIELKE (collectively "Grantor"), having an address of 8101 Janna Lee Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-08, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, ERNEST A. THIELKE, has caused this Power of Attorney to be executed this 19th day of October, 2003.

Date: 19 Oct 2003 Name: Ernest A Thielke

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 19 day of October, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

IN WITNESS WHEREOF, HIROKO O. THIELKE, has caused this Power of Attorney to be executed this 19 day of October, 2003.

Date: Oct 19, 2003 Name: Hiroko O. Thielke

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 19 day of October, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the _____ day of July, 2003, by and between GONZALO J. BAYA and ALMA B. CARO (collectively "Grantor"), having an address of 3609 Buckman Rd., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-09, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Gonzalo J. Baya, has caused this Power of Attorney to be executed this 25 day of July, 2003.

Date: 7-25-03 Name: Gonzalo Baya

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 25th day of July, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

IN WITNESS WHEREOF, Alma B. Caro, has caused this Power of Attorney to be executed this 25 day of July, 2003.

Date: 7-25-03 Name: Alma Caro Baya

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 25th day of July, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 14TH day of January, 2004, by and between ROBERT EUGENE MCCOMB and KATHLEEN J. MCCOMB (collectively "Grantor"), having an address of 3605 Buckman Rd., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-10, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 14th day of January, 2004.

Date: 1-14-04 Name: Robert E. McComb

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 14th day of January, 2004, by

Margaret A. Bolt
Notary Public

My Commission Expires: 3-31-06

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 14th day of January, 2004.

Date: 1-14-04 Name: Kathleen J. McComb

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 14th day of January, 2004, by

Margaret A. Bolt
Notary Public

My Commission Expires: 3-31-06

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the _____ day of February, 2003, by and between STEVEN P. CRANE and LESA K. CRANE (collectively "Grantor"), having an address of 3601 Buckman Rd., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-11, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Attorney to be executed this 13th day of March, 2003, has caused this Power of

Date: 3/13/03 Name: S.H. Crane

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 13th day of March, 2003, by

Margaret A. Bott
Notary Public

My Commission Expires: 31 March 2006

IN WITNESS WHEREOF, Attorney to be executed this 13 day of March, 2003, has caused this Power of

Date: 3/13/03 Name: Lisa K. Crane, AIA

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 13 day of March, 2003, by

Margaret A. Bott
Notary Public

My Commission Expires: 31 March 2006

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 9th day of March, 2003, by and between DANIEL J. GUNIA and KIMBERLY ANDERSON-GUNIA (collectively "Grantor"), having an address of 3505 Buckman Rd., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-3-13, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 9th day of March, 2003.

Date: 3/9/03 Name: [signature]

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 9th day of 3/9/03, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 9th day of March, 2003.

Date: 3/9/2003 Name: [signature]

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 9th day of March, 2003, by

Margaret A. Bolt
Notary Public

My Commission Expires: 31 March 2006

Rybold, Kimberly M.

From: Rybold, Kimberly M.
Sent: Thursday, October 15, 2009 12:17 PM
To: John H. Thillmann (jhtcav@aol.com)
Subject: 2009-2010 South County APR Nomination PC 2009-006

John Thillmann
Landmark Atlantic
2700 South Nelson Street
Arlington, VA 22206

RE: South County APR Nomination: 10.09 acres in the Woodlawn (MV8) Community Planning Sector

Dear Mr. Thillmann:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-006, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

- In Part 2: General Information, you have listed the total size of the nominated area as 9.62 acres. Tax map records indicate that the total size of the nominated parcels is 10.09 acres, or 439,520 square feet.
- In Part 4b: Current Plan Map Recommendation, you have listed mixed use, residential use at 25 dwelling units per acre, and office/retail as the Plan map recommendation for the nominated area. This corresponds to the Plan text for the nominated area; however, the Plan map recommendation for the nominated area is mixed use and residential use at 2-3 dwelling units per acre.
- In Part 4h: Residential Component, you have proposed 118 townhouse units at a density of 12-16 dwelling units per acre (du/ac). However, 118 units on 10.09 acres results in an average density of 11.69 du/ac. Please indicate whether you would like to nominate a density range 8-12 du/ac or increase the number of residential units to fall within the 12-16 du/ac range.

Please respond to this email and indicate that you wish to accept the suggested clarifications as suggested for Part 2 and Part 4b, and provide the additional information requested for Part 4h.

This information should be provided to the Department of Planning and Zoning as soon as possible. Failure to do so by October 29, 2009 may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at kimberly.rybold@fairfaxcounty.gov.

Sincerely,

Kimberly M. Rybold
Fairfax County Department of Planning & Zoning
Planning Division
12055 Government Center Pkwy, Suite 730
Fairfax, Virginia 22035
703.324.1380 (office)
703.324.3056 (fax)

Rybold, Kimberly M.

From: John Thillmann [jhtcav@aol.com]
Sent: Tuesday, October 27, 2009 10:49 AM
To: Rybold, Kimberly M.
Subject: South County APR PC 2009-006
Follow Up Flag: Follow up
Flag Status: Red
Categories: SC APR

Hello Kimberley:

This email is in response tot he email you sent me on 10/15/09 and to answer your questions relative to the South County APR nomination I submitted. There were three bullets you wished me to clarify in the email you sent me.

The first (part 2) was a correction on the acreage and I accept your correction.

The second (Part 4b) was describing the density of the plan and I agree that the plan map is what it is and that the plan text is also what it is.

The third (part 4h) was on the density range. I'd like the 12 to 16 range believing that we will be right at 12 to the acre or perhaps just under.

Thanks for pointing out the corrections.

Best,
John Thillmann

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 10-13-09 SRP
Planning District: _____
Special Area: _____

PART 1. NOMINATOR/AGENT INFORMATION

Name: Richard L. Labbe Daytime Phone: 703-383-6111

Address: 3050 Chain Bridge Road, Suite 103
Fairfax, VA 22030

Nominator E-mail Address: eastwoodprops@aol.com or jhtcav@aol.com

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

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter.) See attached signatures (powers of attorney) and certified receipt numbers

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.
Richard L. Labbe, President, Eastwood Properties, Inc.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 13

Total aggregate size of all nominated parcels (in acres and square feet): 6.08 ~~6.7~~ acres 264,844 ~~291852~~ square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Area IV Suburban Neighborhood between Hybla Valley/Gum Springs and South County Center CBCs (see figure) found on pages 52 through 55.

b. CURRENT PLAN MAP RECOMMENDATION: Mixed use, ~~residential 25 du/ac, and office/retail~~ RESIDENTIAL 2-3 DU/AC

c. CURRENT ZONING DESIGNATION: PDH-30

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Mixed use, residential 26-30 du/ac, office & retail

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Mid-rise building (up to four stories), 180 condominium units, above ground but internalized parking, private open space and some public open space

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

g. TOTAL Floor Area Ratio (FAR) Proposed: _____ TOTAL Gross Square Feet: _____

Categories	Percent of Total FAR	Square feet
Office	.30	70,000 up to 80,000
Retail	.04	10,000 up to 15,000
Public Facility, Govt & Institutional		
Private Recreation/Open Space	.17	
Industrial		
Residential*	.49	180 units (800 square feet each)
TOTAL	100%	

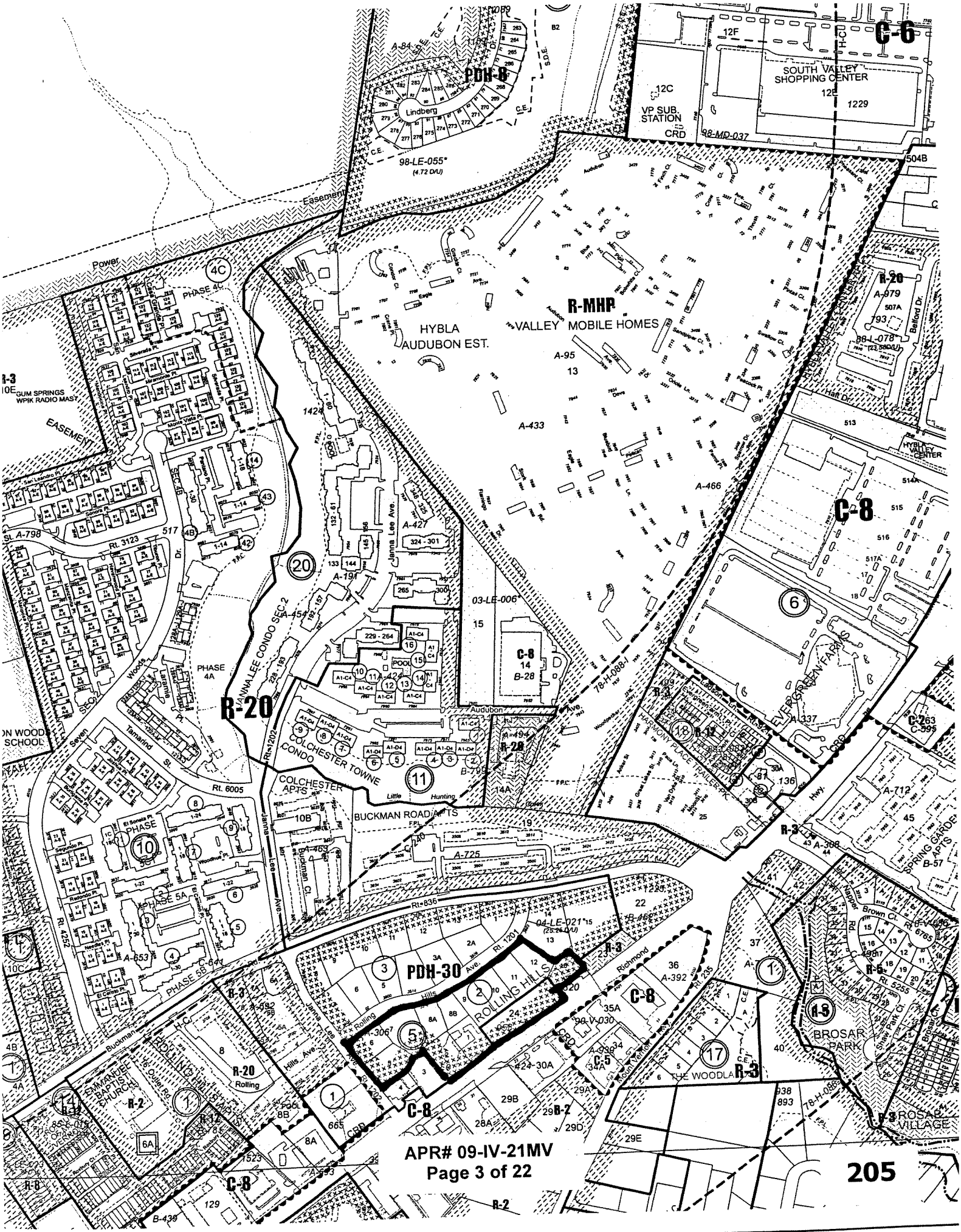
**If residential is a component, provide the approximate number and size of each type of dwelling unit proposed in the chart below based on the approximate square footage.*

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) ~~26~~ - 30 20

Residential Unit Types			
Unit Type	Number of Units	Unit Size (sq ft)	Total Square Feet
Single Family Detached			
Townhouse			
Low-Rise Multifamily (1-4 stories)	180	800	144,000
Mid-Rise Multifamily (5-8 stories)	~~180~~	~~800~~	~~144,000~~
High-Rise Multifamily (9 + stories)			
TOTAL:	~~118~~ 180		144,000

Continued


C-6
SOUTH VALLEY SHOPPING CENTER
VP SUB. STATION
98-MD-037
PDH-8
Lindberg
98-LE-055*
(4.72 D/U)
Easement
Power
R-MHP
VALLEY MOBILE HOMES
HYBLA AUDUBON EST.
HYBLA VALLEY CENTER
C-8
R-20
PHASE 4C
PHASE 4A
PHASE 5A
PHASE 5B
GUM SPRINGS WPIK RADIO MAST
EASEMENT
Rt. 3123
Rt. 6005
Rt. 4252
Rt. 836
Rt. 1202
Rt. 1201
Rt. 235
Rt. 5255
Janna Lee Ave.
JANNALEE CONDO SEC. 2
COLCHESTER TOWNE CONDO
COLCHESTER APTS
BUCKMAN ROAD APTS
Little Hunting
Audubon
03-LE-006*
78-H-088-I
EVERGREEN FARMS
HARMONY PLACE TRAILER PK
SPRING GARDEN APTS
PDH-30
ROLLING HILLS
04-LE-021*
(25.26 D/U)
BROSAR PARK
THE WOODLA
BROSAR VILLAGE
EMMANUEL BAPTIST CHURCH
R-2
R-3
R-5
R-8
R-12
R-28
C-5
C-8
205

Specific Information Table

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
101-2-05-02-0012	Ruby C. Taylor	3505 Rolling Hills Ave	3505 Rolling Hills Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7203
101-2-05-02-0011	Villa Associates, LLC	3507 Rolling Hills Ave	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-02-0016	Dr. John Vu and Heidi G. Vu	8120 Richmond Hwy	8120 Richmond Hwy Alexandria, VA 22309	0.28	7007 0710 0003 8931 7197
101-2-05-02-0010	Maxine Rosalie Foster & Betty A Huckleberry	3509 Rolling Hills Ave	7060 East Painted Vista Ct Prescott Valley, AZ 86315	0.46	7007 0710 0003 8931 7210
101-2-01-0024	The Heirs of Marie F. Ayres	8122/24/26 Ricmond Hwy	1210 Croton Drive, Alexandria, VA 22308	0.85	7007 0710 0003 8931 7180
101-2-05-02-0009	Ellen Elaine Schumacher	3511 Rolling Hills Ave	3511 Rolling Hills Ave, Alexandria 22309 ~~10601 Old Colchester Rd Lorton, VA 22079~~	0.46	7007 0710 0003 8931 7173
101-2-05-02-0008B	Chang H. Griffith	3513 B Rolling Hills Ave	3513 B Rolling Hills Ave Alexandria, VA 22309	0.27	7007 0710 0003 8931 7166
101-2-05-02-0008A	Jesse W. Stafford	3513 A Rolling Hills Ave	75 Flynn Cemetery Rd Whiteville, NC 28472	0.35	7007 0710 0003 8931 7159
101-2-05-02-0007	Chamlong Muntrat and Eric D. Shaw	3601 Rolling Hills Ave	3601 Rolling Hills Ave Alexandria, VA 22309	0.64	7007 0710 0003 8931 7142
101-2-05-02-0006	Paul C.L. Hsu and Pauline I.P. Hsu	8111 Janna Lee Ave	8111 Janna Lee Ave Alexandria, VA 22309	0.46	7007 0710 0003 8931 7135
101-2-05-02-0005	Fairfax Development Corp	8115 Janna Lee Ave	2700 S. Nelson St Arlington, VA 22206	0.46	see petition
101-2-05-02-0001	Owner Name Withheld	8130 Richmond Hwy	8130 Richmond Hwy Alexandria, VA 22309	0.46	7007 0710 0003 8931 7128
101-2-05-02-0002	Owner Name Withheld	8130 Richmond Hwy (lot2)	8130 Richmond Hwy Alexandria, VA 22309	0.46	7007 0710 0003 8931 7128

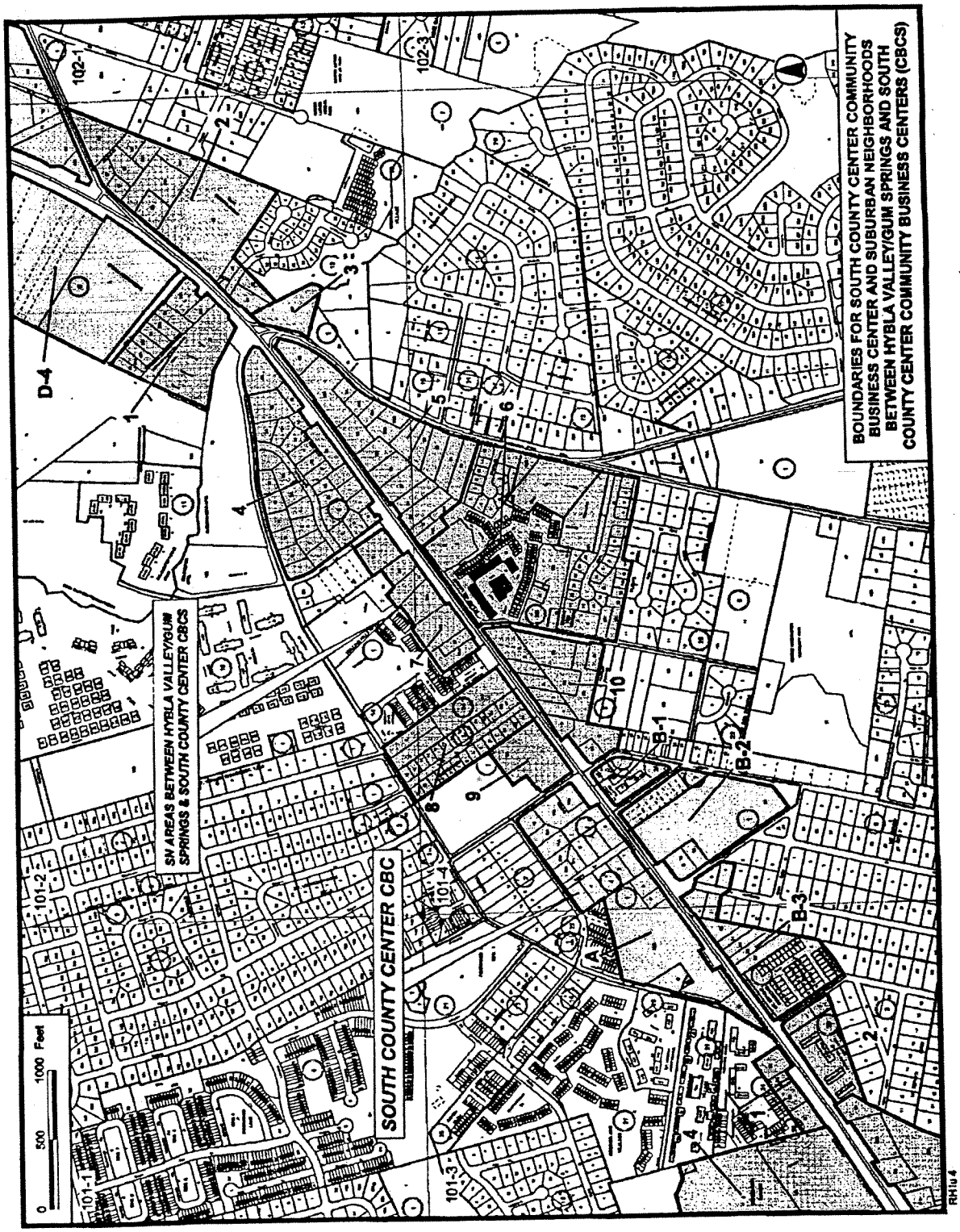

BOUNDARIES FOR SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTER AND SUBURBAN NEIGHBORHOODS BETWEEN HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER COMMUNITY BUSINESS CENTERS (CBCS)
SOUTH COUNTY CENTER CBC
SN AREAS BETWEEN HYBLA VALLEY/GUM SPRINGS & SOUTH COUNTY CENTER CBCS
0
500
1000 Feet

FIGURE 11

September 14, 2009

BY HAND DELIVERY

Fairfax County DPZ,
Comprehensive Planning Division
7TH Floor Herity Building
Government Center parkway
Fairfax, Virginia 22035

Office of the Planning Commission
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, VA 22035

Re: APR 2009 Application to amend the Plan

To Whom it May Concern:

The enclosed application for an amendment to the Comp Plan includes both a set of certified letters notifying the property owners of this application for a plan amendment as well as a set executed Powers of Attorney for over 75% of the property owners/property which are otherwise required for a consolidation request.

Thank You,

Richard L. Labbe

RECEIVED
SEP 15 2009
FAIRFAX COUNTY
PLANNING COMMISSION

RECEIVED
SEP 15 2009
FAIRFAX COUNTY
PLANNING COMMISSION

Statement of Justification Plan Amendment
Area IV Suburban Neighborhood between Hybla Valley/Gum Springs and South County Center CBCS

Area of Proposed Amendment:

The lots fronting Richmond Highway and that lie between Rolling Hills Ave and Richmond Highway and east of Janna Lee Ave.

New Proposed Development Residential and Commercial Mix:

The existing Comprehensive Plan language for this site is to allow residential development of up to 25 dwelling units per acre and to allow up to 80,000 sq ft of office with 10,000 sq.ft of retail.

One of the major reasons that the existing approved development scheme does not work is through the requirement of underground parking for both the office/Retail and the Residential mid rise units, an extremely expensive need one which raises the costs beyond financial feasibility.

Because of the opportunity to create a mid rise residential development with above ground but internalized parking, the new language proposes a density of 28 units per acre. The new language is intended to allow a different development scheme from the earlier underground parking for all units which is not viable now or in the foreseeable future and which will doom any re-development possibilities of this area. Even with this proposed development, the market for these densities may not be readily available now. But, while the financial system is not able to support such development, it is believed that the type of development being proposed will recover quicker than any other types of multi family development unless totally surface parked.

The currently approved office and retail building is underground parked and this has caused the most significant barrier to developing the use as the cost is prohibitive and the building is not competitive with any of the other office buildings or retail anywhere on Richmond Highway and indeed almost anywhere in Fairfax County outside of Reston. Tysons and Merryfield.

We know that retail users (based on results of countless studies) want surface parking available to their customers. The proposed new language proposes to provide a predominance of surface parking for the retail and office, although some structured or underground parking may also be needed. In addition the new proposed language proposes only a right turn into the retail/office uses from Richmond Highway with Janna Lee Ave serving as the primary access to and from the site.

Another of the major overall issues / barriers to redevelopment of this area is that the development of these lots along Richmond Highway must face the financial burden of acquiring parcels that are existing and operating commercial enterprises. This can only be overcome with cooperative approaches by both the public and private sector.

Phasing: The current plan language that requires phasing in a negative way by requiring that the non residential development along Richmond Highway be built before any residential development is begun. Notwithstanding how the real world operates is not an approach that has any validity—why make a project financially vulnerable to the financial, business and real estate environment in the for-seeable future. The first bullet under #4 should be deleted.

Design: The proposal in the Plan Amendment is to develop a multi family building with internalized parking in mid rise (up to 4 story) form which is in conflict with the 4th bullet under "Design" that requires a mix of building types including mid rise structures will be in direct conflict with the concept of a townhouse community.

Open-space: The following (5th) bullet that begins Useable, well landscaped open space is provided throughout the site was required under a multi family mid and high rise development scheme. The proposed mixed use development of this site will allow for private open space within a courtyard and on balconies of the units with only some public open spaces.

Trees: Under "Environment" we know that there will need to be significant site development and elevation changes to correct facilitate drainage utilities which makes the retention of any existing trees problematic. If we add language to the plan when we know in advance that it is unlikely to be possible, we are doing a disservice to both the Comprehensive Plan and the public process.

Parks & Recreation: In the "Parks and Recreation" section there is a paragraph on providing acreages or money for park space in this area. The situation has changed in this area. There is a new park/open-space area that has been added to the inventory since the earlier Plan Amendment. That area was a formerly unused school site on Buckman Road South of this proposed development. In addition, giving up almost 30% of the site for a park is not possible and certainly not needed now that the previously unavailable site is now permanent open space. Single family townhouses will inevitably have some private open space as well integrated play areas.

Transportation: In the section labeled as "Transportation and Pedestrian Circulation" in the first bullet the second sentence states that If right of way for an interchange is not provided, Richmond highway should be improved to a six-lane divided highway with a raised median between Janna Lee Ave and Buckman Road. The problem with this requirement is that there is not be sufficient right of way for a full grade separated interchange therefore this first statement is disingenuous—as a grade separated interchange would require the greater portion of the site, secondly the development of this townhouse project with all of its other public expectations doesn't provide for the funding needed to widen Richmond Highway with a raised median. If this full grade separated interchange requirement stays in the Plan then no redevelopment will ever occure on this land bay along Richmond Highway.

Access to this portion of the site should be from Richmond Highway as a right turn only and egress should be via Rolling Hills and Janna Lee. The Retail/Office use should be located at the

Southern portion of the site near the corner of Richmond Highway and Janna Lee with parking for the commercial/office along Rolling Hills and toward Janna Lee.

Proposed New Comprehensive Plan Language

For the area of six point seven acres lying between Richmond Highway and Rolling Hills Ave to Janna Lee Ave the plan recommends a mixed use of multifamily mid rise residential (with internal parking decks) on the northern portion of the site and a retail and office use with retail on the ground floor on the southern portion of the site (both surface and structure parked) thus providing a transition to the existing commercial use on the Janna Lee Richmond Highway corner.

On the six point seven acres an overall residential density of 26 to 30 dwelling units is appropriate. The office and retail square footage should not exceed 80,000 sq ft with a minimum of 10,000 sq ft in retail uses.

Phasing and Land Use:

The mixed use project may be phased over the 6.7 acre area. The right turn lanes into the site and the right of way for Richmond highway should be provided during the first phase.

Design:

Complete 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.

The elements contained in the Urban Design Recommendations for the Richmond Highway Corridor should be incorporated.

Open space should be well landscaped and incorporated wherever possible. Private open-space should be integrated into the multi family design preferably in a courtyard setting interior to the units.

Parking for the residential mid rise building should be interior to the units surrounding the parking deck and open face for parking deck entry should be from Rolling Hills Ave.

Environment:

Outdoor residential development shall mitigate all portions of the site in either private or public open space with noise exposures exceeding DNL 65 dBA. Noise mitigation structures if appropriately done with good design and appearance should be used for those areas where the noise exposure exceeds DNL 65 dBA.

No exterior balconies should be allowed along Richmond Highway.

Parks and Recreation:

The park at Pinewood Lake Section one has been added to the open space inventory of this area. Appropriate neighborhood park recreation facilities should be added to the inventory with the park and recreation funds generated from this development and additional funds may be dedicated to the Park Authority for off site recreation facilities.

Transportation and Pedestrian Circulation:

Capacity issues associated with the Buckman Road/Richmond Highway intersection are resolved with the dedication of the right of way for an intersection. Richmond highway should be improved to a six-lane divided highway between Buckman Road and Janna Lee Ave.

Primary access is provided via Rolling Hills Avenue, but access from Richmond Highway should be a right turn only which is between the Residential component and the retail commercial and office use.

Janna Lee Ave between Buckman Rd and Rolling Hills Ave frontage should be improved.

Richmond highway frontage should be improved.

Continuous sidewalks and trails within the development and along Richmond Highway should be provided. A pro rata share contribution to the Richmond Highway trail would be appropriate as an escrow even if built by others as part of a prior construction project.

An effective Transportation Demand Management (TDM) program applicable to residential uses and office users is desired. Measures may include encouraging telework from home, purchasing carpool matching services, providing bus shelters. The program should be monitored periodically by the Home Owners Association.

Richard L. Labbe
Eastwood Properties
3050 Change Bridge Rd.
Suite 103
Fairfax VA 22030

September 11, 2009

Fairfax County DPZ
Comprehensive Planning Division
7th Floor Herrity Building
Government Center Parkway
Fairfax, VA 22035

Re: APR 2009 Application to amend the Comprehensive Plan (properties between Richmond Highway and Rolling Hills Ave to Janna Lee Ave.)

To Whom it may Concern:

This letter is to convey that I am the holder of powers of Attorney for 75% of the parcels that are in this assemblage for a plan amendment application. In addition, I have also sent every property owner of each parcel a certified letter. The powers of attorney are enclosed, as well as a filled out "Specific Information Table" with the certified receipt number from each letter as well.

Therefore, please accept this letter and attached powers of attorney as the petition for assemblage and plan amendment.

The Lots for petition are:
101-2 ((1)) 24; 101-2 ((5)) (2) parcels 7, 8A 8B, 10, 12,

101-2 ((5)) (2) parcel 5 Fairfax Development Corp
Scott Herrick on behalf of
Petition for the assemblage and plan change

101-2 ((5)) (2) parcel 11 Villa Associates, LLC
Scott M. Herrick on behalf of
Petition for the assemblage and plan change

Sincerely,

Richard L. Labbe
Eastwood Properties

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 7/25/03 day of July, 2003, by and between STEPHEN M. RUDICH and MURIEL A. RUDICH (collectively "Grantor"), having an address of 6 Ash Lane, Stafford, Virginia, 22556, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-10, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, Attorney to be executed this 25 day of ~~August~~ July, 2003, has caused this Power of

Date: 7/25/03

Name: Stephen M Rudnik

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 25th day of July, 2003, by

Margaret A. Boet
Notary Public

My Commission Expires: 31 March 2006

rezoning.POA

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 19 day of ~~March~~ May, 2005, by and between BETTY M. EMBREY, AS EXECUTOR, ESTATE OF MARIE AYRES, (collectively "Grantor"), having an address of 8122 Richmond Hwy., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 103, Fairfax, VA 22030. individually, as Trustee Linda Gale Jones & Guardian Jeffrey Ayres

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-01-24, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, Betty M. Embrey, has caused this Power of Attorney to be executed this 19 day of May, 2005.

Date: May 19, 2005

Name: Betty Ayres Embrey, Executor Guardian + Trustee
EXECUTOR, ESTATE OF MARIE AYRES
Guardian Jeffrey Ayres
Trustee - Linda Gale Jones

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 19 day of May, 2005, by Betty Ayres Embrey.

My Commission Expires: March 31, 2006 ms

Notary Public

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 22 ND day of July, 2003, by and between CHAMLONG MUNTRAT and ERIC D. SMAW (collectively "Grantor"), having an address of 3601 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-07, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 22nd day of July, 2003.

Date: 7/22/03

Name: Eric J. Strauss

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 22nd day of July, 2003, by

Margaret A Bolt
Notary Public

My Commission Expires: 31 March 2006

rezoning.POA

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 21st day of ~~May,~~ July 2003, by and between JESSE W. STAFFORD, III (the "Grantor"), having an address of 3513 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-08A, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 21st day of July, 2003.

Date: 7-21-03

Name: Jesse W. Stafford III

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 21st day of July, 2003, by

My Commission Expires: 31 March 2006

Notary Public

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the 20th day of November, 2003, by and between CHANG H. GRIFFITH (collectively "Grantor"), having an address of 3513 B Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-8B, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, CHANG H. GRIFFITH, has caused this Power of Attorney to be executed this 20th day of November, 2003.

Date: 11-20-2003 Name: Chang H Griffith

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 20th day of November, 2003, by

My Commission Expires: 31 March 2006 Margaret A. Batt
Notary Public

POWER OF ATTORNEY

THIS POWER OF ATTORNEY, made and entered into effective the _____ day of July, 2003, by and between RUBY C. TAYLOR (collectively "Grantor"), having an address of 3505 Rolling Hills Ave., Alexandria, Virginia, 22309, and EASTWOOD PROPERTIES, INC., a Virginia corporation (the "Grantee"), having an address of 3050 Chain Bridge Road, Suite 305, Fairfax, VA 22030.

RECITALS:

A. Grantor is the title owner of the Property identified among the Fairfax County Tax Map Records as: 101-2-5-2-12, (the "Subject Property").

B. Grantee, Eastwood Properties, Inc., is the applicant for the rezoning of the Subject Property.

C. Grantor has agreed to grant this Power of Attorney in accordance with the following terms and conditions.

GRANT

In Consideration of One Dollar ($1.00) in hand paid and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, Grantor hereby makes, constitutes, and appoints Grantee, as Grantor's true and lawful Attorney-in-Fact, and in his name, place and stead giving unto the Attorney-in-Fact, full power and authority to make application for the rezoning of the subject property and other applications, waivers, variances, Special Exceptions, etc. solely as relates to the Subject Property, and to execute and deliver any affidavits, proffers and other documents which are necessary and appropriate in connection with the above-referenced applications and for no other purpose.

It is recognized that Grantor's proprietary interest shall not be affected in any way by the granting of said Power of Attorney herein.

This Power of Attorney is intended to be irrevocable and shall not terminate upon Grantor's disability, disqualification or other incapacity.

IN WITNESS WHEREOF, , has caused this Power of Attorney to be executed this 30 day of July, 2003.

Date: 7-30 2003 Name: Ruby C. Taylor

STATE OF VIRGINIA :
COUNTY OF FAIRFAX : to-wit

The foregoing instrument was acknowledged before me this 30th day of July, 2003, by

My Commission Expires: 31 March 2006 Margaret A. Batt
Notary Public

Rybold, Kimberly M.

From: Rybold, Kimberly M.
Sent: Monday, October 19, 2009 10:35 AM
To: Richard L. Labbe (eastwoodprops@aol.com)
Subject: 2009-2010 South County APR Nomination PC 2009-007

Richard L. Labbe
Eastwood Properties
3050 Chain Bridge Road
Fairfax, VA 22030

RE: South County APR Nomination: 6.08 acres in the Woodlawn (MV8) Community Planning Sector

Dear Mr. Labbe:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-007, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

- In Part 2: General Information, you have listed the total size of the nominated area as 6.7 acres. Tax map records indicate that the total size of the nominated parcels is 6.08 acres, or 264,844 square feet. Additionally, in this part you have indicated that this is not a neighborhood consolidation proposal; however, you have indicated otherwise in your attachments. I will make this adjustment on the nomination form.
- In Part 4b: Current Plan Map Recommendation, you have listed mixed use, residential use at 25 dwelling units per acre, and office/retail as the Plan map recommendation for the nominated area. This corresponds to the Plan text for the nominated area; however, the Plan map recommendation for the nominated area is mixed use and residential use at 2-3 dwelling units per acre.
- In Part 4e: Describe, you have stated that there will be a mid-rise building up to four stories and 180 condominium units. In Part 4h: Residential Component, you have indicated that the 180 residential units will be mid-rise multifamily at 5-8 stories in height. Please clarify whether the four story building you refer to Part 4e is residential or office/retail.
- In Part 4h: Residential Component, you have proposed 180 mid-rise multi family units at a density of 26-30 dwelling units per acre (du/ac). However, density ranges above 20 du/ac must be specified in 10-unit density ranges. I will adjust the proposed density range to 20-30 du/ac, reflecting the intensity you proposed.

Please respond to this email and indicate that you wish to accept the suggested clarifications as suggested for Part 2, Part 4b and Part 4h, and provide the additional information requested for Part 4e.

This information should be provided to the Department of Planning and Zoning as soon as possible.

Failure to do so by November 2, 2009 may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at kimberly.rybold@fairfaxcounty.gov.

Sincerely,

Kimberly M. Rybold
Fairfax County Department of Planning & Zoning
Planning Division
12055 Government Center Pkwy, Suite 730
Fairfax, Virginia 22035
703.324.1380 (office)
703.324.3056 (fax)

Rybold, Kimberly M.

From: John Thillmann [jhtcav@aol.com]
Sent: Tuesday, October 27, 2009 10:38 AM
To: Rybold, Kimberly M.; eastwoodprops@aol.com
Subject: South County APR PC 2009-007
Follow Up Flag: Follow up
Flag Status: Red
Categories: SC APR

Hi Kimberley:

I am consulting with Dick Labbe and he asked that I respond to your Email.

It is OK to use your definitions as per the first two bullets. Bullet number one is on Part 2 general information re the neighborhood consolidation, and bullet two is on 4b plan map versus text.

Relative to the third bullet 4e referencing the building height for the condominiums--the condo building is proposed to be 4 stories.

Relative to the fourth bullet 4h referencing density ranges 20 to 30 is accurate.

Thank you and I trust that this answers your questions.

John Thillmann

cc; Richard Labbe
Margaret Bolt

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE **APR ITEM:** 09-IV-1RH

NOMINATOR: David R. Gill

ACREAGE: 10.58

TAX MAP I.D. NUMBERS: 82-1 ((1)) 2A

GENERAL LOCATION: Generally located at the east end of Oakwood Road, south of Interstates 95/495.

PLANNING AREA(S): IV
District(s): Rose Hill
Sector: Bush Hill (RH2)
Special Area(s): Van Dorn Transit Station Area (Land Unit E)

ADOPTED PLAN MAP: Office

ADOPTED PLAN TEXT: Office at an intensity up to .30 FAR, with an option for office up to an intensity of .50 FAR with consolidation or transfer of development rights from Land Unit D.

For complete plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/rosehill.pdf

PROPOSED PLAN AMENDMENT: Add an option for mini warehouse use up to .25 FAR with accessory outdoor storage for boat and RV parking.

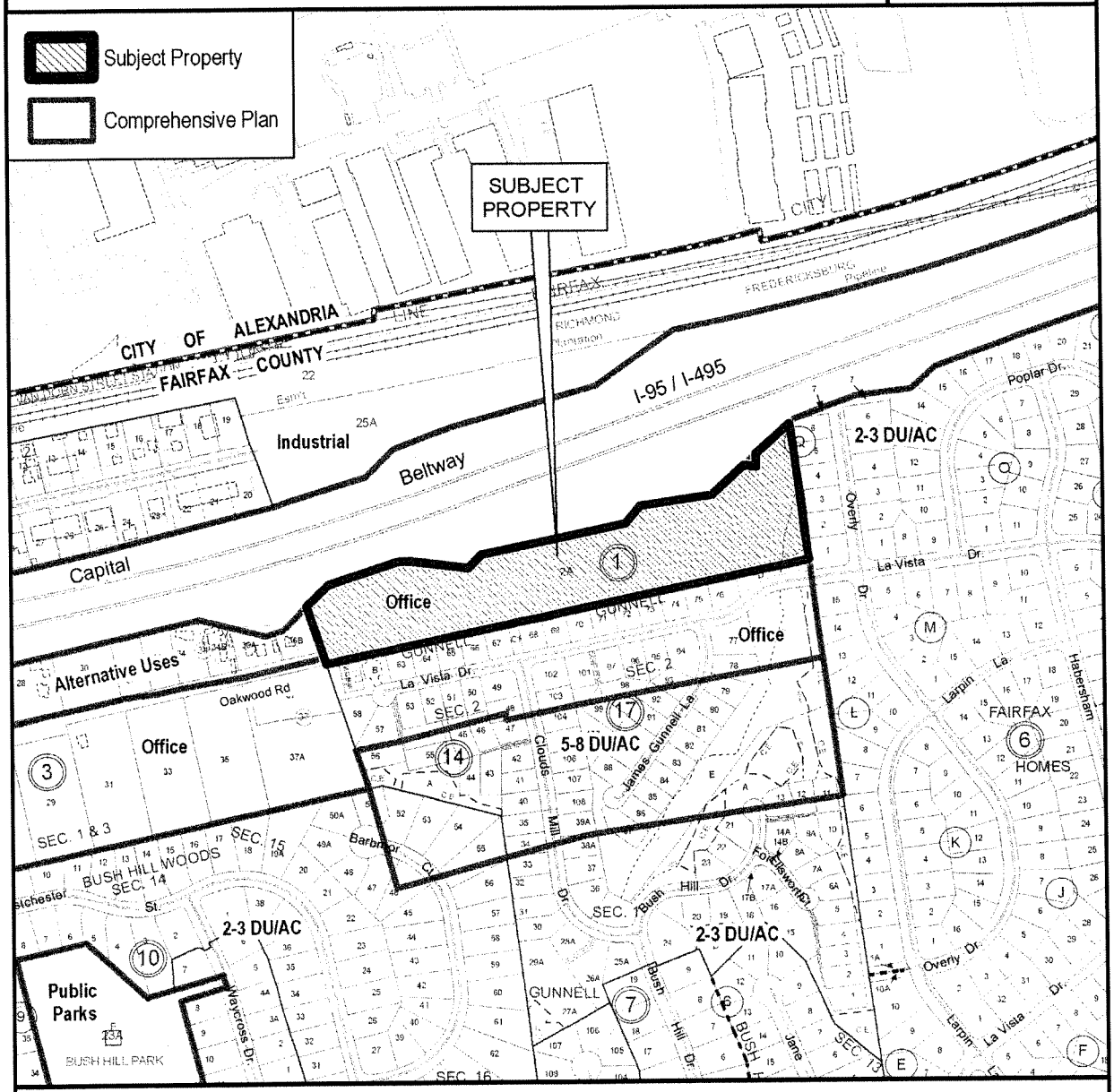
SUMMARY OF STAFF RECOMMENDATION

___ Approve Nomination as submitted
_X_ Approve Staff Alternative
___ Retain Adopted Plan

Staff supports an alternative that would allow mini-warehouse use at an intensity of .15 FAR with conditions related to screening, architecture, accessory storage, truck rental, and an archaeological survey. Additionally, staff proposes that office intensity be reduced to .15 FAR to reflect a change in circumstances related to the existing development in Land Unit E.

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

2009-2010 SOUTH COUNTY APR #
09-IV-1RH
LEE



Subject Property Current Plan: Office up to .30 FAR with option up to .50 FAR with consolidation.

Nominated Plan Change: Option for mini-warehouse up to .25 FAR.

Staff Recommendation: Approve staff alternative to replan the subject property for office use up to .15 FAR and add an option for mini-warehouse use up to .15 FAR with conditions.

500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location

The nomination is located generally located at the east end of Oakwood Road, south of Interstates 95/495.

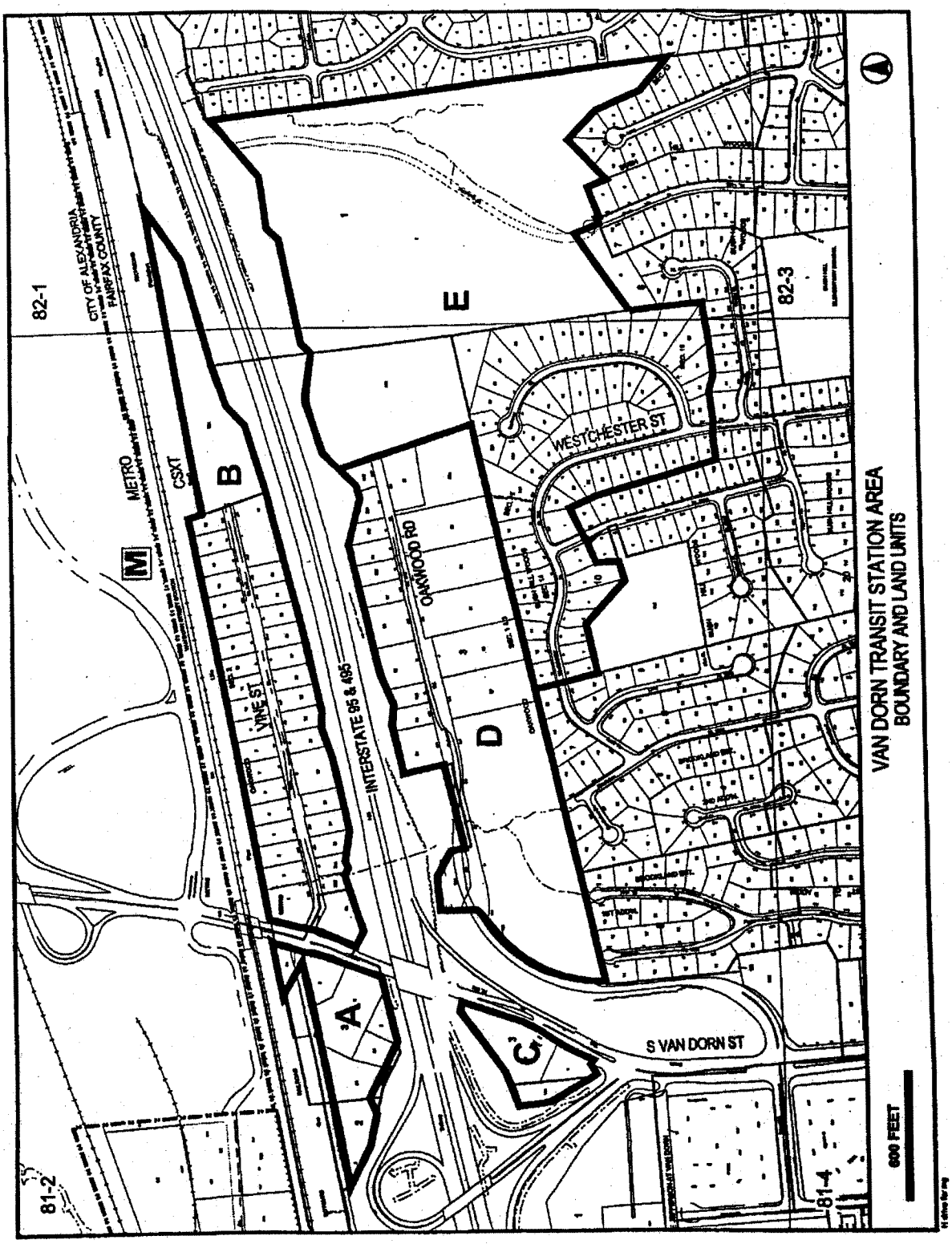
Existing and Planned Land Use and Zoning

Subject Property: The subject property is in the northern portion of the Van Dorn Transit Station Area Land Unit E and is planned for low to medium intensity office use up to .30 FAR. Intensity up to .50 FAR may be considered only if land is consolidated or enabling legislation allowing a transfer of development rights from Land Unit D to be shifted to the northern portion of Land Unit E. The subject property is currently vacant, and is zoned I-I. This zoning district does not have a floor-area ratio (FAR) maximum, and has large minimum yard requirements that cannot be met without a variance.

Adjacent Area:
North: Interstate 95/495 is located to the immediate north of the subject property.
South: Single family detached homes and townhouses immediately to the south of the subject property in the Gunnell Estates subdivision are planned for the same use and intensity as the subject property, but were developed by-right under R-3 zoning.
East: To the east are single family detached homes in the Winslow subdivision, planned at 2-3 du/ac and zoned R-3.
West: Low intensity industrial uses to the west are in Land Unit D of the Van Dorn Transit Station area, and are planned for infill development of low intensity industrial or office uses up to .25 FAR on the north side of Oakwood Road, and office use up to .50 FAR on the south side. With conditions, a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR are planned for Land Unit D. These parcels are zoned C-2 and I-I.

PLANNING HISTORY

The subject property was included in a special study of the Van Dorn Transit Station Area, which was approved by the Board of Supervisors as Out-of-Turn Plan Amendment S99-IV-RH1 in October 2000. This Plan Amendment looked at developing land use and intensity recommendations that would encourage transit use, provide an appropriate transition to existing neighborhoods, and address environmental concerns. As a result of this plan amendment, an option for office up to .50 FAR with conditions was added to the base plan for the nominated area. Subsequently, variances were approved for the subject property in 2001 and 2005, allowing for the construction of two office buildings totaling 70,000 square feet, or approximately .15 FAR.


VAN DORN TRANSIT STATION AREA
BOUNDARY AND LAND UNITS
A
B
C
D
E
82-1
82-3
81-2
81-4
CITY OF ALEXANDRIA
FAIRFAX COUNTY
METRO
CSXT
VINE ST
INTERSTATE 95 & 495
OAKWOOD RD
WESTCHESTER ST
S VAN DORN ST
600 FEET

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Rose Hill Planning District, as amended through 3-9-2010, Van Dorn Transit Station Area, Land Unit E, page 22:

"**Land Unit E**

The portions of Land Unit E which are on similar elevations (usually above approximately 225-230 feet) as the existing neighborhoods along Westchester Street and Barbmor Court are planned for, and developed with single-family houses at 2-3 dwelling units per acre, which is compatible with existing residential areas to the south, southeast, and west.

The remaining approximately 50-acre undeveloped tract is traversed by three stream tributaries near and along the eastern boundary of the land unit adjacent to existing residential development and has considerable terrain variation. Elevations range from 150-200 feet along the Beltway rising to elevations of 200-240 feet adjacent to Land Unit D and on the southern portions of the land unit adjacent to residential development to the south. Streams and terrain constrain the eastern area to passive open space. Remaining developable land is planned for office in the northern portion with possible residential development adjacent to and compatible to residential development to the south and east. Preservation of natural features, such as streams, terrain, and vegetation should be used in determining the amount, location, and character of the residential and office components as well as in buffering residential from office development. Therefore, some boundary shifts between the two uses as shown on the Comprehensive Plan Map may be required.

Low to medium intensity office use up to .30 FAR is planned for the approximately northern two-thirds of this area. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. A higher intensity, up to .50 FAR, may only be considered only if land is consolidated or enabling legislation to allow use of transfer development rights be enacted to allow development from Land Unit D to be shifted to the northern portion of this land unit, and all other Plan policies and requirements are met. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. Residential development at 2-3 dwelling units per acre is planned for the area south of the planned low-rise office use. Access to this portion of the land unit is to be via a public vehicular connection to Bush Hill Drive and possibly Overly Drive or La Vista Drive with access to the northern portion of the land unit restricted to residents and emergency vehicles. Adequate buffering to provide a transition should be provided between the residences and office uses.

The design of new development for the entire land unit should be sensitive to environmental constraints and opportunities. Special attention, including possible

remediation, should be given to extensive erosion of stream beds, erosion of slopes due to logging, and the possibility of flooding due to the blockage of stormwater management pipes from adjacent developments. Buffering between higher intensity uses and existing single family communities through clustering of development, preservation of existing vegetation, and retention of natural topography where possible, are necessary. In order to reduce noise from the Beltway and other sources, attenuation and/or other measures such as sound walls, tree save, and tree replacement should be provided in areas where removal has been excessive.

Pedestrian and bicycle trails with connections to adjacent residential areas (to the south and east) should be provided. A trail extension of Bush Hill Drive and along the water main easement on Tax Map 81-2((10))18 to Oakwood Road and hence to the Metro station should be integrated into the development scheme to provide for safe movement of bicycle and pedestrian traffic."

The Comprehensive Plan Map shows the subject properties as planned for office use.

NOMINATED PLAN AMENDMENT

The nomination proposes to add an option for a mini-warehouse storage facility up to 115,000 square feet in size on the subject property. The facility would be located on the central portion of the site, between the existing stormwater management detention ponds. Additionally, the nomination proposes accessory outdoor parking for boat and RV storage. The proposed option would result in an overall density of .25 FAR.

ANALYSIS

Land Use

At the time when the northern two-thirds of Land Unit E was planned for office use at .30 FAR, the entire area was undeveloped. Subsequently, much of Land Unit E has developed under existing zoning with single-family residential use under R-3 zoning. This has left the subject property as the last undeveloped part of Land Unit E, retaining a recommendation for office use at .30 FAR. Objective 14 of the Land Use section of the Policy Plan states that negative impacts of incompatible development should be minimized. Compatible transitions between adjoining land uses should be achieved using buffering, screening, control of building heights, and control of vehicular access. The provision of adequate buffering and screening may limit of developable area on the subject property, thereby limiting the intensity of development that is achievable.

There are two stormwater detention ponds located on the subject property that serve the Gunnell Estates subdivision to the south. The presence of these ponds limits the developable area of the site to the central portion of the parcel. Any modifications made to the detention ponds would need to accommodate the same water quality and quantity as the existing ponds, taking into account additional capacity needed to support additional development on the subject property. Elevation changes associated with the pond on the west end of the property may force the access road to the proposed mini-warehouse to run along the southern property line, adjacent to

residential properties. As a result, it may be difficult to provide adequate screening between the access road and the existing single-family homes.

Transportation
The Fairfax County Transportation Plan identifies several transportation improvements located on or adjacent to the site of the proposed development. Adequate right-of-way must be reserved and the site must be designed to accommodate these improvements. These include an extension and widening to four lanes of Oakwood Road, the construction of a bridge connecting the extension of Oakwood Road and Vine Road across I-95/495, and improvement of the I-95/495 interchange with South Van Dorn Street.

The proposed amendment is estimated to generate over 2,000 less daily trips and less AM and PM peak hour traffic than the current Plan, as shown in the table below. This represents a drop in average daily trips of nearly 90 percent over the current Plan.

Trip Generation Values for Nomination 09-IV-1RH

Current Comprehensive Plan						
Development Type	**Sqft**	**AM Peak Hour**		**PM Peak Hour**		
		In	Out	In	Out	**Average Daily**
Office (710)	230,428	314	43	58	285	2,537
Total Trips		**314**	**43**	**58**	**285**	**2,537**

Proposed Amendment to Comp Plan						
Development Type	**Sqft**	**AM Peak Hour**		**PM Peak Hour**		
		In	Out	In	Out	**Average Daily**
Mini-warehouse (151)	115,000	15	17	18	16	288
Total Trips		**15**	**17**	**18**	**16**	**288**

					Trips
Net Impact of Proposed Amendment Above Comp Plan	-299	-26	-41	-269	**-2,250**

1) Trip formulas are from the Institute of Traffic Engineers (ITE) Trip Generation, 8th Edition, 2008.
2) Trip generation estimates do not account traffic reductions resulting from proximity to transit stations or bus service.

The transportation issues associated with any development of the subject parcels, particularly those associated with access will need to be adequately addressed during the course of the zoning review process. At that time, the development plan should address overall circulation patterns, turning movements, signalization issues, parcel consolidation, pedestrian circulation, safety issues, and transit amenities. Internal circulation and access issues, as well as pedestrian-related safety issues, will be of primary concern. Dedication of right-of-way for trail, sidewalk, and roadway improvements/widenings and associated easements may be required.

Environment

Resource Protection Area

A small area of Resource Protection Area (RPA) extends onto the southeast corner of the subject property. This area should be protected and restored as needed. Additionally, the Environmental Quality Corridor (EQC) appears to be generally consistent with the extent of the RPA on the subject property.

Marine Clay Soils

Problem soils are noted for portions of this property. A geotechnical study will likely be required in order to develop this property in a manner which will not adversely impact surrounding properties.

Cultural Resources

Undeveloped portions of this site may contain remnants of several Civil War encampments known to have been in this area. Any relatively undeveloped areas should be subjected to Phase I archaeological surveys and, if warranted, identified resources should be avoided or subjected to Phase II significance assessments and Phase III data recoveries, as needed. All archaeological work should be in accordance with guidelines provided by the County's archaeology program.

Water

Water service in the subject area is served by Fairfax Water, which is a non-profit Water Utility that serves Northern Virginia. Providing service to the site would likely require a looped water main configuration to address fire flow requirements and water quality concerns. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

RECOMMENDATION

Due to the development of single-family residential use to the immediate south of the subject property, significant constraints exist that have made the existing Plan recommendation inappropriate for this property. The proposed nomination would reduce average daily trips by nearly 90 percent over the current Plan recommendation. Additionally, the need to ensure compatibility and appropriate transitions to the neighboring residential use makes the existing density planned for this portion of Land Unit E difficult to implement. Staff recommends approval of a staff alternative that would replan the subject property for office use up to .15 FAR, which would reflect an existing approval, and would allow an option for mini-warehouse use up to .15 FAR with conditions related to screening, architecture, accessory storage, and truck rental.

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~~.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Rose Hill Planning District, as amended through 3-9-2010, Van Dorn Transit Station Area, Land Unit E, page 22:

> "Except for Tax Map Parcel 82-1 ((1)) 2A, l~~L~~ow to medium intensity office use up to .30 FAR is planned for the approximately northern two-thirds of this area. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. A higher intensity, up to .50 FAR, may only be considered only if land is consolidated or enabling legislation to allow use of transfer development rights be enacted to allow development from Land Unit D to be shifted to the northern portion of this land unit, and all other Plan policies and requirements are met. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. Residential development at 2-3 dwelling units per acre is planned for the area south of the planned low-rise office use. Access to this portion of the land unit is to be via a public vehicular connection to Bush Hill Drive and possibly Overly Drive or La Vista Drive with access to the northern portion of the land unit restricted to residents and emergency vehicles. Adequate buffering to provide a transition should be provided between the residences and office uses.
>
> Tax Map Parcel 82-1 ((1)) 2A is planned for low intensity office use up to .15 FAR. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. As an option, this parcel may be appropriate for mini-warehouse use up to .15 FAR. For any development, effective screening and buffering should be provided and maintained to the adjacent residential neighborhoods. Buildings closest to the southern boundary should not exceed one story in height, and access to these buildings should be provided on the north façade. Any additional buildings to the north should utilize the existing topography to reduce building height as viewed from the adjacent residential neighborhood to the south. Sufficient architectural treatment, such as pitched roofs and masonry construction, should be provided to create an unobtrusive facility that blends in with the adjacent neighborhood. Additionally, there should be no outdoor accessory storage or truck rental permitted as a component of the mini-warehouse. Due to the possible presence of heritage resources on this parcel, a Phase I archaeological survey should be performed prior to any land disturbing activities."

NOTE: The Comprehensive Plan Map would not change.

This Page Intentionally Left Blank

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: David R. Gill / ~~Gregory A. Riegle~~ Daytime Phone: 703-712-5039/~~5360~~

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

Nominator E-mail Address: dgill@mcguirewoods.com / ~~griegle@mcguirewoods.com~~

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9/24/09 JRR
Planning District:
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☐Mount Vernon ☐Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 10.58 acres 460,856 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Land Unit E of the Van Dorn Transit Station Area

b. CURRENT PLAN MAP RECOMMENDATION: Office

c. CURRENT ZONING DESIGNATION: Industrial-Institutional (I-I)

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Allow an option for a mini-warehouse up to 115,000 GFA with accessory outdoor storage for boat and RV parking

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

f. NON-RESIDENTIAL: Check the appropriate use

- ☐ Office
- ☐ Retail
- ☐ Government/Institutional
- ☒ Industrial
- ☐ Open Space
- ☐ Mixed Use (specify uses in table)

g. TOTAL Floor Area Ratio (FAR) Proposed: 0.25 TOTAL Gross Square Feet: 115,000 sq ft

Categories	Percent of Total FAR	Square feet
Office		
Retail		
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial	100%	115,000
Residential*		
TOTAL	**100%**	115,000

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☐ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

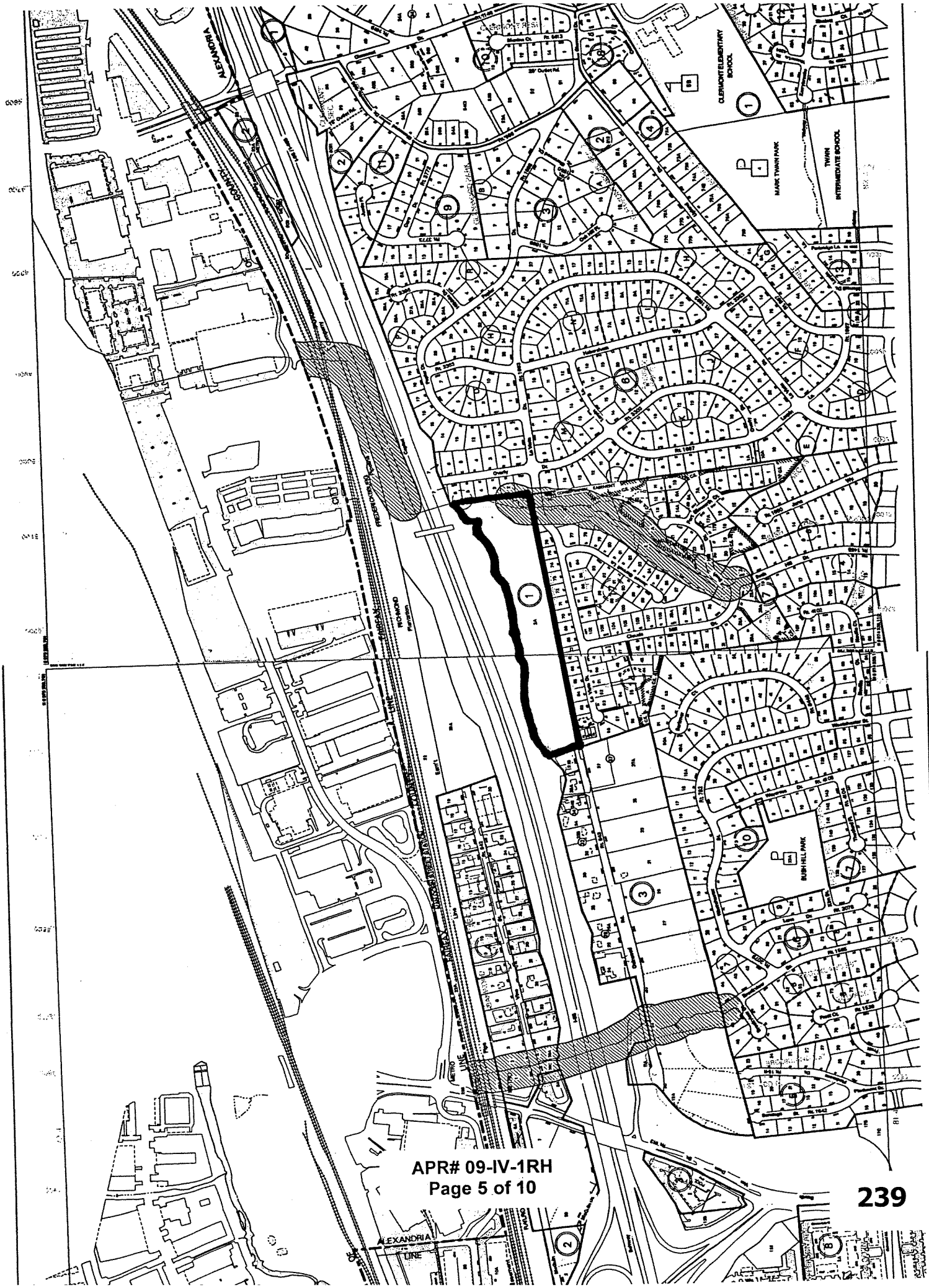
Fairfax County Planning Commission Office
Government Center Building
12000 Government Center Parkway, Suite 330
Fairfax, Virginia 22035-5505

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
82-1-((1))-2A	N/A	Oakwood, LLC	c/o KSI Services Inc.	10.58	70042510000015961359
			8081 Wolftrap Road, Suite 330		
			Vienna, VA 22182		



APR# 09-IV-1RH
Page 5 of 10

EXHIBIT 1

Existing Comprehensive Plan Text
Rose Hill Planning District - Van Dorn Transit Station
Land Unit E

The portions of Land Unit E which are on similar elevations (usually above approximately 225-230 feet) as the existing neighborhoods along Westchester Street and Barbmor Court are planned for, and developed with single-family houses at 2-3 dwelling units per acre, which is compatible with existing residential areas to the south, southeast, and west.

The remaining approximately 50-acre undeveloped tract is traversed by three stream tributaries near and along the eastern boundary of the land unit adjacent to existing residential development and has considerable terrain variation. Elevations range from 150-200 feet along the Beltway rising to elevations of 200-240 feet adjacent to Land Unit D and on the southern portions of the land unit adjacent to residential development to the south. Streams and terrain constrain the eastern area to passive open space. Remaining developable land is planned for office in the northern portion with possible residential development adjacent to and compatible to residential development to the south and east. Preservation of natural features, such as streams, terrain, and vegetation should be used in determining the amount, location, and character of the residential and office components as well as in buffering residential from office development. Therefore, some boundary shifts between the two uses as shown on the Comprehensive Plan Map may be required.

Low to medium intensity office use up to .30 FAR is planned for the approximately northern two-thirds of this area. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. A higher intensity, up to .50 FAR, may only be considered only if land is consolidated or enabling legislation to allow use of transfer development rights be enacted to allow development from Land Unit D to be shifted to the northern portion of this land unit, and all other Plan policies and requirements are met. The internal circulation system should connect to Oakwood road with no public vehicular access to the southern portion of the land unit. Residential development at 2-3 dwelling units per acre is planned for the area south of the planned low-rise office use. Access to this portion of the land unit is to be via a public vehicular connection to Bush Hill Drive and possibly Overly Drive or La Vista Drive with access to the northern portion of the land unit restricted to residents and emergency vehicles. Adequate buffering to provide a transition should be provided between the residences and office uses.

The design of new development for the entire land unit should be sensitive to environmental constraints and opportunities. Special attention, including possible remediation, should be given to extensive erosion of stream beds, erosion of slopes due to logging, and the possibility of flooding due to the blockage of stormwater management pipes from adjacent developments. Buffering between higher intensity uses and existing single family communities through clustering of development, preservation of existing vegetation, and retention of natural topography where possible, are necessary. In order to reduce noise from the Beltway and other sources, attenuation and/or measures such as sound walls, tree save, and tree replacement should be provided in areas where removal has been excessive.

Pedestrian and bicycle trails with connections to adjacent residential areas (to the south east) should be provided. A trail extension of Bush Hill Drive and along the water main easement on Tax Map 81-2((10))18 to Oakwood Road and hence to the Metro station should be integrated into the development scheme to provide for safe movement of bicycle and pedestrian traffic.

September 10, 2009

PART 6: JUSTIFICATION

Oakwood, LLC
Tax Map Number 82-1-((1))-2A (the "Site")

Introduction

This nomination is to correct the current inappropriate plan language for what is an odd-shaped "orphan" parcel that is adjacent to I-495 by providing for a potential self-storage use. The nominated parcel is a 10.57-acre site at the east of end of Oakwood Road, near the Van Dorn St./I-495 Interchange. The property itself is an isolated and narrow strip, with more than 1,600 feet of frontage along I-495. As such, the site is located in the "gap" between the Springfield Interchange project and the Wilson Bridge project. This "gap" is also literal as the Site represents one of the key locations where a soundwall does not exist along the Beltway, exposing the adjacent residential to significant noise impacts. Thus, this nomination is intended create plan language that plugs that "gap" by encouraging a use that is compatible with the surrounding residential, while also mitigating the associated noise impacts of I-495.

Site Context

The Site is currently planned for low to medium intensity office use up to 0.3 FAR, with conditions. ~~The base recommendation is for residential at 2-3 dwelling units per acre.~~ However, neither use is appropriate given the noise impact on the site, the proximity of adjacent residential and the limited access that Oakwood Road provides. This noise impact is even acknowledged in the current plan text as it does specify that "any development proposal should provide attenuation measures to mitigate noise impacts from I-95." Further, the zoning is I-I, Industrial Institutional, which only allows office and institutional uses by-right. This relatively rare zoning district in the County has setbacks that would preclude any development of the Site.

The site is also isolated, with the single access from Oakwood Road and depreciated commercial to the west of the Site. There is a small area of resource protection area (RPA) limiting the buildable area along the eastern edge of the site. The RPA also buffers the site from the residential community to the east. The site directly abuts single-family detached along its southern boundary. As noted above, to the north is I-495.

Nomination

This request is to add an option to the Comprehensive Plan to allow a mini-warehouse facility on the Site to plug the "gap." The option would limit the use to a 0.25 FAR (approximately 115,000 gross square feet), which below the office option currently in the plan. The use would mitigate noise both by the buildings themselves and potentially through construction of a soundwall. Further the Site is of sufficient size to potentially accommodate the long-planned connection over I-495 between Vine Street and Oakwood Drive.

Given the proximity of the established residential community, the noise generated from traffic along I-495, and the Site's limited access, traditional office or even residential at 3 du/acre is not appropriate for this Site. A mini-storage facility is a logical land use for this property in that it would not adversely impact the existing residential neighborhood while creating a stable productive

commercial use for the property. The size of the Site allows for an adequate buffer from the neighboring residential uses. Access would be solely from Oakwood Road, not through the surrounding residential communities. Further, the mini-storage would not have the traditional school and traffic impacts, ensuring that the surrounding residential would not be impacted.

The use itself also provides benefits to the community as it provides storage options for local residents and businesses in the area, not only for traditional storage, but also potentially for gate secured and secondary storage for boats and RV's which are discouraged from being located on local residential streets. Self-storage is also "revenue positive" as it is a use that demands very little in the way County services, while ensuring the property is used for a stable commercial use.

Conclusion

Replanning this property consistent with current County noise policies would close a critical "gap" and mitigate noise for several established residential communities. Given positive impact on tax revenue, the minimal impact on traffic and schools, and ability to buffer the site, the proposed self-storage use is a logical and viable use of the property that better accommodates longstanding County policies than the current recommendation for office and/or residential. For these reasons, we respectfully request your support of this nomination.

\9881296.1

Rybold, Kimberly M.

From: Gill, David Robert-Jan [dgill@mcguirewoods.com]
Sent: Tuesday, October 13, 2009 3:04 PM
To: Rybold, Kimberly M.
Subject: RE: 2009-2010 South County APR Nomination PC 2009-060

I concur, please strike that sentence from our statement of justification.

David R. Gill
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102-4215
703.712.5039 (Direct Line)
703.712.5297 (Direct FAX)
dgill@mcguirewoods.com

This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise by return e-mail and delete immediately without reading or forwarding to others.

From: Rybold, Kimberly M. [mailto:Kimberly.Rybold@fairfaxcounty.gov]
Sent: Tuesday, October 13, 2009 2:49 PM
To: Gill, David Robert-Jan
Subject: 2009-2010 South County APR Nomination PC 2009-060

David R. Gill
McGuire Woods LLP
1750 Tysons Boulevard, Suite 1800
McLean, VA 22102

RE: South County APR Nomination: 10.58 acres in the Van Dorn Transit Station Area, Land Unit E

Dear Mr. Gill:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-060, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

- In Part 6: Justification, you have indicated that the base recommendation for the subject property is residential at 2-3 dwelling units per acre. This recommendation applies to portions of Land Unit E south of the planned low-rise office use. Please advise me that you concur with my observation and I will strike the applicable sentence from your nomination.

Please confirm that this is your understanding as soon as possible. Failure to do so by October 27, 2009 may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at kimberly.rybold@fairfaxcounty.gov.

Sincerely,

Kimberly M. Rybold
Fairfax County Department of Planning & Zoning
Planning Division
12055 Government Center Pkwy, Suite 730
Fairfax, Virginia 22035
703.324.1380 (office)
703.324.3056 (fax)

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICTS: LEE, MOUNT VERNON **APR ITEM:** 09-IV-1FS

NOMINATOR:	Kimberly Rybold, Fairfax County Department of Planning & Zoning
ACREAGE:	803 acres
TAX MAP I.D. NUMBERS:	90-3 ((1)) 32
GENERAL LOCATION:	West of Backlick Road, east of Rolling Road, north of Fairfax County Parkway (under construction).
PLANNING AREA:	IV
District:	Springfield
Sector:	Belvoir (S5)
Special Area:	Engineer Proving Ground
ADOPTED PLAN MAP:	Public Facilities
ADOPTED PLAN TEXT:	Public facilities, government and institutional, and public parks; option for mixed-use at an overall intensity of .17 FAR with conditions.
For complete plan text see	http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/franconiaspring.pdf
PROPOSED PLAN AMENDMENT:	Remove the mixed-use option from the Plan text and reflect the 2.4-million-square-foot government facility under construction on the subject property.

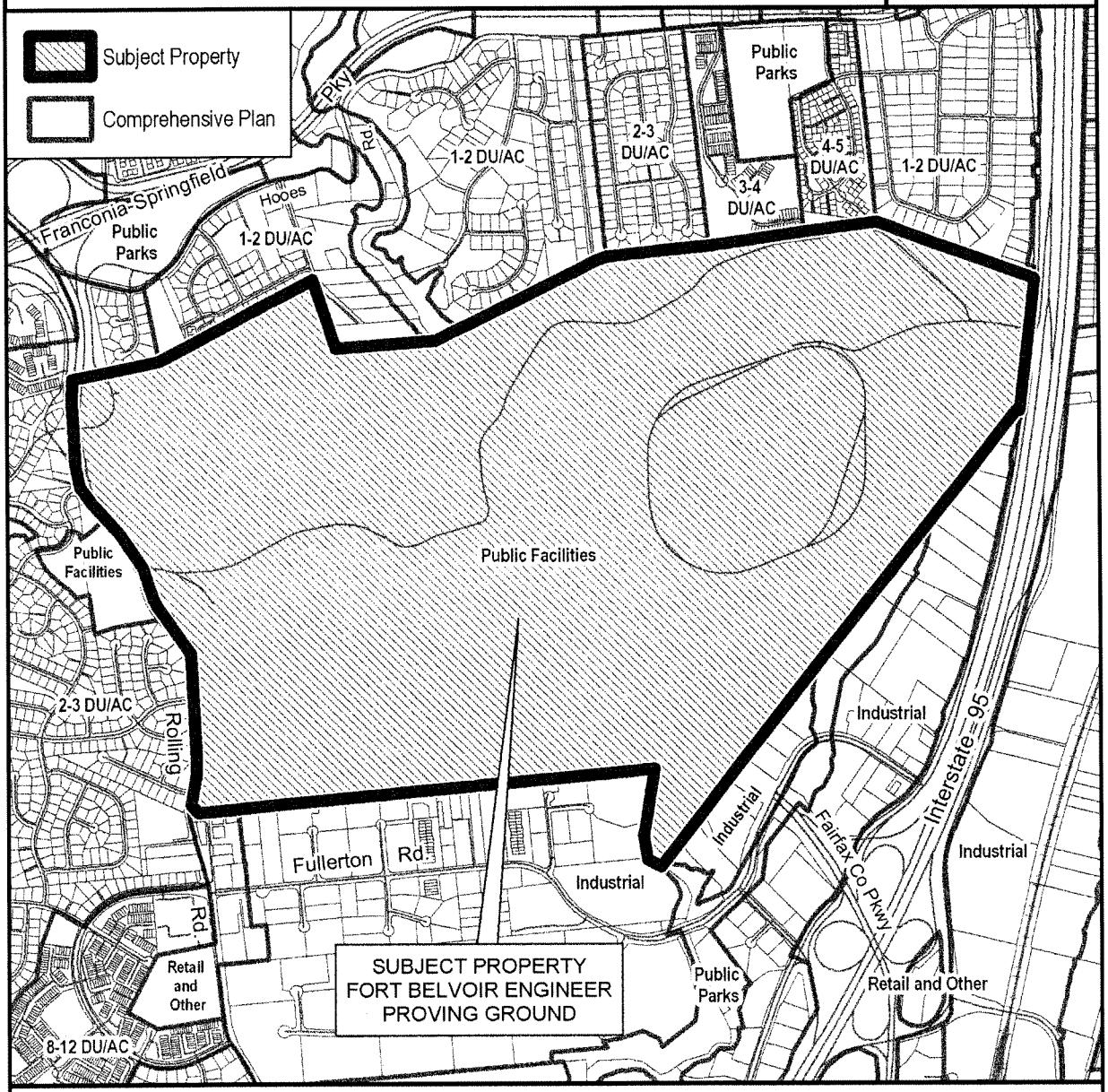
SUMMARY OF STAFF RECOMMENDATION

___ Approve Nomination as submitted
_X_ Approve Staff Alternative
___ Retain Adopted Plan

Staff recommends approval of an alternative that incorporates comments received during agency review and revises the Franconia-Springfield Area and Springfield Planning District overview sections to reflect removal of the mixed-use option at the Engineer Proving Ground (EPG), now known as the Fort Belvoir North Area. This alternative modifies references to EPG in the plan to reflect this name change.

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

2009-2010 SOUTH COUNTY APR #
09-IV-1FS
LEE



Subject Property Current Plan: Public facilities, government and institutional, and public parks. Option: mixed-use at overall intensity of .17 FAR.

Nominated Plan Change: Public facilities, government and institutional, and public parks; remove mixed-use option.

Staff Recommendation: Approve staff alternative to incorporate minor modifications to original nomination.

1400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location

The nomination is located west of Backlick Road, east of Rolling Road, and north of the Fairfax County Parkway (under construction).

Existing and Planned Land Use and Zoning

Subject Property: The 803-acre subject property is planned for public facilities, government and institutional, and public park uses. As an option, the site may be considered for mixed-use development up to an overall intensity of .17 FAR. This would consist of 1,500 multifamily and 85 patio-style single family dwelling units, 3.6 million square feet of office use, 300,000 square feet of convenience and accessory retail use, and 600,000 square feet of hotel/conference center uses. Currently, a 2.4-million-square-foot facility for the NGA is under construction on the eastern portion of the site. Remaining portions of the subject property are vacant. The subject property is zoned R-1.

Adjacent Area:
North and West: Areas to the north and west of the subject property are planned for residential use at densities of 1-2 du/ac, 2-3 du/ac, 3-4 du/ac, and 4-5 du/ac, and are developed with predominately single family homes. These areas are zoned R-1, R-2, R-3, R-5, and PDH-4.
South and East: Land Units A and B of the I-95 Industrial Corridor Area lie to the east and south of the subject property. These areas are planned for industrial use at intensities up to .35 FAR and .50 FAR, and are primarily developed with industrial uses and some retail use. These areas are zoned predominately zoned I-5, with some parcels zoned C-4 and C-8.

PLANNING HISTORY

In November 1989, Congress passed Public Law 101-189, Section 2821, permitting the Department of the Army to sell, trade, or lease federal land at the Engineer Proving Ground to a private developer in exchange for construction of office space for the Department of the Army. As a result, a mixed-use option was added to the Comprehensive Plan to accommodate this planned public-private partnership. The Engineer Proving Ground section of the Comprehensive Plan was added as a result of Out-of-Turn Plan Amendment S93-CW-1CP, approved by the Board of Supervisors on February 28, 1994, and revised in 2000 to reduce the planned development potential. The mixed-use option was never exercised. Subsequently, the Engineer Proving Ground was identified as the location for a new, consolidated National Geospatial-Intelligence Agency (NGA) under the Department of Defense's Base Realignment and Closure (BRAC) 2005. This 2.4-million-square-foot facility is currently under construction, and is scheduled to be completed by September 2011.

The Engineer Proving Ground text was most recently affected by Out-of-Turn Plan Amendment S09-CW-3CP. This amendment moved the location of the Engineer Proving Ground text from the front of the Franconia-Springfield section to the rear. Additionally, this portion of the Plan

was renamed to "Franconia-Springfield Area and Engineer Proving Ground." No changes were made to the Engineer Proving Ground text in this Plan Amendment.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan Map shows the subject property as planned for public facilities use.

For complete Plan text for the Engineer Proving Ground, see Attachment I.

NOMINATED PLAN AMENDMENT

The nomination proposes to delete the mixed-use option for the Engineer Proving Ground from the Comprehensive Plan. The subject property would retain its baseline recommendation of public facilities, government and institutional, and public park uses. Additionally, some recommendations pertaining to environmental analysis, public lands dedication, transportation, the environment, parks and recreation, and trails would remain in the Comprehensive Plan. Plan text describing the character of the Engineer Proving Ground is proposed to be modified to include a statement recognizing the current construction of the new NGA 2,400,000-square-foot facility.

ANALYSIS

Deleting the mixed-use option in the Comprehensive Plan will more accurately reflect ultimate uses of the subject property, allowing for better analysis of the impacts of future development in EPG's vicinity. The adopted County Transportation Plan contains five roadway and public transportation improvements in the vicinity of the Engineer Proving Ground. These improvements will be retained in the Engineer Proving Ground section of the Plan, as they will aid in accommodating BRAC-related job growth in the vicinity of Fort Belvoir and the Engineer Proving Ground.

Dedication of seven separate land areas is currently recommended; it is proposed that five remain in the Plan. Since the mixed-use option is being removed from the Plan, it will no longer be necessary for a 20-acre school site and a 5-acre school site to be dedicated to the county. Other land dedications mostly located opposite the Accotink Stream Valley from the NGA site, such as parkland, Environmental Quality Corridors, and transportation facilities, would benefit the surrounding area in addition to the subject property, and are proposed to remain.

The retention of the public parks recommendation in the Engineer Proving Ground will help ensure that adequate parks and recreation services will be provided in this area. The transfer of this land to Fairfax County for park use as permitted in the 2003 Defense Authorization Act would mitigate the adverse impacts of BRAC Actions on recreation service levels and environmental quality. Additionally, the Accotink Creek Stream Valley is a major greenway corridor through the Springfield area of Fairfax County and the Engineer Proving Ground portion is a missing link in the county's protected stream valley system.

References to the planned mixed-use development at EPG are found within the Franconia-Springfield overview and the Springfield Planning District overview. To correspond to the changes proposed in the Engineer Proving Ground section of the Comprehensive Plan, these references should be deleted.

RECOMMENDATION

This nomination proposes deleting the mixed-use option from the Engineer Proving Ground, and reflecting the secure government facility currently under construction on the subject property. Public park recommendations for the Accotink Creek stream valley and land to the west, as well as select transportation and environment recommendations, will be retained in the Plan text. The baseline recommendation for public facilities, government and institutional uses will remain. This will result in a more accurate depiction of future land use for the subject property, while simultaneously retaining those recommendations from the mixed-use option that are of value to the subject property and the surrounding area. A staff alternative to the original nomination is presented as a result of feedback and comments received from other agencies during nomination review. Language to describe the location of park and transportation facilities has been added, and a reference to Biodiversity Conservation Area practices has been removed since it is out-of date. Additionally, references to mixed-use development at EPG that are present in the Springfield Planning District overview and the Franconia-Springfield Area overview have been removed. Furthermore, the name of the Engineer Proving Ground has been changed to Fort Belvoir North Area and this new name should be reflected in the proposed amendment.

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~~.

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: Fairfax County Comprehensive Plan, 2007 Edition, Area I, Overview, as amended through 1-26-2009, page 5:

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

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area II, Overview, as amended through 1-26-2009, page 5:

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

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Overview, as amended through 1-26-2009, page 5:

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

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Pohick Planning District, as amended through 3-9-2010, pages 14 and 32:

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

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Overview, as amended through 1-26-2009, page 5:

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

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District, as amended through 3-23-2010, page 121:

Replace reference in Figure 46 to "Engineer Proving Ground" with "Fort Belvoir North Area."

MODIFY: 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 to "Fort Belvoir Engineer Proving Ground" and "Engineer Proving Ground" with "Fort Belvoir North Area." Replace references to "EPG" with "FBNA."

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Springfield Planning District, as amended through 4-6-2010, pages 65 and 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: 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 and 27:

Replace references in text and figures to "Fort Belvoir Engineer Proving Ground" and "Engineer Proving Ground" with "Fort Belvoir North Area." Replace references to "EPG" with "FBNA."

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 82~~0~~03-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 80~~5~~3-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.~~"

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 1) 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.

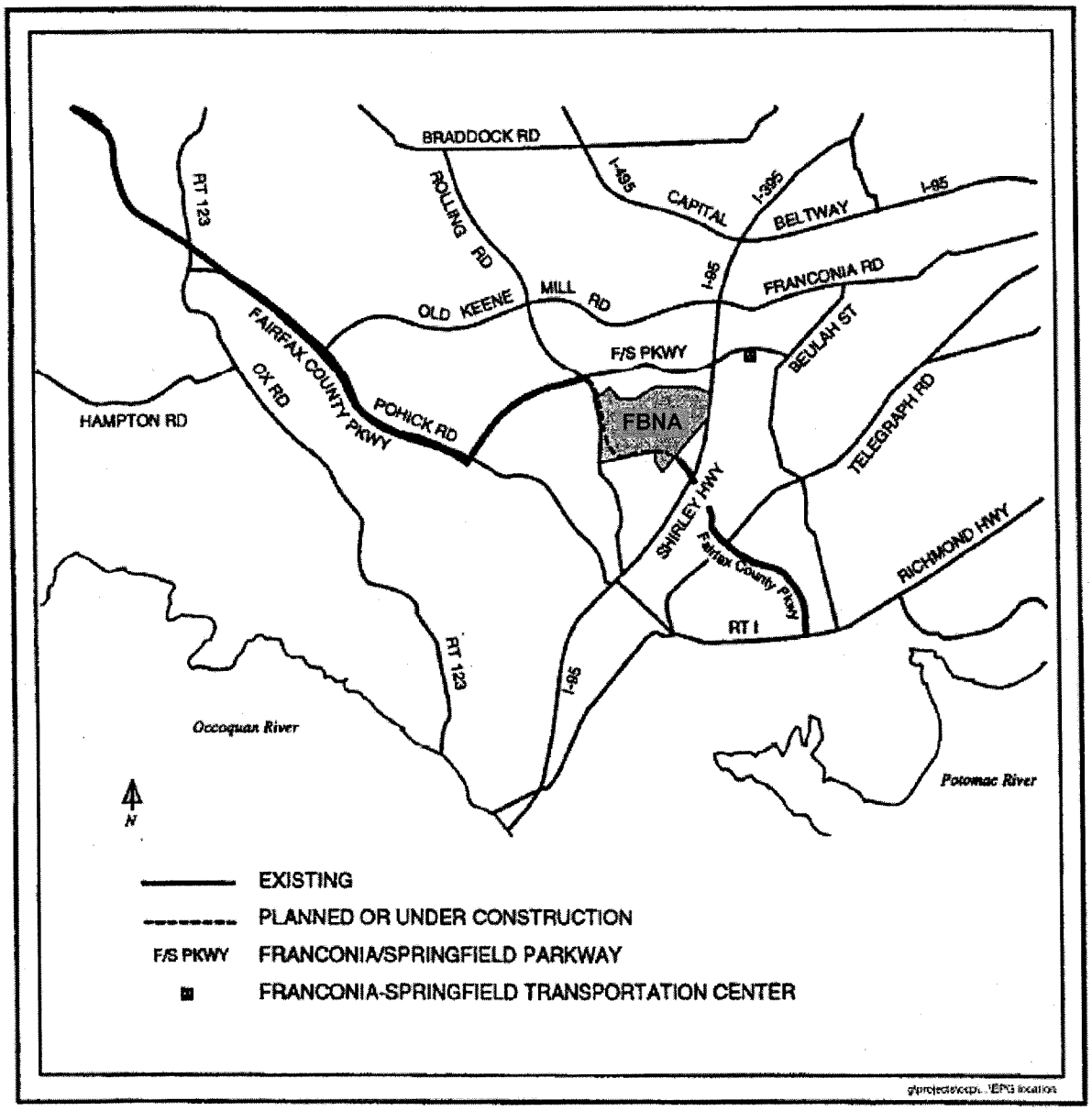
The FBNA is bordered by low-density residential uses to the north and west and industrial development to the south and east. The residential development in the immediate area is predominantly single family detached in nature. Typical residential densities range from 3-4 dwelling units per acre. The industrial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



FORT BELVOIR NORTH AREA LOCATION **FIGURE 1**

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 2):

- 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;
- 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

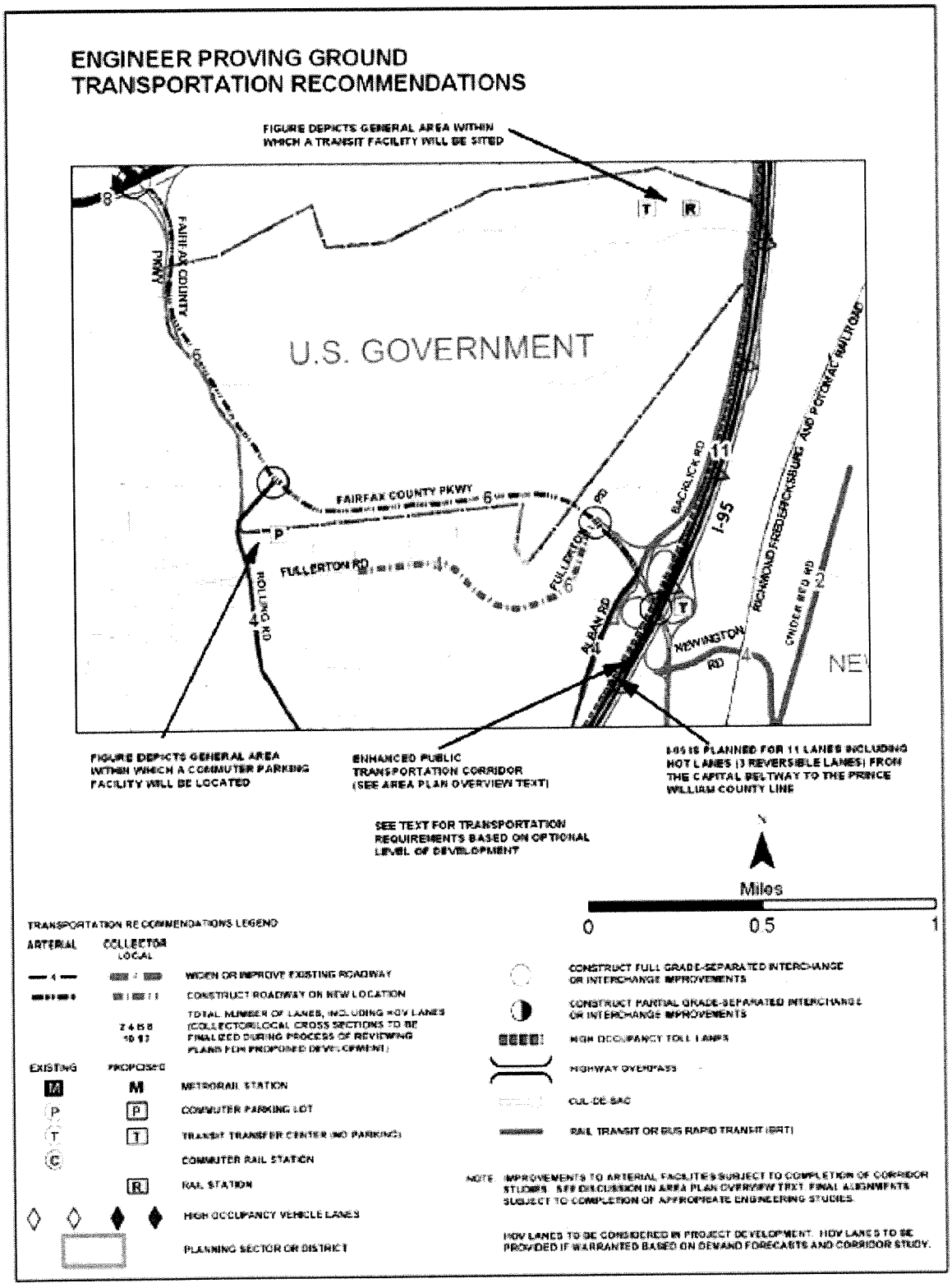

ENGINEER PROVING GROUND
TRANSPORTATION RECOMMENDATIONS
FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED
U.S. GOVERNMENT
FAIRFAX COUNTY PKWY
FULLERTON RD
ROLLING RD
BACKLICK RD
I-95
ALBAN RD
NEWINGTON RD
RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD
FIGURE DEPICTS GENERAL AREA 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
N
Miles
0
0.5
1
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 2

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 Comprehensive Plan Map would not change.

ATTACHMENT I

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Franconia-Springfield Area and Engineer Proving Ground, as amended through 1-12-2010, Fort Belvoir Engineer Proving Ground (EPG), pages 87-116:

"FORT BELVOIR ENGINEER PROVING GROUND (EPG)

BACKGROUND

The development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section. The proposal for EPG is termed one of "conditional density" because development will be monitored by the County at pre established points in the development process to ensure that any development impacts associated with the project have been successfully mitigated before additional development would be approved and/or initiated. Project monitoring should be established in relation to the three development phases with the review and approval of final development plans for the land units occurring as part of each phase.

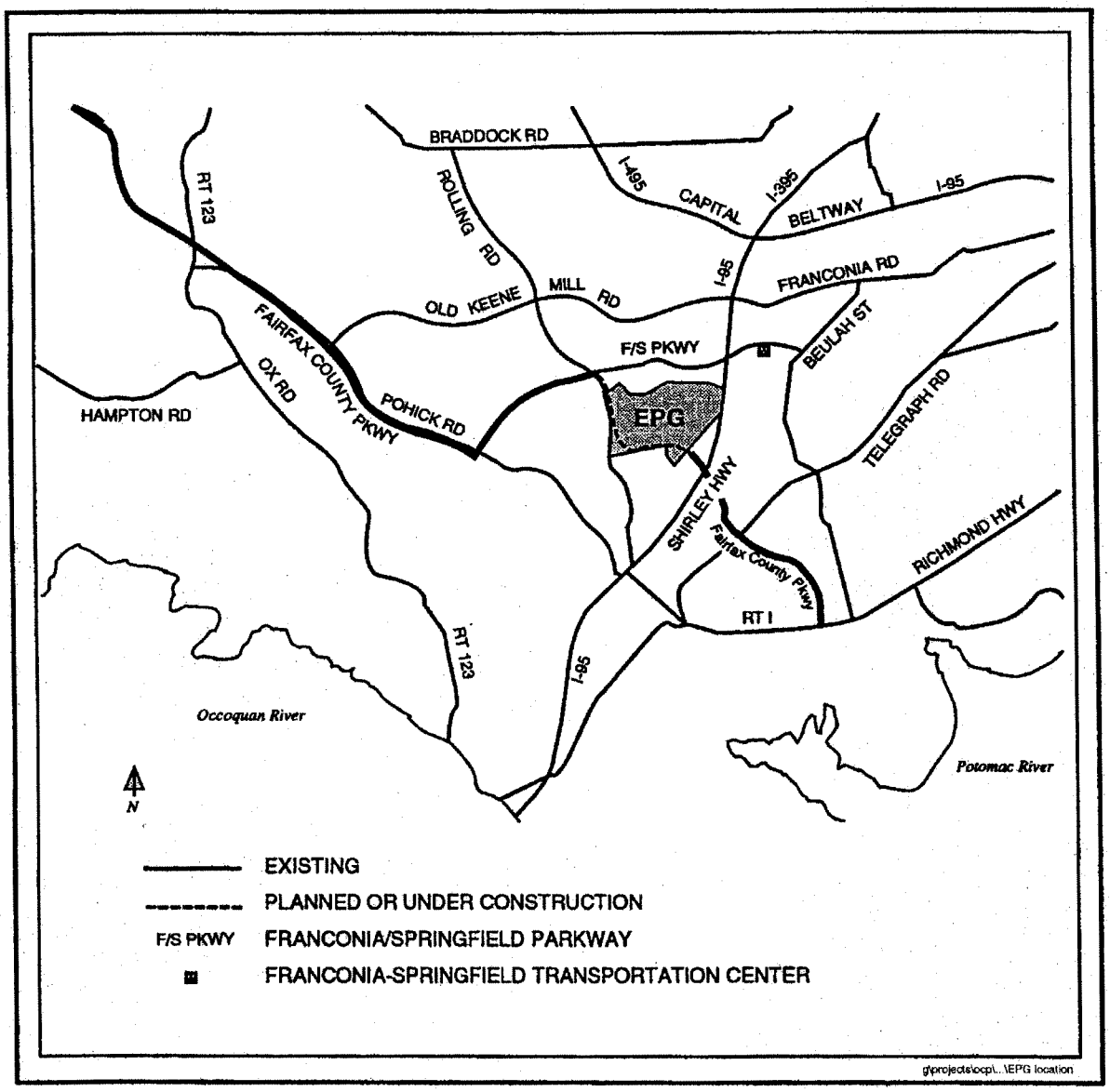
Certain commitments with respect to the provision of infrastructure and public facilities that are designed to offset impacts and provide a public benefit to Fairfax County and the surrounding community are described herein and include such items as:

- Dedication of the entire Accotink Stream Environmental Quality Corridor, and other environmentally sensitive lands as may identified through appropriate environmental review to the Fairfax County Park Authority;
- Dedication of all land planned for public parks west of the Accotink Stream Environmental Quality Corridor to the Fairfax County Park Authority;
- Provision of Transportation Demand Management programs and strategies that will ultimately result in 15 percent of the employees at the EPG arriving by means other than the single occupant vehicle; and
- Dedication of sites within EPG for public facilities, including transit, school and fire and rescue station sites, and right-of-way for the Fairfax County Parkway.

These and other commitments for infrastructure to mitigate impacts and provide public benefit have been incorporated into the Area wide and land unit recommendations sections of the Plan.

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an approximately 805 acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 2) Since the EPG was formerly used by the Army Corps of Engineers as a research and testing site, the site is largely vacant with only a few, relatively small, existing structures.



ENGINEER PROVING GROUND LOCATION **FIGURE 2**

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG 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 EPG 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 EPG is mostly warehousing and distribution.

The EPG 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.

MAJOR OBJECTIVES

The following are the major planning objectives under the mixed use development concept for the Engineer Proving Ground:

- Provide an opportunity for employment and housing, while ensuring that development is adequately supported by transportation and public facilities improvements to offset any potentially negative impacts.
- Provide sites for a school and a fire and rescue facility to serve the EPG and the surrounding community.
- Satisfy the demonstrated recreation needs deficiency in this portion of the County by acquiring parkland at the EPG site and developing a complex of active recreation uses.
- Create development that incorporates high quality architecture and landscape design and clusters development within nodes to encourage transit use and enhance open space.
- Provide transitions to residential neighborhoods to the north and west, and within the development from mixed use nodes to surrounding lower density areas by tapering building heights, and incorporating effective buffering and screening.
- Provide an opportunity for the Springfield Community Business Center to expand its market potential by providing goods and services to the residents and employees of EPG.
- Create a user friendly pedestrian and non motorized vehicle network of sidewalks and trails which provide ready access to employment, housing, parks and transit facilities.

- Achieve and maintain acceptable levels of roadway performance through a variety of mechanisms including roadway and/or transit improvements, and implementation of an aggressive Transportation Demand Program to reduce single occupancy vehicle usage.

- Preserve the Accotink Stream Valley Environmental Quality Corridor and other natural features, such as environmentally sensitive land and heritage resources, and provide a trail system linking the Stream Valley to the countywide and regional trails network.

- Develop a regional stormwater management plan in coordination with Fairfax County, to alleviate the adverse effects of development on stream water quality and quantity.

ENGINEER PROVING GROUND AREA-WIDE RECOMMENDATIONS

LAND USE

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

Baseline Recommendation

The Engineer Proving Ground is planned for public facilities, government and institutional, and public park uses until such time as the mixed use option described below is exercised, either through an agreement between the County and the Army or a rezoning of the property. 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.

Mixed Use Development Option at the EPG

As an option, this approximately 805 acre site may be considered for mixed-use development under the following general conditions:

- Development is limited to an overall intensity of .17 FAR (calculated over the 805 acres of the site) to reflect a total of no more than 4.5 million gross square feet of non residential development and 1,500 multifamily and 85 patio-style single family dwelling units conditioned upon achievement of performance standards specified in the Comprehensive Plan;

- Non residential development will reflect the following mix of uses:

  - Office use, including research and development (in millions of square feet of gross floor area) 3.60 MSF
  - Convenience and accessory retail use 0.30 MSF
  - Hotel/conference center uses 0.60 MSF

- Development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section.

- Residential use is inclusive of any "bonus" units allowed under the provisions of the County's Affordable Dwelling Unit Ordinance; and

- Development approval of each phase is contingent upon the provision of infrastructure, subject to monitoring and mitigation of any adverse impacts to the maximum extent possible, and adequate development plan detail to ensure conformance with the Comprehensive Plan. Transportation improvements shall be maintained at a minimum of Level of Service "D". Other infrastructure adequacy shall be determined by the guidance contained in the Comprehensive Plan Policy volume and the standards contained in the Fairfax County Public Facilities Manual.

Development Concept

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.

The eastern portion of the site is planned to be developed with three high intensity, mixed use nodes that will be surrounded by areas of lesser intensity (Figure 3). The recommendations for the land units describe the desired character of each area in terms of structure type, building heights, and design guidelines. For the purpose of understanding the recommendations for the eastern portion of the EPG, "low rise" generally means buildings up to 4 stories in height, "mid rise" generally means buildings 5 8 stories in height, and "high rise" generally means buildings over 8 stories in height.

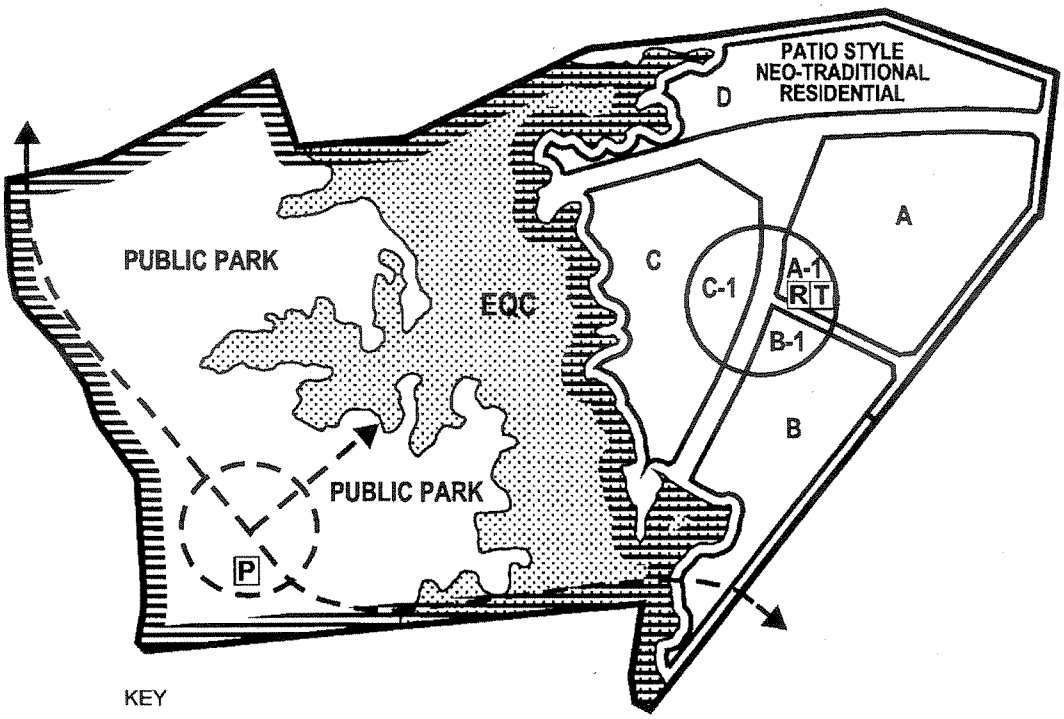
Each high intensity node is planned for a complementary mix of uses such as office, hotel, retail and residential uses up to a maximum 2.0 FAR. Development in the nodes is restricted primarily to mid and high rise buildings to create pedestrian oriented urban character. Where recommended, high-density residential use will be developed as an integral element.

Complementary land uses are planned for the site area located outside the nodes. Development in these non nodal areas should be in low to mid rise buildings and arranged to provide a transition between the high intensity nodes and open space/recreational areas and the residential communities located to the north and west of the EPG. Open space and active recreation facilities are important features to be incorporated in these areas. The Plan also recommends the dedication of land for a fire and rescue services station within the eastern portion of the site.

An area on the northern boundary of the EPG is specifically planned for patio-style single family development. These residential units will provide a transition to the adjacent existing residential neighborhoods outside of the site. To enhance the transition to existing residential neighborhoods, a vegetated buffer at least 100 feet in width, supplemented with additional landscaping as needed, is to be provided along the northern and western boundaries of the EPG.

A well conceived pedestrian and non motorized circulation network should be incorporated into the development of each high intensity node as a way to link uses within the node and to integrate these uses with amenities such as parks and urban plazas. The pedestrian and non motorized circulation network should also link residential areas, employment centers and community facilities with planned transit facilities.

Within all mixed use areas, both node and non node, neighborhood retail uses may be appropriate. Usable open space and urban parks/plazas should be incorporated into the design scheme for development in all areas. Urban parks should be pedestrian oriented and provide space for lunchtime and after work events.



KEY

A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES

R RAIL FACILITY

T TRANSIT FACILITY

P COMMUTER PARKING

PLANNED INTERCHANGE

PUBLIC PARK

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
DEVELOPMENT CONCEPT

FIGURE 3

Project Monitoring and Phasing

The EPG development should be phased in such a way that public facilities and effective mitigation measures will be in place for completed or substantially completed phases, before proceeding to future development phases. Since the development will take place incrementally, the County is afforded the opportunity to monitor the EPG development and to link each phase of development to the satisfactory achievement of specified performance standards and/or development conditions. The ability to link future development to the provision of public facilities, particularly those related to transportation and schools, and the satisfactory fulfillment of certain specified conditions is a critical element of the Plan for the EPG.

Some specific transportation improvements are recommended with each phase and land unit. However, additional improvements may be required based on the findings of traffic study that is required at initial rezoning and with each final development plan. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plan, or public facilities recommendations.

If it is determined by the County at the time of FDP review that adverse impacts have not or cannot be successfully mitigated, the amount of development within the respective land unit may be reduced to a level that can be adequately supported by public facility and roadway infrastructure. The total level of development within the land unit may be restored upon demonstrating that adequate infrastructure capacity is available.

The development phases are tied to specific land units. The amount and type of development for each phase and land unit is detailed in the "Engineer Proving Ground Land Unit Recommendations" section of the Plan. To facilitate overall project monitoring and phasing, the land units are to be developed in sequential order. Development of one land unit must be substantially complete before proceeding to the next land unit. For example, Phase I non residential building construction should be at least 80 percent completed (as determined by the total square footage for which occupancy permits have been granted as a proportion of the total gross square footage approved for the land unit) and major infrastructure needed to serve the land unit should be 100 percent completed and operational prior to the approval of the Final Development Plan for Phase II. However, if at the end of Phase I, the need for additional infrastructure is identified through project monitoring, the additional improvements should be provided as part of Phase II development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary improvements. These completion standards would apply to all subsequent development phases through project completion.

A Planned Development Commercial District, (PDC) zone would be appropriate to implement the mixed use development concept. To ensure high quality site design and integration of uses, a Conceptual Development Plan (CDP) for the entire site should be developed. The CDP should meet all submission requirements detailed in the Zoning Ordinance and allow for the evaluation of the character and intensity of the development, and the ability of existing and proposed transportation, education and other public facilities to support the development. Final Development Plans (FDP) for each land unit and phase identified in the Plan should be submitted for approval at the beginning of each development phase and evaluated on the basis of conformance with the approved CDP and ability to meet the performance standards and conditions associated with each phase and other applicable standards. These FDPs should meet all submission requirements detailed in the Zoning Ordinance and provide a level of detail sufficient to evaluate the elements as excerpted below:

- Topography at five foot intervals, with delineation of environmental quality corridors, wetlands, hydric soils and stormwater management areas;
- Location and acreage of land unit(s);
- Location and description of all land uses, parking type and configuration, pedestrian and non motorized circulation, and orientation and integration of land uses;
- Open space and landscaping treatment;
- Location and size of proposed active recreation areas to be provided with residential development;
- Location of public facilities sites, including a school and fire and rescue sites;
- Location of transit shuttle station(s) and depiction of how development will be oriented to encourage transit use; and
- Depiction of traffic circulation systems.

Project monitoring will consist of periodic project review and evaluation. This review will be conducted by County staff and will occur prior to each development phase at the time when Final Development Plans are submitted for approval. Each FDP will provide information on the design and physical layout of the uses proposed for the particular land unit and development phase under consideration. A detailed transportation study, which documents current traffic conditions, performance of intersections, roadway segments, and interchanges in the area, the degree to which non Single Occupancy Vehicle (non SOV) usage has occurred, and other relevant factors must be prepared by the developer and submitted with the FDP. This detailed transportation study is a critical element in determining the degree to which demand generated by EPG development will be (or has been) accommodated. In addition, FDP approval is linked to the satisfactory fulfillment of certain conditions specified in the Area wide and Land Unit recommendations.

Urban Design Objectives

The urban design objectives are intended to achieve the goal of protecting the built environment adjacent to the EPG site and the natural environment, while promoting high quality urban design for the future development that occurs at EPG. All development for the EPG should be responsive to the following design objectives which apply throughout the EPG site.

1. Provide high quality development that is functionally integrated, orderly and attractive.
2. Create a positive and easily recognizable identity for the Engineer Proving Ground as a whole, and for the three individual development nodes. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.
3. Design development to ensure pedestrian access among buildings, thus reducing reliance on the auto; provide open space for active and passive recreation, and visual relief; allow opportunities for shared parking; and generally promote the efficient use of land.

4. Create vehicular and pedestrian/non motorized vehicle circulation systems that minimize conflicts between these different modes of travel, and that are clearly identified for easy use.

5. Protect adjacent residential neighborhoods from the impacts of new development by establishing vegetated buffers and complementary landscaping features, as well as maintaining high standards for architectural quality and minimize noise, glare and traffic and parking intrusions.

6. Protect and enhance environmental and heritage resources, integrating these features into development to the greatest extent possible.

7. Create an internal roadway system that functions well, is visually appealing, and provides effective circulation and linkages to the various uses developed on the site.

8. Promote a positive image for the Engineer Proving Ground in keeping with the high architectural, design and lighting standards associated with major mixed use centers in the County.

9. Create a comprehensive sign system that establishes a distinctive identity and prevents visual clutter.

Three high intensity mixed use nodes (A-1, B-1 and C-1) planned for urban intensities up to 2.0 FAR are primary features of the EPG. The high intensity mixed use nodes are described in detail in the Land Unit Recommendations section. Given the intensity of these nodes and their central role in the overall development concept for EPG, it is important that uses within these nodes be integrated and complementary and contribute to creating a high quality mixed use environment. Therefore, in addition to satisfying the design objectives for the EPG, development plans for each of these nodes should be responsive to the following design guidelines:

- Create an urban development pattern by bringing buildings close to each other and to the road.

- Create a street level mix of support service and retail uses that is visually attractive, and which will focus services for pedestrian convenience. The concept should encourage pedestrian activities and contribute to the vitality of the area.

- Create a comprehensive and well marked system of safe and attractive sidewalks/trails that link adjoining buildings, plazas, shops, urban parks and recreation facilities.

- Develop the area adjacent to any future transit facility to take maximum advantage of the pedestrian access directly from the station to the workplace. The area adjacent to the transit facility should be attractive and inviting, with clear signage to make movement easy and convenient between the station, the workplace and retail and service facilities.

- Integrate retail and service establishments within office and high rise residential buildings, or on the routes commonly taken by transit users, in order to capture those shopping trips on the way to and from the office.

- Incorporate urban parks/plazas within convenient walking distance of office buildings in order to provide open space as a readily accessible amenity.

- Encourage shared parking between uses with different parking needs such as hotels and offices, to use valuable land more efficiently and to reduce the amount of impervious surface.

- Build public spaces such as pavilions, plazas, amphitheaters and terraces for seasonal celebrations, fairs and other community events, thus adding important vitality and evening activity.

- Incorporate parking into structures, either above or underground where feasible, and limit surface parking to no more than 35 percent of the parking required for the site.

- Integrate parking decks and structures into the overall landscape to create a pleasing visual image. Perimeter plantings and spandrel planters on the decks/structures are encouraged to lend a softening effect to facades and add visual variety.

Environmental Analysis/Clean-up

Because the Engineer Proving Ground 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 shall conduct or permit to be conducted a cultural resource survey and a natural resources survey. Sensitive cultural areas shall be identified and protected in accordance with the recommendations of the County Archaeologist. Natural resource areas shall be surveyed, identified, and protected in accordance with the recommendations of the Park Authority.

Dedication of Public Lands

Before or with conveyance of the EPG site to the County, 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 development levels associated with each phase have been incorporated into the land unit recommendations; density associated with the lands to be dedicated is part of the development program. Since dedication to the County is recognized by the intensities planned and specified for each land unit, the potential or need for density credit is negated. It is important that dedication of these assets occurs prior to rezoning to maximize their benefit to the County and its citizens.

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. Approximately 20 acres of useable land west of the Accotink Stream Valley Environmental Quality Corridor for a school site;

4. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;

5. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.

6. Approximately 5 acres for a fire and rescue station in the eastern portion of the site near Backlick Road; and

7. A transit facility site of at least 5 acres within the high-intensity core area constituted by subunits A-1, B-1 and C-1.

Transitions and Buffers to Residential Areas

To foster compatibility between EPG development and existing residential communities located to the north, the following recommendations apply to all development on the site:

1. Building heights are tapered down from higher to lower intensity land uses. Building height will be determined by a plan on topographic base indicating a 14° line of sight from points at 200 foot intervals along the northern boundary, as may be further limited by a maximum building height of three stories for patio homes planned to be located along the northern boundary;

2. Buffering and screening is established to satisfactorily transition from the new development to existing development in surrounding areas. A vegetated buffer not less than 100 feet in width, supplemented with additional landscaping as needed, should be provided along the northern boundary;

3. Residential areas adjacent to park facilities are buffered from activity noise and facility lighting through landscape treatment such as vegetated buffers, screening and/or berming.

Type and Configuration of Retail Uses

Retail development at EPG is limited to no more than 300,000 square feet of gross floor area, however some retail be may be developed as office use. Most, if not all, retail use should be located within office, hotel and/or residential structures as a means of promoting mixed use projects. Given the 1,585 dwelling units planned for the site, there may be a need for a community shopping center to serve residents and employees of the area. To ensure that the

center is oriented to the EPG residential and employment communities, the size of the shopping center is limited to a maximum of 50,000 square feet, with no individual use in the center larger than 1/3 of the total gross floor area. Uses requiring special permit or special exception approval will be reviewed on a case-by-case basis and should be permitted only when the use is of a size and scale that will not adversely affect the character of the area.

TRANSPORTATION

Baseline Plan Requirements

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 4):

- 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;
- 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;
- Dedicate a site of at least 5 acres for a Transit Facility within the high-intensity core area of the EPG site; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

These baseline Transportation Plan requirements were developed independent of a detailed analysis and identification of the transportation impacts associated with development on the site of the Engineer Proving Ground.

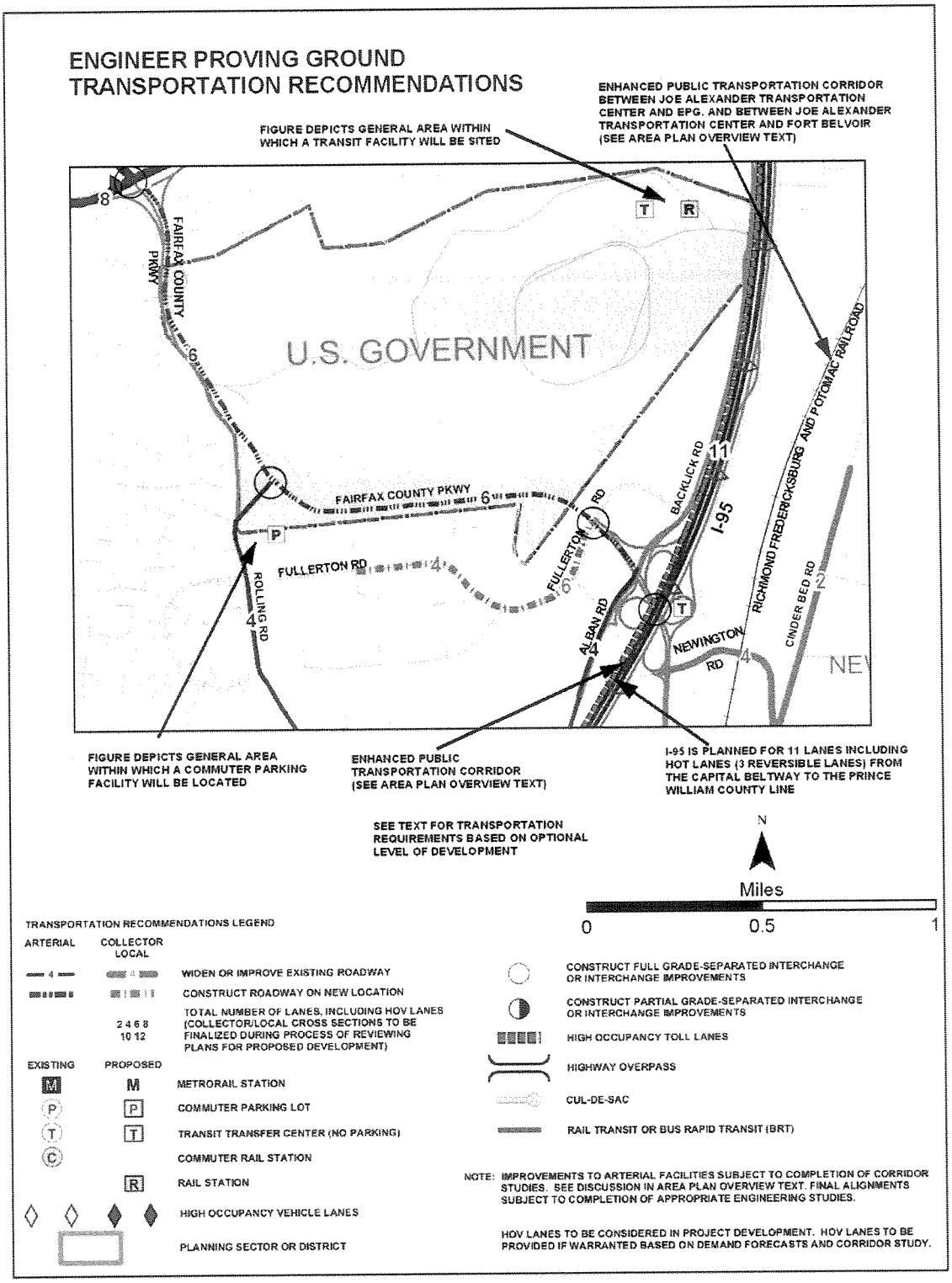

ENGINEER PROVING GROUND
TRANSPORTATION RECOMMENDATIONS
FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED
ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG, AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)
U.S. GOVERNMENT
FAIRFAX COUNTY PKWY
FULLERTON RD
ROLLING RD
BACKLICK RD
I-95
ALBAN RD
NEWINGTON RD
CINDER BED RD
RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD
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
N
Miles
0
0.5
1
TRANSPORTATION RECOMMENDATIONS LEGEND
ARTERIAL
COLLECTOR LOCAL
WIDEN OR IMPROVE EXISTING ROADWAY
CONSTRUCT ROADWAY ON NEW LOCATION
2 4 6 8
10 12
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 4

Optional Plan Requirements

The land use concept is predicated on the implementation of transportation demand programs (TDM) designed to substantially affect the commuting behavior of those who work at the EPG. The goal of the TDM programs is to achieve an overall mode split of 15 percent or greater for non-single occupant vehicle (SOV) trips - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. This reflects future expectations of non-SOV usage in mixed-use employment centers.

To ensure the transportation impacts of the proposed mixed use development at EPG are satisfactorily addressed, the Plan is based on the satisfactory fulfillment of the following elements:

- Preparation by the developer of an overall transportation study as part of the initial rezoning application, to include alignment and phasing of an internal circulation system and submission of detailed transportation studies prior to each phase of development. The initial transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study will be taken into consideration by the County in determining the timing of construction of improvements and may include acceleration of implementation in advance of that indicated in the land unit recommendations of the Plan. Detailed studies of development proposed for each subsequent phase should be provided with each FDP and should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the respective phase. The transportation studies will be approved by the County and VDOT prior to the approval of the initial rezoning and Final Development Plans for each development phase;

- Provision of assurances that the transportation facilities and services assumed to be operational in the Study will in fact be provided prior to the initial occupancy of each phase;

- Implementation of a transportation monitoring and evaluation program that will be conducted at the conclusion of each development phase. The monitoring and evaluation program will include, at a minimum, an assessment of the performance of:

  - Site entrances and signalized intersections along Backlick Road between the Franconia Springfield Parkway and the Fairfax County Parkway;

  - All interchanges and intersections on the Fairfax County Parkway and Backlick Road from the Franconia Springfield Parkway south to I 95 (Newington interchange);

- Implementation of an aggressive transportation demand management program;

- Correction of any problem observed during each monitoring/evaluation phase, or commitment that the problem will be corrected during the subsequent development phase prior to approval of Final Development Plans. Additional access may need to be studied to accommodate the ultimate level of development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary transportation improvements. A problem is defined by Level of

Service E or worse performance, and/or other operational problems such as intersection/ entrance blockages by traffic queues, safety problems, etc.; and

- Completion of all necessary engineering, environmental, and other studies relating to modification of access to the interstate system.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground 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 the development of Biodiversity Conservation Area practices, 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.

A 15 percent or greater non SOV mode split is the target for the full buildout of the project. Achieving the specified non SOV targets and reducing single occupant vehicle usage to EPG will contribute to the County's efforts to improve air quality in the region.

EDUCATION

Analysis of the development potential of EPG and the vicinity indicates that a school site will be needed. In accordance with Policy Plan guidance that the provision of public facilities should be balanced with growth and development, approximately 20 acres of developable land on the western portion of the site should be dedicated to Fairfax County Public Schools. The site should be located in an area that maximizes the potential for students to walk to school and provides safe and convenient access to pedestrian and road networks.

PUBLIC FACILITIES

The level and type of development proposed will generate the need for public facilities sites or improvements including 5-acre site for a fire and rescue station to serve the EPG and the surrounding area. This facility should be located near Backlick Road.

In order to accommodate the EPG development, off site sewer lines may need to be enlarged. As the EPG develops, the County will monitor the capacity of the lines. If the County judges that the sewer lines need to be enlarged, funding the replacement of the lines (in a manner consistent with standard County policies) will be the responsibility of the developer. Additionally, in conjunction with the development of a regional stormwater management plan, stormwater management sites should be identified at the EPG site.

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 the 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 Engineer Proving Ground 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, as shown on Figure 5, 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:

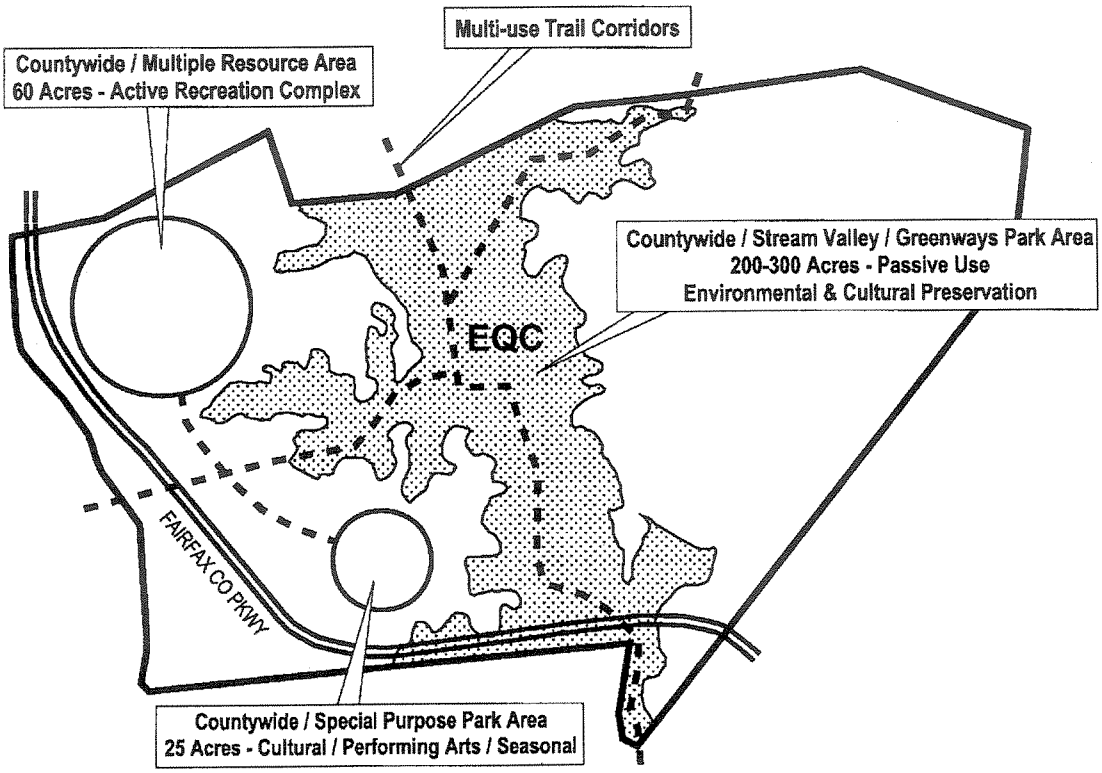
- A 60-acre portion of the park site to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.

- A 25-acre portion of the park 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 Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground 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 EPG. A comprehensive network of trails and sidewalks, is essential to providing access to employment, residences, and community uses at EPG. 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 EPG 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 Business District on Backlick Road and the Springfield Mall. 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.



ENGINEER PROVING GROUND
PARKS

FIGURE 5

ENGINEER PROVING GROUND LAND UNIT RECOMMENDATIONS

The recommendations, which follow, provide additional site specific guidance for development of the Engineer Proving Ground

For the purpose of organizing land use and other site specific recommendations, the Engineer Proving Ground has been divided into four land units, lettered as shown below on Figure 6. Individual land unit maps included with the text for each land unit show the approximate boundaries of each development phase and a generalized depiction of each land use.

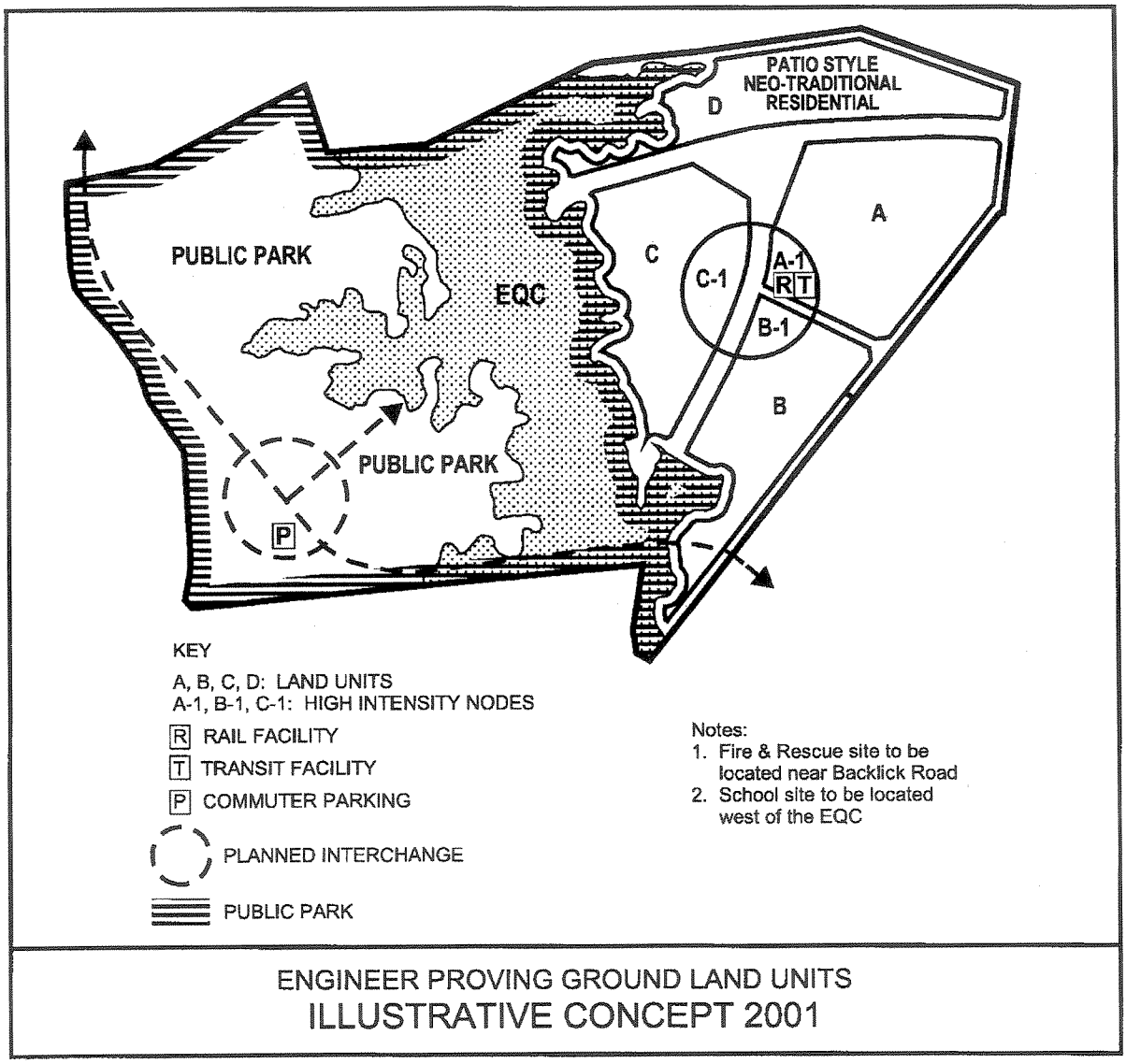


FIGURE 6

PHASE I
Land Unit A

CHARACTER

Land Unit A is located in the northeast portion of the EPG site and contains approximately 69 acres. Under the option for mixed use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high rise office buildings at an intensity up to 2.0 FAR. The node is planned to be surrounded by low rise non residential uses. See Figure 7.

DEVELOPMENT PROGRAM

Land Unit A represents the first phase of development. It consists of a maximum of approximately 1.3 million square feet square feet of non residential gross floor area as follows:

Office use	1,200,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

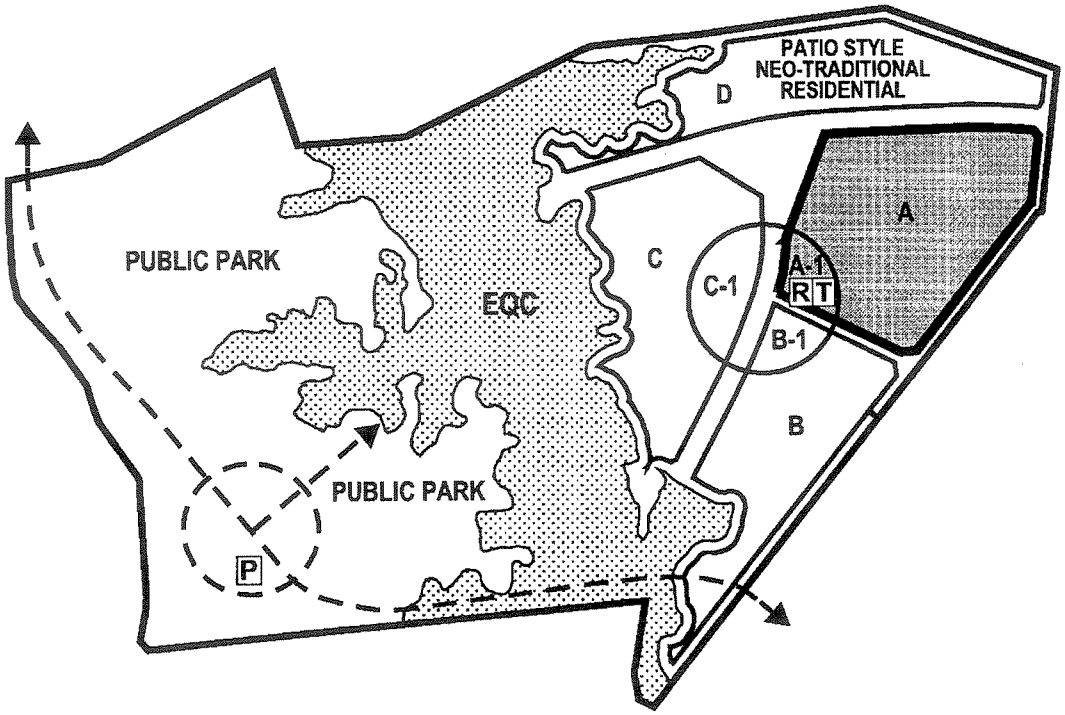
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area wide Recommendations and the Land Unit Recommendations outlined below.

Development outside the node is planned as low rise non residential uses. The low rise, non residential uses include office and support retail uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non residential uses are to be adjacent to each other. Land uses outside the node are intended to create a distinct visual break from the urban environment created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit A of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the initial zoning application, shall be provided prior to the initial occupancy of the land unit (See Area wide Recommendations). In addition to the aggressive TDM program described under Area wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non SOV mode split target



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
[R] RAIL FACILITY
[T] TRANSIT FACILITY
[P] COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT A - PHASE I

FIGURE 7

of 10 percent or higher during peak periods - i.e., 10 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. The shuttle service may be enhanced in future phases to serve additional development on the site

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE II
Land Unit B

CHARACTER

Land Unit B is located in the southwest portion of the EPG site and contains approximately 47 acres. Under the option for mixed use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high rise office buildings at an intensity up to 2.0 FAR. The mid- and high rise buildings within the node are envisioned to be surrounded by low rise non residential uses. See Figure 8.

DEVELOPMENT PROGRAM

Land Unit B represents the second phase of development. It consists of a maximum of 1.2 million square feet of non residential gross floor area as follows:

Office/research and development flex use	1,100,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

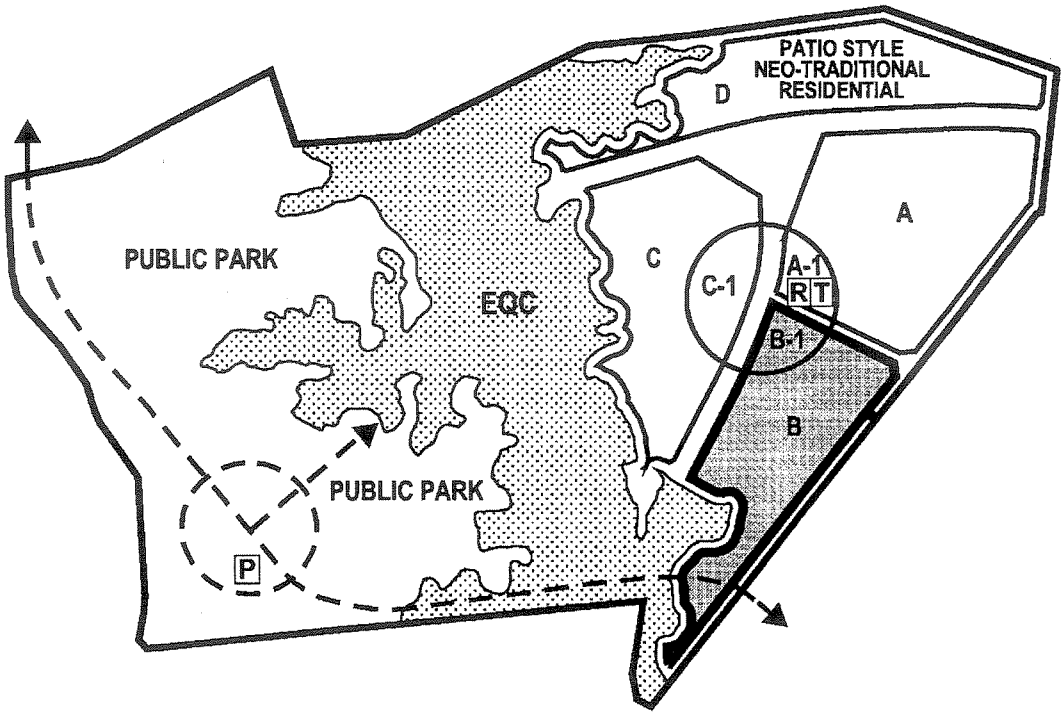
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit B is planned for a complementary mix of office, research and development and supporting retail uses located in a high density node of approximately 10 acres tapering down to lower density land uses, located as generally shown in Figure 8.

Development in the high-density nodes is envisioned to be a functionally integrated, well designed mixture of mid- to high rise office, research and development uses and supporting retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT B - PHASE II

FIGURE 8

Development adjacent to the node is planned to include low rise non residential uses. The low rise, non residential uses include office and research and development uses in campus style settings. Land uses outside the node are intended to create a distinct visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit B, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit B, shall be provided prior to the initial occupancy of the land unit (See Area wide Recommendations). In addition to the aggressive TDM program described under Area wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIa
Land Unit C

CHARACTER

Land Unit C is located in the southeast portion of the EPG site and contains approximately 58 acres. Under the option for mixed use development, this land unit is planned to contain a high-density mixed-use node of approximately 20 acres developed with mid- and high rise residential and non-residential uses at an intensity up to 2.0 FAR surrounded by low rise non residential outside the node. See Figure 9.

DEVELOPMENT PROGRAM

Land Unit C represents the third phase of development. It consists of a maximum of 1500 dwelling units and a maximum of 1.9 million square feet of non residential gross floor area. The composition of the non residential component is as follows:

Office use	1,200,000 square feet
Support retail	100,000 square feet
Hotel/conference uses	600,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

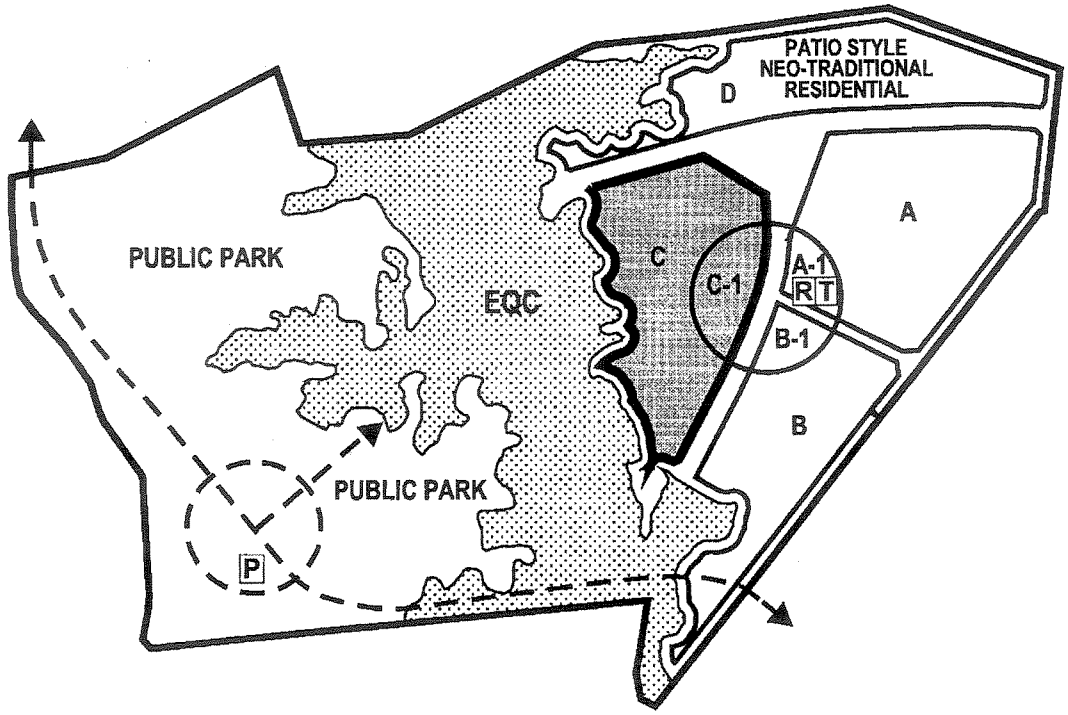
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit C is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 9.

Development in the high density node is envisioned to include a functionally integrated, well designed mixture of mid- to high rise office and hotel/conference uses, mid- to high rise residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
[R] RAIL FACILITY
[T] TRANSIT FACILITY
[P] COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT C - PHASE III

FIGURE 9

Development adjacent to the node is planned to include garden style residences and low rise non residential uses. The low rise, non residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit C of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit C, shall be provided prior to the initial occupancy of the land unit (See Area wide Recommendations). In addition to the aggressive TDM program described under Area wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIb
Land Unit D

CHARACTER

Land Unit D is located in the northeast portion of the EPG site and contains approximately 46 acres. Under the option for mixed use development, this land unit is planned for 85 patio style homes. Approximately 9 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 10.

DEVELOPMENT PROGRAM

Land Unit D represents the final phase of development. It consists of a maximum of 85 patio style homes. Patio homes are envisioned as single family detached units located such that one or more of the building walls rests directly on or near a lot line. Given the need to form a transition between higher density development to the south and existing residential use to the north, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design and "Transitions and Buffers to Residential Areas." Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

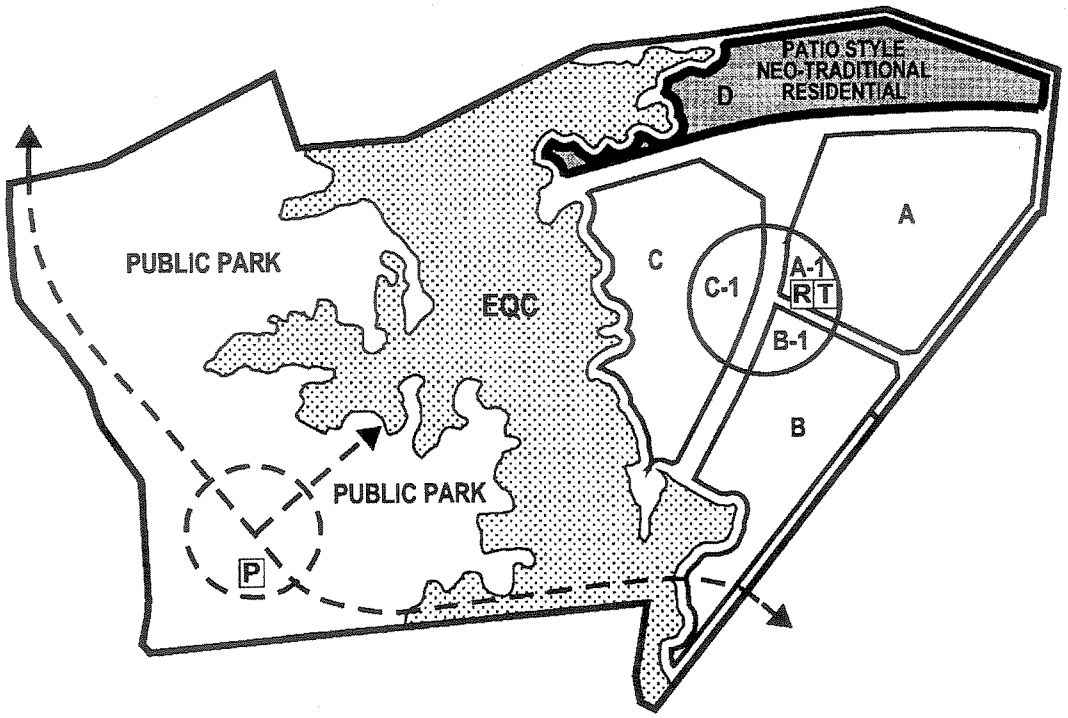
Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area wide Recommendations and the Land Unit Recommendations contained outlined below.

Land Use

To ensure effective transition to existing residential uses, a vegetated buffer of at least 100 feet in width is to be provided along the entire northern edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to buffer the higher density residential areas from the existing single family detached houses.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system."



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT D - PHASE III

FIGURE 10

This Page Intentionally Left Blank

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS

APR# 09-IV-1FS

NOMINATION FORM

TYPE OR PRINT RESPONSES IN BLACK INK

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Kimberly Rybold, Fairfax County DPZ Daytime Phone: 703-324-1380

Address: 12055 Government Center Parkway, Suite 730

Fairfax, VA 22035

Nominator E-mail Address: kimberly.rybold@fairfaxcounty.gov

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

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

THIS BOX FOR STAFF USE ONLY

Date Received: 9/16/09

Date Accepted: 9.24.09 APR

Planning District:

Special Area:

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☒Mount Vernon ☐Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 803 acres 34978680 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: See attachment I

b. CURRENT PLAN MAP RECOMMENDATION: Public Facilities, Governmental and Institutional

c. CURRENT ZONING DESIGNATION: R-1

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). See Attachment II - draft Plan text represents the intention to remove mixed-use option while retaining public facilities, governmental and institutional, and public park uses

e. DESCRIBE what development under the new plan would look like. (What uses? Type of buildings? Building heights? Surface or structured parking? Typical unit size?) Revise Comprehensive Plan to reflect secure government facility currently under construction and its impacts, retention of public park recommendations for undeveloped portions of subject property

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

g. TOTAL Floor Area Ratio (FAR) Proposed: n/a TOTAL Gross Square Feet: n/a

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
0903010032		United States of America	GSA, Washington DC 20407	803	

FORT BELVOIR ENGINEER PROVING GROUND (EPG)

BACKGROUND

The development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section. The proposal for EPG is termed one of "conditional density" because development will be monitored by the County at pre-established points in the development process to ensure that any development impacts associated with the project have been successfully mitigated before additional development would be approved and/or initiated. Project monitoring should be established in relation to the three development phases with the review and approval of final development plans for the land units occurring as part of each phase.

Certain commitments with respect to the provision of infrastructure and public facilities that are designed to offset impacts and provide a public benefit to Fairfax County and the surrounding community are described herein and include such items as:

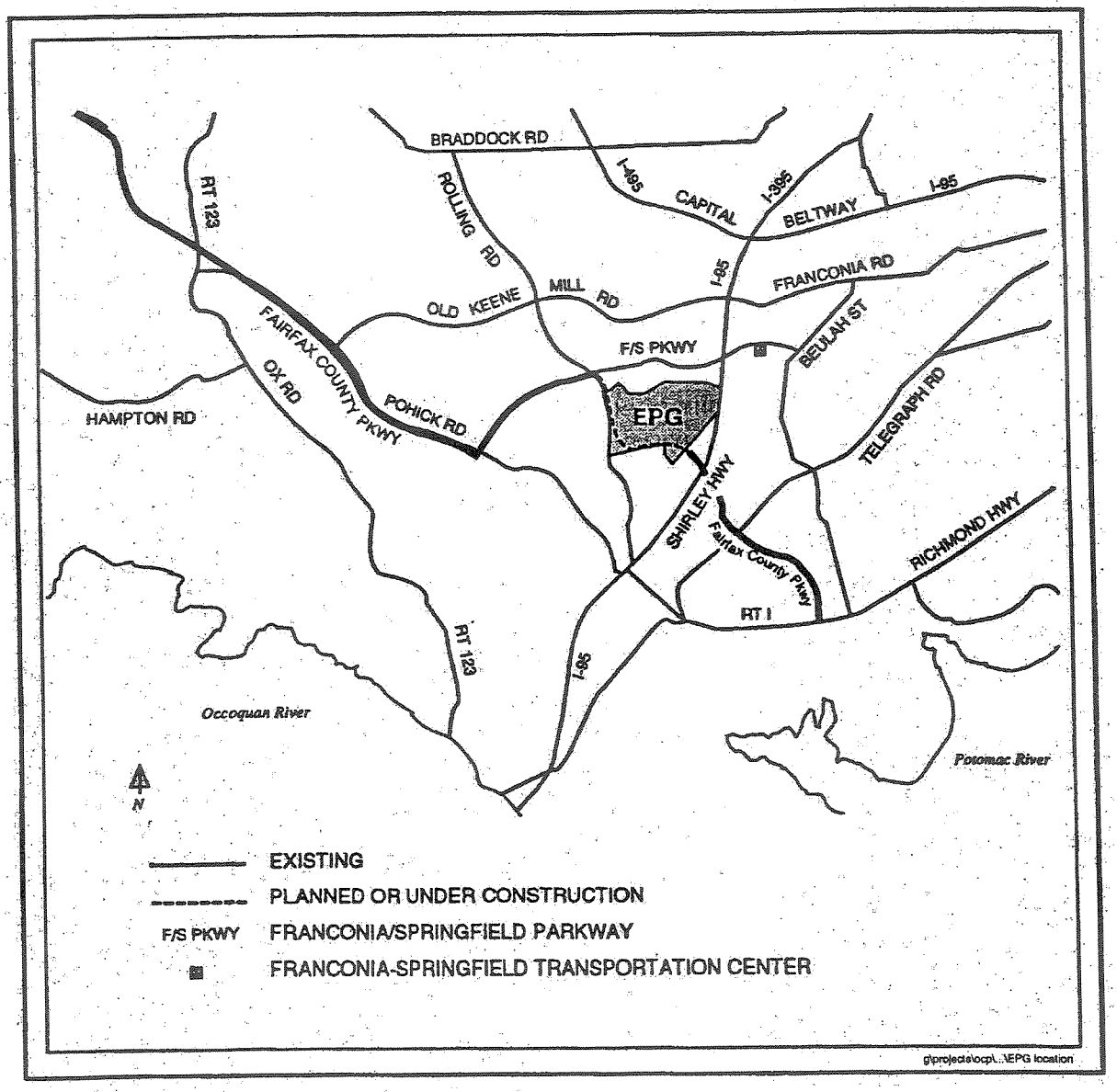
- Dedication of the entire Accotink Stream Environmental Quality Corridor, and other environmentally sensitive lands as may identified through appropriate environmental review to the Fairfax County Park Authority;
- Dedication of all land planned for public parks west of the Accotink Stream Environmental Quality Corridor to the Fairfax County Park Authority;
- Provision of Transportation Demand Management programs and strategies that will ultimately result in 15 percent of the employees at the EPG arriving by means other than the single occupant vehicle; and
- Dedication of sites within EPG for public facilities, including transit, school and fire and rescue station sites, and right-of-way for the Fairfax County Parkway.

These and other commitments for infrastructure to mitigate impacts and provide public benefit have been incorporated into the Area-wide and land unit recommendations sections of the Plan.

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an approximately 805-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 2) Since the EPG was formerly used by the Army Corps of Engineers as a research and testing site, the site is largely vacant with only a few, relatively small, existing structures.

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG 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



ENGINEER PROVING GROUND
LOCATION

FIGURE 2

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 EPG 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 EPG is mostly warehousing and distribution.

The EPG 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.

MAJOR OBJECTIVES

The following are the major planning objectives under the mixed-use development concept for the Engineer Proving Ground:

- Provide an opportunity for employment and housing, while ensuring that development is adequately supported by transportation and public facilities improvements to offset any potentially negative impacts.
- Provide sites for a school and a fire and rescue facility to serve the EPG and the surrounding community.
- Satisfy the demonstrated recreation needs deficiency in this portion of the County by acquiring parkland at the EPG site and developing a complex of active recreation uses.
- Create development that incorporates high-quality architecture and landscape design and clusters development within nodes to encourage transit use and enhance open space.
- Provide transitions to residential neighborhoods to the north and west, and within the development from mixed-use nodes to surrounding lower density areas by tapering building heights, and incorporating effective buffering and screening.
- Provide an opportunity for the Springfield Community Business Center to expand its market potential by providing goods and services to the residents and employees of EPG.
- Create a user-friendly pedestrian and non-motorized vehicle network of sidewalks and trails which provide ready access to employment, housing, parks and transit facilities.
- Achieve and maintain acceptable levels of roadway performance through a variety of mechanisms including roadway and/or transit improvements, and implementation of

an aggressive Transportation Demand Program to reduce single occupancy vehicle usage.

- Preserve the Accotink Stream Valley Environmental Quality Corridor and other natural features, such as environmentally sensitive land and heritage resources, and provide a trail system linking the Stream Valley to the countywide and regional trails network.

- Develop a regional stormwater management plan in coordination with Fairfax County, to alleviate the adverse effects of development on stream water quality and quantity.

ENGINEER PROVING GROUND AREA-WIDE RECOMMENDATIONS

LAND USE

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

Baseline Recommendation

The Engineer Proving Ground is planned for public facilities, government and institutional, and public park uses until such time as the mixed-use option described below is exercised, either through an agreement between the County and the Army or a rezoning of the property. 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.

Mixed-Use Development Option at the EPG

As an option, this approximately 805-acre site may be considered for mixed-use development under the following general conditions:

- Development is limited to an overall intensity of .17 FAR (calculated over the 805 acres of the site) to reflect a total of no more than 4.5 million gross square feet of non-residential development and 1,500 multifamily and 85 patio-style single family dwelling units conditioned upon achievement of performance standards specified in the Comprehensive Plan;

- Non-residential development will reflect the following mix of uses:

  - Office use, including research and development (in millions of square feet of gross floor area) 3.60 MSF
  - Convenience and accessory retail use 0.30 MSF
  - Hotel/conference center uses 0.60 MSF

- Development is organized into three distinct phases, as detailed in the "Engineer Proving Ground Land Unit Recommendations" section.

- Residential use is inclusive of any "bonus" units allowed under the provisions of the County's Affordable Dwelling Unit Ordinance; and

- Development approval of each phase is contingent upon the provision of infrastructure, subject to monitoring and mitigation of any adverse impacts to the maximum extent possible, and adequate development plan detail to ensure conformance with the Comprehensive Plan. Transportation improvements shall be maintained at a minimum of Level of Service "D". Other infrastructure adequacy

shall be determined by the guidance contained in the Comprehensive Plan Policy volume and the standards contained in the Fairfax County Public Facilities Manual.

Development Concept

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.

The eastern portion of the site is planned to be developed with three high intensity, mixed-use nodes that will be surrounded by areas of lesser intensity (Figure 3). The recommendations for the land units describe the desired character of each area in terms of structure type, building heights, and design guidelines. For the purpose of understanding the recommendations for the eastern portion of the EPG, "low-rise" generally means buildings up to 4 stories in height, "mid-rise" generally means buildings 5-8 stories in height, and "high-rise" generally means buildings over 8 stories in height.

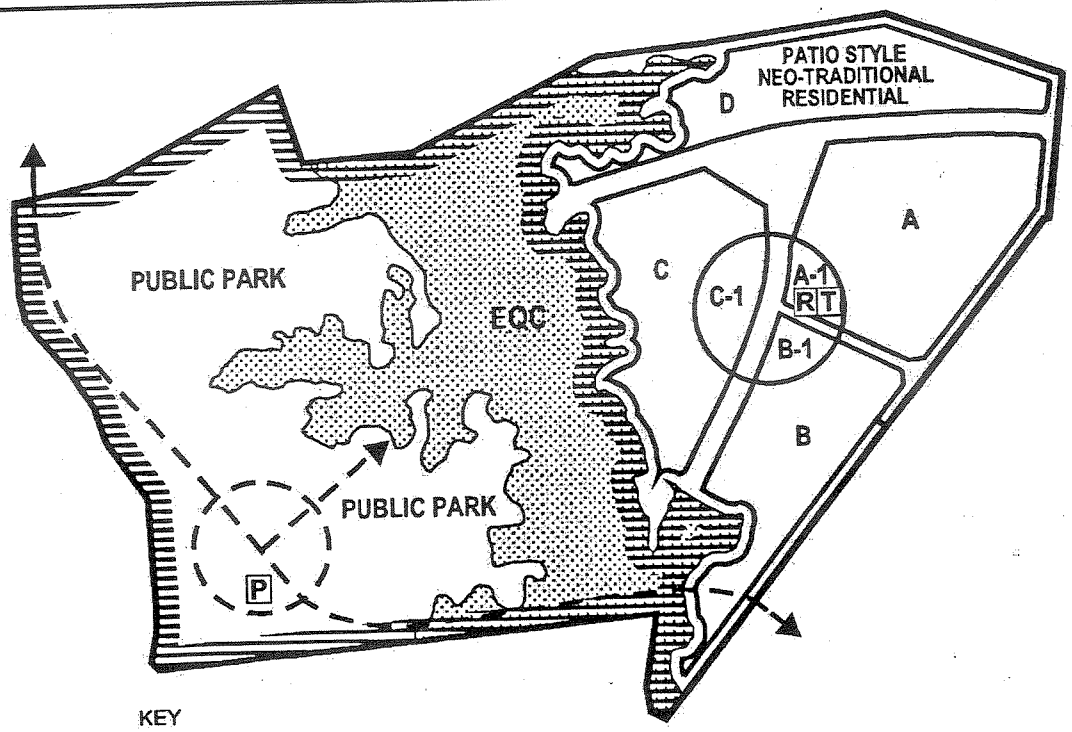
Each high intensity node is planned for a complementary mix of uses such as office, hotel, retail and residential uses up to a maximum 2.0 FAR. Development in the nodes is restricted primarily to mid- and high-rise buildings to create pedestrian oriented urban character. Where recommended, high-density residential use will be developed as an integral element.

Complementary land uses are planned for the site area located outside the nodes. Development in these non-nodal areas should be in low to mid-rise buildings and arranged to provide a transition between the high intensity nodes and open space/recreational areas and the residential communities located to the north and west of the EPG. Open space and active recreation facilities are important features to be incorporated in these areas. The Plan also recommends the dedication of land for a fire and rescue services station within the eastern portion of the site.

An area on the northern boundary of the EPG is specifically planned for patio-style single-family development. These residential units will provide a transition to the adjacent existing residential neighborhoods outside of the site. To enhance the transition to existing residential neighborhoods, a vegetated buffer at least 100 feet in width, supplemented with additional landscaping as needed, is to be provided along the northern and western boundaries of the EPG.

A well conceived pedestrian and non-motorized circulation network should be incorporated into the development of each high intensity node as a way to link uses within the node and to integrate these uses with amenities such as parks and urban plazas. The pedestrian and non-motorized circulation network should also link residential areas, employment centers and community facilities with planned transit facilities.

Within all mixed-use areas, both node and non-node, neighborhood retail uses may be appropriate. Usable open space and urban parks/plazas should be incorporated into the design scheme for development in all areas. Urban parks should be pedestrian oriented and provide space for lunchtime and after work events.



ENGINEER PROVING GROUND
DEVELOPMENT CONCEPT

FIGURE 3

Project Monitoring and Phasing

The EPG development should be phased in such a way that public facilities and effective mitigation measures will be in place for completed or substantially completed phases, before proceeding to future development phases. Since the development will take place incrementally, the County is afforded the opportunity to monitor the EPG development and to link each phase of development to the satisfactory achievement of specified performance standards and/or development conditions. The ability to link future development to the provision of public facilities, particularly those related to transportation and schools, and the satisfactory fulfillment of certain specified conditions is a critical element of the Plan for the EPG.

Some specific transportation improvements are recommended with each phase and land unit. However, additional improvements may be required based on the findings of traffic study that is required at initial rezoning and with each final development plan. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plan, or public facilities recommendations.

If it is determined by the County at the time of FDP review that adverse impacts have not or cannot be successfully mitigated, the amount of development within the respective land unit may be reduced to a level that can be adequately supported by public facility and roadway infrastructure. The total level of development within the land unit may be restored upon demonstrating that adequate infrastructure capacity is available.

The development phases are tied to specific land units. The amount and type of development for each phase and land unit is detailed in the "Engineer Proving Ground Land Unit Recommendations" section of the Plan. To facilitate overall project monitoring and phasing, the land units are to be developed in sequential order. Development of one land unit must be substantially complete before proceeding to the next land unit. For example, Phase I non-residential building construction should be at least 80 percent completed (as determined by the total square footage for which occupancy permits have been granted as a proportion of the total gross square footage approved for the land unit) and major infrastructure needed to serve the land unit should be 100 percent completed and operational prior to the approval of the Final Development Plan for Phase II. However, if at the end of Phase I, the need for additional infrastructure is identified through project monitoring, the additional improvements should be provided as part of Phase II development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary improvements. These completion standards would apply to all subsequent development phases through project completion.

A Planned Development Commercial District, (PDC) zone would be appropriate to implement the mixed-use development concept. To ensure high quality site design and integration of uses, a Conceptual Development Plan (CDP) for the entire site should be developed. The CDP should meet all submission requirements detailed in the Zoning Ordinance and allow for the evaluation of the character and intensity of the development, and the ability of existing and proposed transportation, education and other public facilities to support the development. Final Development Plans (FDP) for each land unit and phase identified in the Plan should be submitted for approval at the beginning of each development phase and evaluated on the basis of conformance with the approved CDP and ability to meet the performance standards and conditions associated with each phase and other applicable standards. These FDPs should meet all submission requirements detailed in the Zoning Ordinance and provide a level of detail sufficient to evaluate the elements as excerpted below:

- Topography at five foot intervals, with delineation of environmental quality corridors, wetlands, hydric soils and stormwater management areas;
- Location and acreage of land unit(s);
- Location and description of all land uses, parking type and configuration, pedestrian and non-motorized circulation, and orientation and integration of land uses;
- Open space and landscaping treatment;
- Location and size of proposed active recreation areas to be provided with residential development;
- Location of public facilities sites, including a school and fire and rescue sites;
- Location of transit shuttle station(s) and depiction of how development will be oriented to encourage transit use; and
- Depiction of traffic circulation systems.

Project monitoring will consist of periodic project review and evaluation. This review will be conducted by County staff and will occur prior to each development phase at the time when Final Development Plans are submitted for approval. Each FDP will provide information on the design and physical layout of the uses proposed for the particular land unit and development phase under consideration. A detailed transportation study, which documents current traffic conditions, performance of intersections, roadway segments, and interchanges in the area, the degree to which non-Single Occupancy Vehicle (non-SOV) usage has occurred, and other relevant factors must be prepared by the developer and submitted with the FDP. This detailed transportation study is a critical element in determining the degree to which demand generated by EPG development will be (or has been) accommodated. In addition, FDP approval is linked to the satisfactory fulfillment of certain conditions specified in the Area-wide and Land Unit recommendations.

Urban Design Objectives

The urban design objectives are intended to achieve the goal of protecting the built environment adjacent to the EPG site and the natural environment, while promoting high-quality urban design for the future development that occurs at EPG. All development for the EPG should be responsive to the following design objectives which apply throughout the EPG site.

1. Provide high-quality development that is functionally integrated, orderly and attractive.
2. Create a positive and easily recognizable identity for the Engineer Proving Ground as a whole, and for the three individual development nodes. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.

3. Design development to ensure pedestrian access among buildings, thus reducing reliance on the auto; provide open space for active and passive recreation, and visual relief; allow opportunities for shared parking; and generally promote the efficient use of land.

4. Create vehicular and pedestrian/non-motorized vehicle circulation systems that minimize conflicts between these different modes of travel, and that are clearly identified for easy use.

5. Protect adjacent residential neighborhoods from the impacts of new development by establishing vegetated buffers and complementary landscaping features, as well as maintaining high standards for architectural quality and minimize noise, glare and traffic and parking intrusions.

6. Protect and enhance environmental and heritage resources, integrating these features into development to the greatest extent possible.

7. Create an internal roadway system that functions well, is visually appealing, and provides effective circulation and linkages to the various uses developed on the site.

8. Promote a positive image for the Engineer Proving Ground in keeping with the high architectural, design and lighting standards associated with major mixed-use centers in the County.

9. Create a comprehensive sign system that establishes a distinctive identity and prevents visual clutter.

Three high intensity mixed use nodes (A-1, B-1 and C-1) planned for urban intensities up to 2.0 FAR are primary features of the EPG. The high intensity mixed use nodes are described in detail in the Land Unit Recommendations section. Given the intensity of these nodes and their central role in the overall development concept for EPG, it is important that uses within these nodes be integrated and complementary and contribute to creating a high-quality mixed-use environment. Therefore, in addition to satisfying the design objectives for the EPG, development plans for each of these nodes should be responsive to the following design guidelines:

- Create an urban development pattern by bringing buildings close to each other and to the road.

- Create a street-level mix of support service and retail uses that is visually attractive, and which will focus services for pedestrian convenience. The concept should encourage pedestrian activities and contribute to the vitality of the area.

- Create a comprehensive and well-marked system of safe and attractive sidewalks/trails that link adjoining buildings, plazas, shops, urban parks and recreation facilities.

- Develop the area adjacent to any future transit facility to take maximum advantage of the pedestrian access directly from the station to the workplace. The area adjacent to the transit facility should be attractive and inviting, with clear signage to make

movement easy and convenient between the station, the workplace and retail and service facilities.

- Integrate retail and service establishments within office and high-rise residential buildings, or on the routes commonly taken by transit users, in order to capture those shopping trips on the way to and from the office.

- Incorporate urban parks/plazas within convenient walking distance of office buildings in order to provide open space as a readily accessible amenity.

- Encourage shared parking between uses with different parking needs such as hotels and offices, to use valuable land more efficiently and to reduce the amount of impervious surface.

- Build public spaces such as pavilions, plazas, amphitheaters and terraces for seasonal celebrations, fairs and other community events, thus adding important vitality and evening activity.

- Incorporate parking into structures, either above- or underground where feasible, and limit surface parking to no more than 35 percent of the parking required for the site.

- Integrate parking decks and structures into the overall landscape to create a pleasing visual image. Perimeter plantings and spandrel planters on the decks/structures are encouraged to lend a softening effect to facades and add visual variety.

Environmental Analysis/Clean-up

Because the Engineer Proving Ground 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 shall conduct or permit to be conducted a cultural resource survey and a natural resources survey. Sensitive cultural areas shall be identified and protected in accordance with the recommendations of the County Archaeologist. Natural resource areas shall be surveyed, identified, and protected in accordance with the recommendations of the Park Authority.

Dedication of Public Lands

Before or with conveyance of the EPG site to the County, 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 development levels associated with each phase have been incorporated into

the land unit recommendations; density associated with the lands to be dedicated is part of the development program. Since dedication to the County is recognized by the intensities planned and specified for each land unit, the potential or need for density credit is negated. It is important that dedication of these assets occurs prior to rezoning to maximize their benefit to the County and its citizens.

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. Approximately 20 acres of useable land west of the Accotink Stream Valley Environmental Quality Corridor for a school site;

4. Up to 8 acres southeast of the Rolling Road and the Fairfax County Parkway interchange for a commuter parking lot;

5. The remaining portion of the land west of the Accotink Stream Valley Environmental Quality Corridor to the Fairfax County Park Authority for park purposes.

6. Approximately 5 acres for a fire and rescue station in the eastern portion of the site near Backlick Road; and

7. A transit facility site of at least 5 acres within the high-intensity core area constituted by subunits A-1, B-1 and C-1.

Transitions and Buffers to Residential Areas

To foster compatibility between EPG development and existing residential communities located to the north, the following recommendations apply to all development on the site:

1. Building heights are tapered down from higher to lower intensity land uses. Building height will be determined by a plan on topographic base indicating a 14° line of sight from points at 200 foot intervals along the northern boundary, as may be further limited by a maximum building height of three stories for patio homes planned to be located along the northern boundary;

2. Buffering and screening is established to satisfactorily transition from the new development to existing development in surrounding areas. A vegetated buffer not less than 100 feet in width, supplemented with additional landscaping as needed, should be provided along the northern boundary;

3. Residential areas adjacent to park facilities are buffered from activity noise and facility lighting through landscape treatment such as vegetated buffers, screening and/or berming.

Type and Configuration of Retail Uses

Retail development at EPG is limited to no more than 300,000 square feet of gross floor area, however some retail be may be developed as office use. Most, if not all, retail use should be located within office, hotel and/or residential structures as a means of promoting mixed-use projects. Given the 1,585 dwelling units planned for the site, there may be a need for a community shopping center to serve residents and employees of the area. To ensure that the center is oriented to the EPG residential and employment communities, the size of the shopping center is limited to a maximum of 50,000 square feet, with no individual use in the center larger than 1/3 of the total gross floor area. Uses requiring special permit or special exception approval will be reviewed on a case-by-case basis and should be permitted only when the use is of a size and scale that will not adversely affect the character of the area.

TRANSPORTATION

Baseline Plan Requirements

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 4):

- 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;
- 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;
- Dedicate a site of at least 5 acres for a Transit Facility within the high-intensity core area of the EPG site; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

These baseline Transportation Plan requirements were developed independent of a detailed analysis and identification of the transportation impacts associated with development on the site of the Engineer Proving Ground.

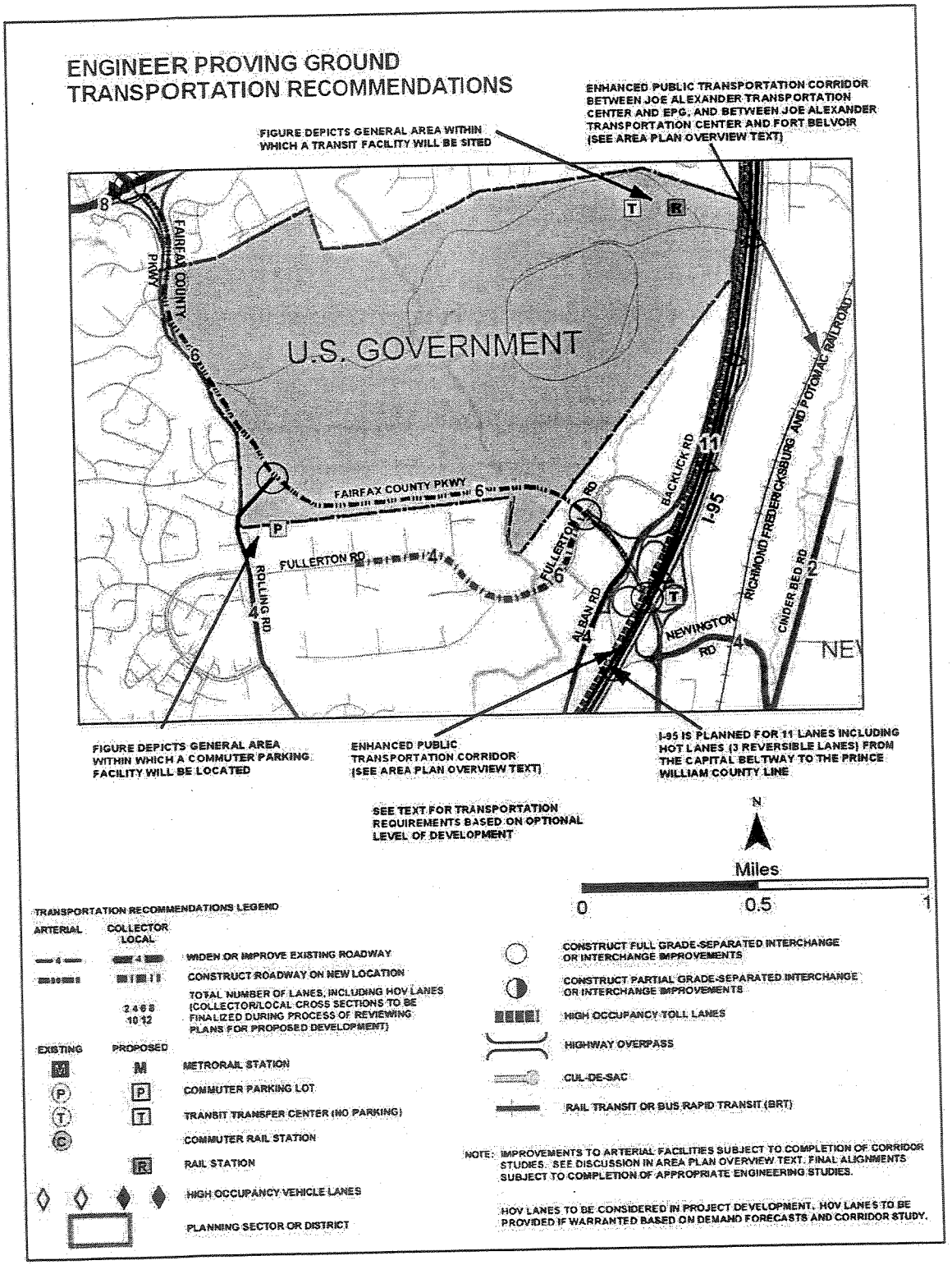

ENGINEER PROVING GROUND
TRANSPORTATION RECOMMENDATIONS
FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED
ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG, AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)
U.S. GOVERNMENT
FAIRFAX COUNTY PKWY
FULLERTON RD
ROLLING RD
BACKLICK RD
I-95
ALBAN RD
NEWINGTON RD
CINDER BED RD
RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD
NE
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
N
Miles
0
0.5
1
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)
2 4 6 8 10 12
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 4

Optional Plan Requirements

The land use concept is predicated on the implementation of transportation demand programs (TDM) designed to substantially affect the commuting behavior of those who work at the EPG. The goal of the TDM programs is to achieve an overall mode split of 15 percent or greater for non-single occupant vehicle (SOV) trips - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. This reflects future expectations of non-SOV usage in mixed-use employment centers.

To ensure the transportation impacts of the proposed mixed-use development at EPG are satisfactorily addressed, the Plan is based on the satisfactory fulfillment of the following elements:

- Preparation by the developer of an overall transportation study as part of the initial rezoning application, to include alignment and phasing of an internal circulation system and submission of detailed transportation studies prior to each phase of development. The initial transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study will be taken into consideration by the County in determining the timing of construction of improvements and may include acceleration of implementation in advance of that indicated in the land unit recommendations of the Plan. Detailed studies of development proposed for each subsequent phase should be provided with each FDP and should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the respective phase. The transportation studies will be approved by the County and VDOT prior to the approval of the initial rezoning and Final Development Plans for each development phase;

- Provision of assurances that the transportation facilities and services assumed to be operational in the Study will in fact be provided prior to the initial occupancy of each phase;

- Implementation of a transportation monitoring and evaluation program that will be conducted at the conclusion of each development phase. The monitoring and evaluation program will include, at a minimum, an assessment of the performance of:

  - Site entrances and signalized intersections along Backlick Road between the Franconia-Springfield Parkway and the Fairfax County Parkway;

  - All interchanges and intersections on the Fairfax County Parkway and Backlick Road from the Franconia-Springfield Parkway south to I-95 (Newington interchange);

- Implementation of an aggressive transportation demand management program;

- Correction of any problem observed during each monitoring/evaluation phase, or commitment that the problem will be corrected during the subsequent development phase prior to approval of Final Development Plans. Additional access may need to be studied to accommodate the ultimate level of development. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary transportation improvements. A problem is defined by Level of Service E

or worse performance, and/or other operational problems such as intersection/ entrance blockages by traffic queues, safety problems, etc.; and

- Completion of all necessary engineering, environmental, and other studies relating to modification of access to the interstate system.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground 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 the development of Biodiversity Conservation Area practices, 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.

A 15 percent or greater non-SOV mode split is the target for the full buildout of the project. Achieving the specified non-SOV targets and reducing single occupant vehicle usage to EPG will contribute to the County's efforts to improve air quality in the region.

EDUCATION

Analysis of the development potential of EPG and the vicinity indicates that a school site will be needed. In accordance with Policy Plan guidance that the provision of public facilities should be balanced with growth and development, approximately 20 acres of developable land on the western portion of the site should be dedicated to Fairfax County Public Schools. The site should be located in an area that maximizes the potential for students to walk to school and provides safe and convenient access to pedestrian and road networks.

PUBLIC FACILITIES

The level and type of development proposed will generate the need for public facilities sites or improvements including 5-acre site for a fire and rescue station to serve the EPG and the surrounding area. This facility should be located near Backlick Road.

In order to accommodate the EPG development, off-site sewer lines may need to be enlarged. As the EPG develops, the County will monitor the capacity of the lines. If the County judges that the sewer lines need to be enlarged, funding the replacement of the lines (in a manner consistent with standard County policies) will be the responsibility of the developer. Additionally, in conjunction with the development of a regional stormwater management plan, stormwater management sites should be identified at the EPG site.

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 the 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 Engineer Proving Ground 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, as shown on Figure 5, 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:

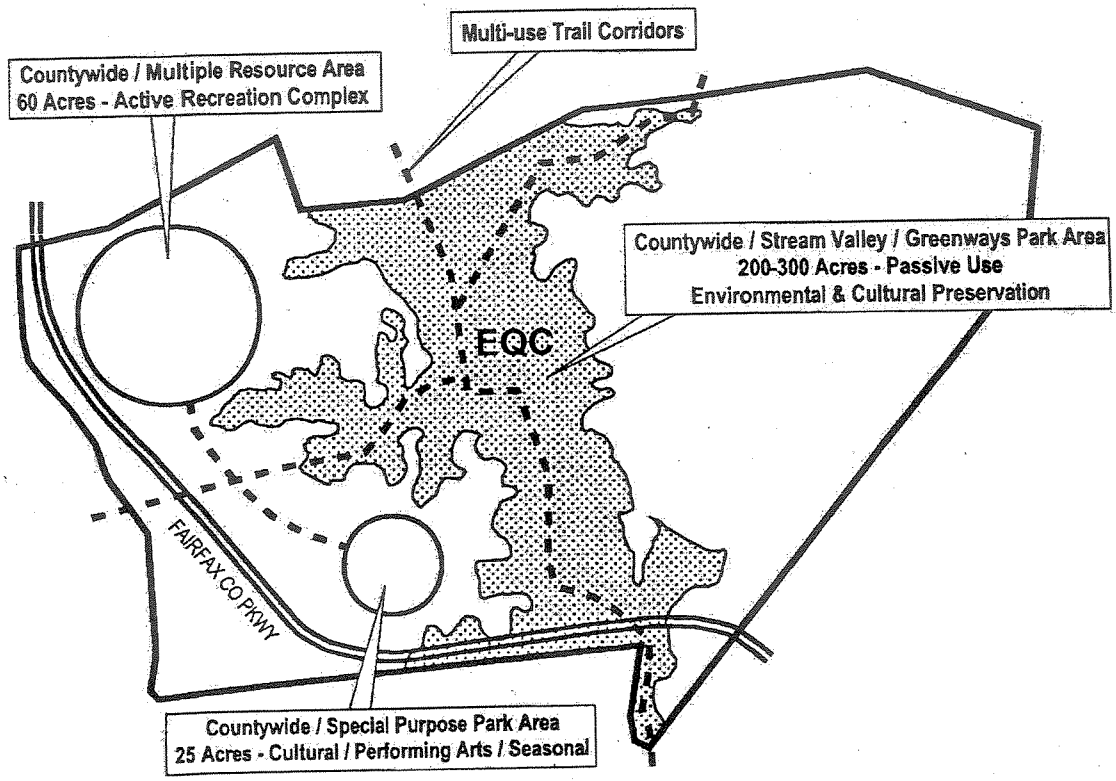
- A 60-acre portion of the park site to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.

- A 25-acre portion of the park 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 Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground 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 EPG. A comprehensive network of trails and sidewalks, is essential to providing access to employment, residences, and community uses at EPG. 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 EPG 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 Business District on Backlick Road and the Springfield Mall. 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.



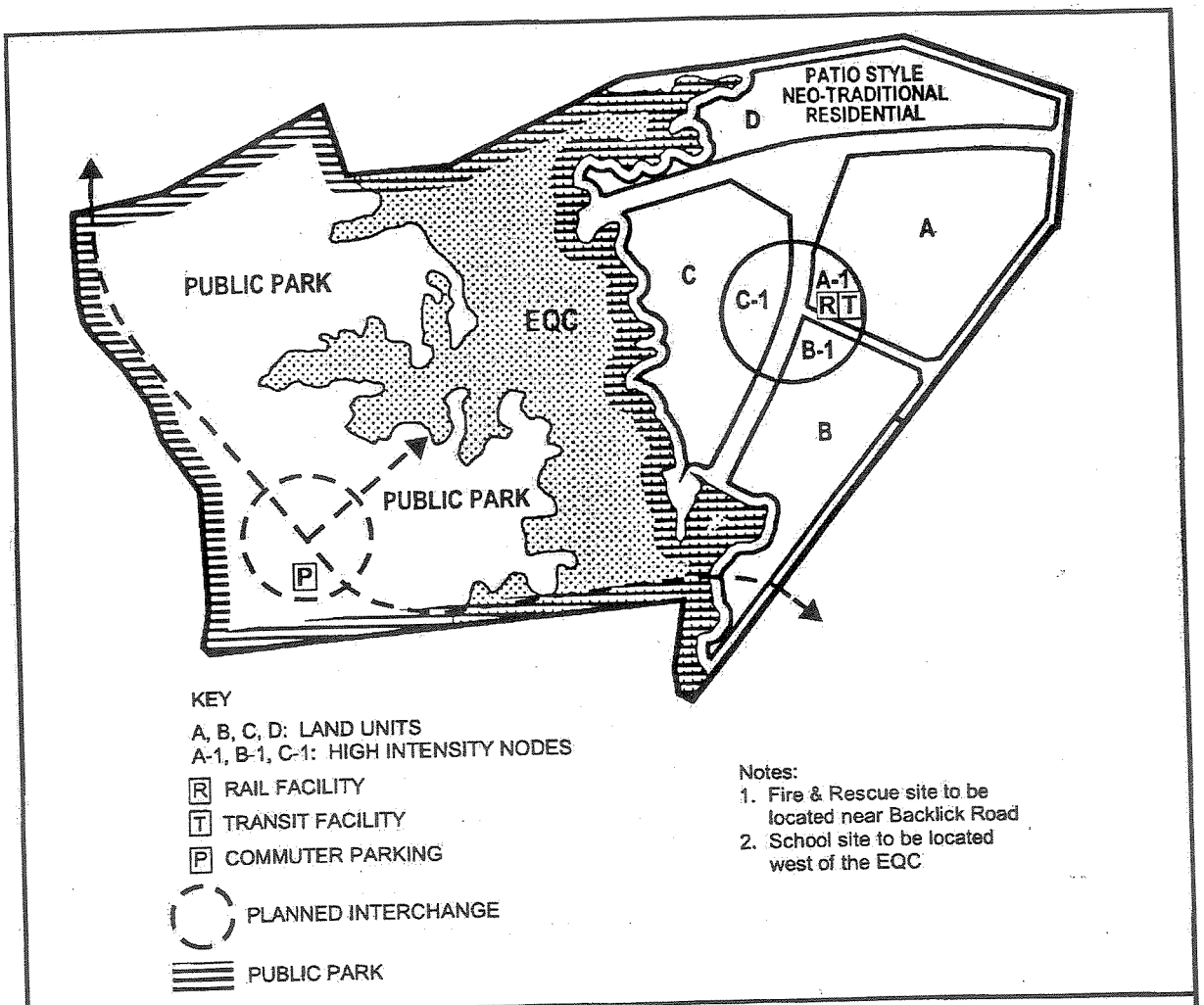
ENGINEER PROVING GROUND
PARKS

FIGURE 5

ENGINEER PROVING GROUND LAND UNIT RECOMMENDATIONS

The recommendations, which follow, provide additional site-specific guidance for development of the Engineer Proving Ground

For the purpose of organizing land use and other site-specific recommendations, the Engineer Proving Ground has been divided into four land units, lettered as shown below on Figure 6. Individual land unit maps included with the text for each land unit show the approximate boundaries of each development phase and a generalized depiction of each land use.



ENGINEER PROVING GROUND LAND UNITS
ILLUSTRATIVE CONCEPT 2001

FIGURE 6

PHASE I
Land Unit A

CHARACTER

Land Unit A is located in the northeast portion of the EPG site and contains approximately 69 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high-rise office buildings at an intensity up to 2.0 FAR. The node is planned to be surrounded by low-rise non-residential uses. See Figure 7.

DEVELOPMENT PROGRAM

Land Unit A represents the first phase of development. It consists of a maximum of approximately 1.3 million square feet square feet of non-residential gross floor area as follows:

Office use	1,200,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

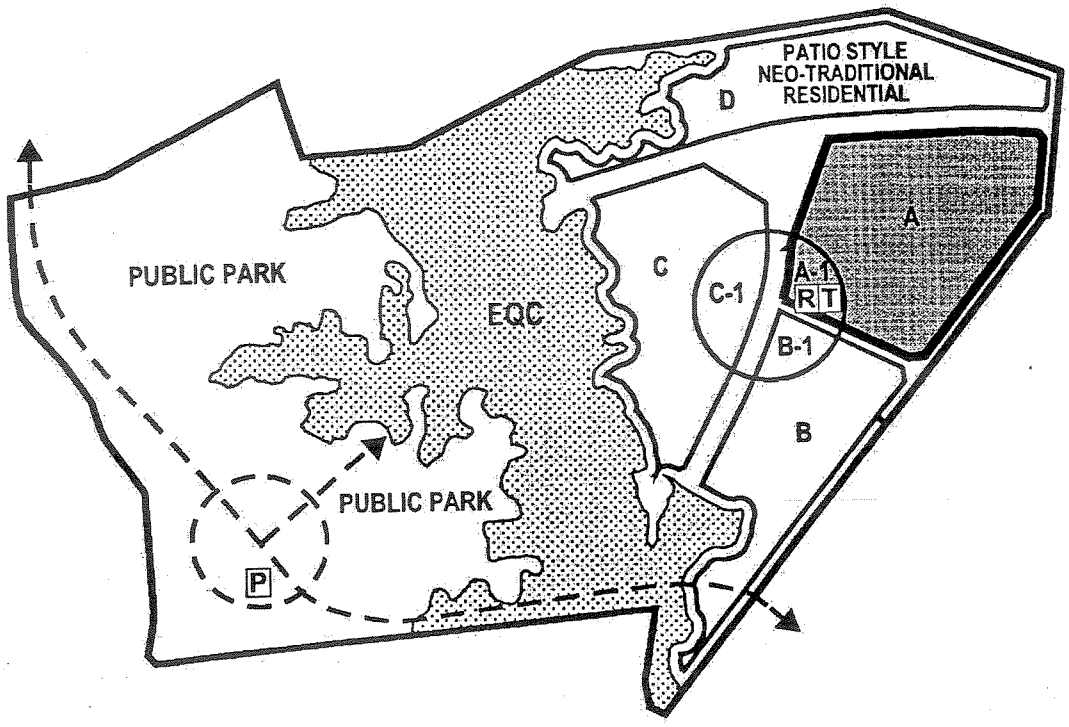
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Development outside the node is planned as low-rise non-residential uses. The low-rise, non-residential uses include office and support retail uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be adjacent to each other. Land uses outside the node are intended to create a distinct visual break from the urban environment created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit A of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the initial zoning application, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT A - PHASE I

FIGURE 7

of 10 percent or higher during peak periods - i.e., 10 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle. The shuttle service may be enhanced in future phases to serve additional development on the site

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE II
Land Unit B

CHARACTER

Land Unit B is located in the southwest portion of the EPG site and contains approximately 47 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 10 acres developed with mid- and high-rise office buildings at an intensity up to 2.0 FAR. The mid- and high-rise buildings within the node are envisioned to be surrounded by low-rise non-residential uses. See Figure 8.

DEVELOPMENT PROGRAM

Land Unit B represents the second phase of development. It consists of a maximum of 1.2 million square feet of non-residential gross floor area as follows:

Office/research and development flex use	1,100,000 square feet
Support retail use	100,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

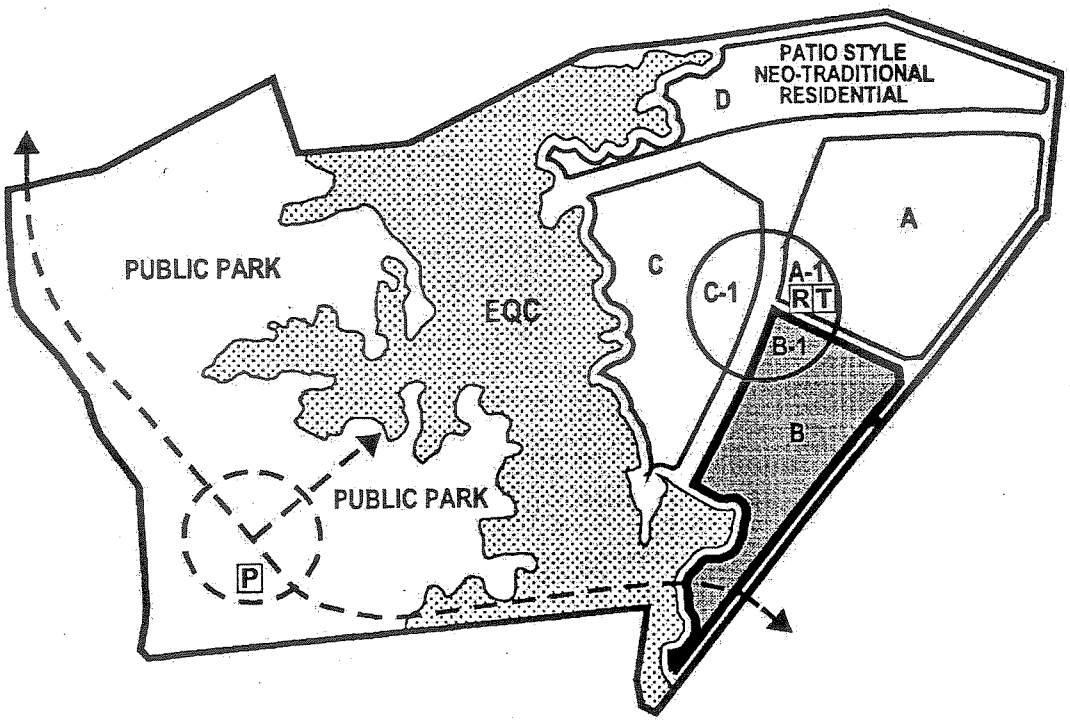
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit B is planned for a complementary mix of office, research and development and supporting retail uses located in a high density node of approximately 10 acres tapering down to lower density land uses, located as generally shown in Figure 8.

Development in the high-density nodes is envisioned to be a functionally integrated, well-designed mixture of mid- to high-rise office, research and development uses and supporting retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the node toward the edges to provide a transition to surrounding lower density areas.



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT B - PHASE II

FIGURE 8

Development adjacent to the node is planned to include low-rise non-residential uses. The low-rise, non-residential uses include office and research and development uses in campus style settings. Land uses outside the node are intended to create a distinct visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit B, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit B, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIa
Land Unit C

CHARACTER

Land Unit C is located in the southeast portion of the EPG site and contains approximately 58 acres. Under the option for mixed-use development, this land unit is planned to contain a high-density mixed-use node of approximately 20 acres developed with mid- and high-rise residential and non-residential uses at an intensity up to 2.0 FAR surrounded by low-rise non-residential outside the node. See Figure 9.

DEVELOPMENT PROGRAM

Land Unit C represents the third phase of development. It consists of a maximum of 1500 dwelling units and a maximum of 1.9 million square feet of non-residential gross floor area. The composition of the non-residential component is as follows:

Office use	1,200,000 square feet
Support retail	100,000 square feet
Hotel/conference uses	600,000 square feet

Given the magnitude of development planned in the land unit, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design. Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

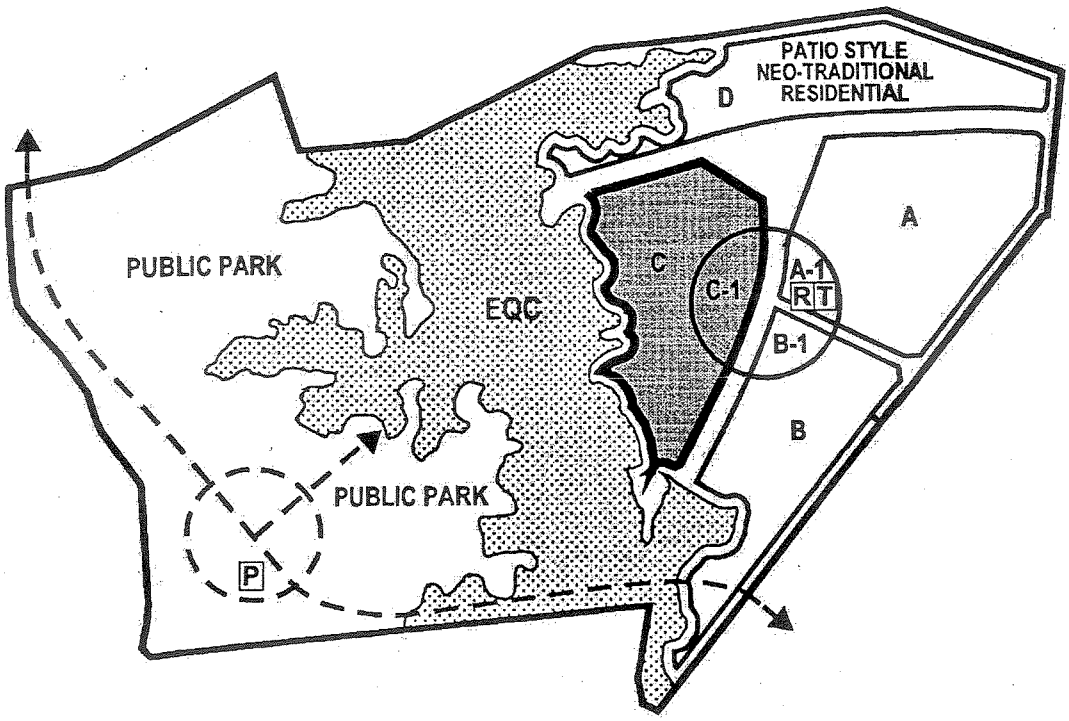
RECOMMENDATIONS

Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations outlined below.

Land Use

Land Unit C is planned for a complementary mix of office, hotel, residential and supporting retail uses located in a high density node tapering down to lower density land uses, located as generally shown in Figure 9.

Development in the high density node is envisioned to include a functionally integrated, well-designed mixture of mid- to high-rise office and hotel/conference uses, mid- to high-rise residential uses, and supporting convenience retail uses. The node is planned at an intensity up to 2.0 FAR maximum to create a pedestrian-oriented, urban housing and employment center that can be easily served by transit. Building intensity and heights should be tapered down from the



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT C - PHASE III

FIGURE 9

node toward the edges to provide a transition to surrounding lower density areas.

Development adjacent to the node is planned to include garden-style residences and low-rise non-residential uses. The low-rise, non-residential uses include office and hotel/conference uses in campus style settings. Buffering, screening and other landscape features must be provided to mitigate visual and noise impacts where residential and non-residential uses are to be built adjacent to each other. Land uses outside the node are intended to create a visual break from the urban environments created in the node.

Transportation

The transportation facilities and/or services needed to serve Land Unit C of the project, as determined pursuant to the results of the transportation study which is submitted in conjunction with the Final Development Plan for Land Unit C, shall be provided prior to the initial occupancy of the land unit (See Area-wide Recommendations). In addition to the aggressive TDM program described under Area-wide Recommendations, high frequency transit shuttle service should be provided to and from the Joe Alexander Transportation Center to help achieve a non-SOV mode split target of 15 percent or higher during peak periods - i.e., 15 percent or greater person trips to/from the employment center shall be by transit, carpool, and walking/bicycle.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.

PHASE IIIb
Land Unit D

CHARACTER

Land Unit D is located in the northeast portion of the EPG site and contains approximately 46 acres. Under the option for mixed-use development, this land unit is planned for 85 patio style homes. Approximately 9 acres of the Accotink Stream Valley Environmental Quality Corridor are located in this land unit. See Figure 10.

DEVELOPMENT PROGRAM

Land Unit D represents the final phase of development. It consists of a maximum of 85 patio style homes. Patio homes are envisioned as single family detached units located such that one or more of the building walls rests directly on or near a lot line. Given the need to form a transition between higher density development to the south and existing residential use to the north, it is essential that development occur according to an overall plan that demonstrates functional and attractive integration of all land uses and circulation systems, as detailed in the recommendations for urban design and "Transitions and Buffers to Residential Areas." Accordingly, the development plan for this land unit must address the entire land unit. Final Development Plans lacking sufficient detail or addressing only a portion of the land unit will be deemed to be inconsistent with this recommendation.

RECOMMENDATIONS

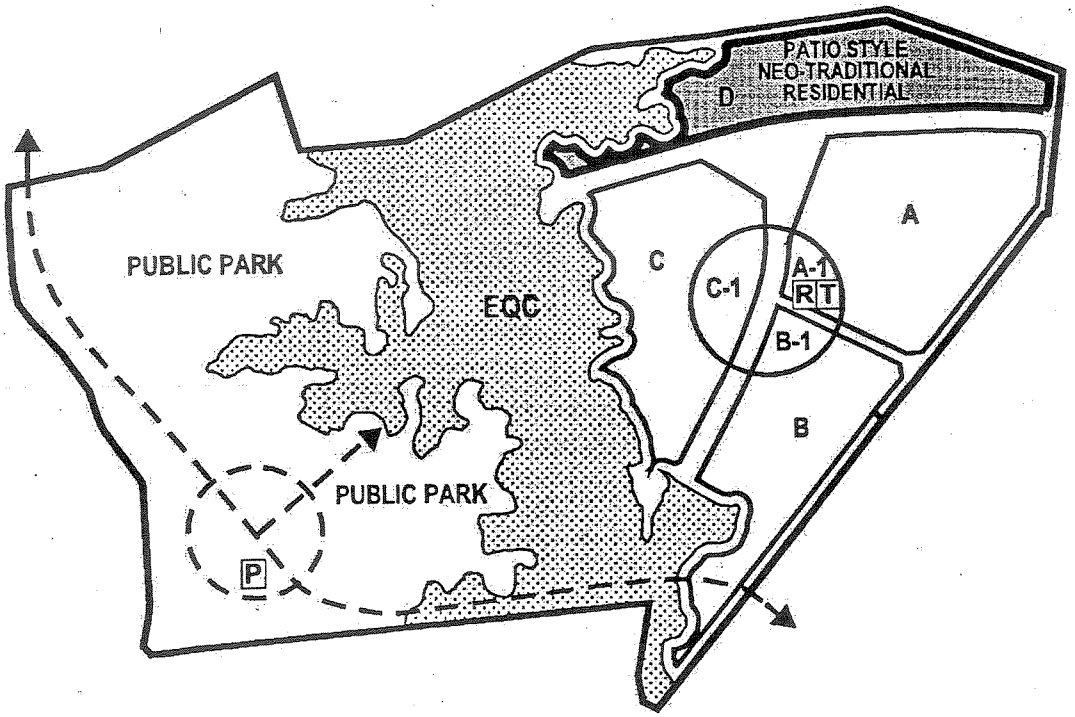
Development proposals and development plans for this land unit will be evaluated based on their conformance with both the Area-wide Recommendations and the Land Unit Recommendations contained outlined below.

Land Use

To ensure effective transition to existing residential uses, a vegetated buffer of at least 100 feet in width is to be provided along the entire northern edge of the property. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to buffer the higher density residential areas from the existing single family detached houses.

Trails

Detailed trails and circulation plans should ensure that development occurs in a manner that promotes transit access and use, and fosters linkages between the various planned land uses and the adopted Countywide trail system.



KEY
A, B, C, D: LAND UNITS
A-1, B-1, C-1: HIGH INTENSITY NODES
R RAIL FACILITY
T TRANSIT FACILITY
P COMMUTER PARKING
PLANNED INTERCHANGE

Notes:
1. Fire & Rescue site to be located near Backlick Road
2. School site to be located west of the EQC

ENGINEER PROVING GROUND
LAND UNIT D - PHASE III

FIGURE 10

Part 4: Current and Proposed Comprehensive Plan and Zoning Designations
d. Proposed Comprehensive Plan Recommendation

Replace all Plan text from "Fort Belvoir Engineer Proving Ground (EPG)" with the following:

FORT BELVOIR ENGINEER PROVING GROUND (EPG)

CHARACTER

The Fort Belvoir Engineer Proving Ground (EPG) is an approximately 805-acre site located between Rolling Road and Interstate 95, south of the Springfield Community Business Center. It is located approximately 10 miles northwest of Fort Belvoir Main Post. (See Figure 2) The EPG 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 will occupy a new 2,400,000 square-foot facility on the eastern portion of the EPG property.

The EPG is on high ground, generally between 200 and 300 feet above sea level. The Accotink Creek stream valley bisects the EPG 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 EPG 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 EPG is mostly warehousing and distribution.

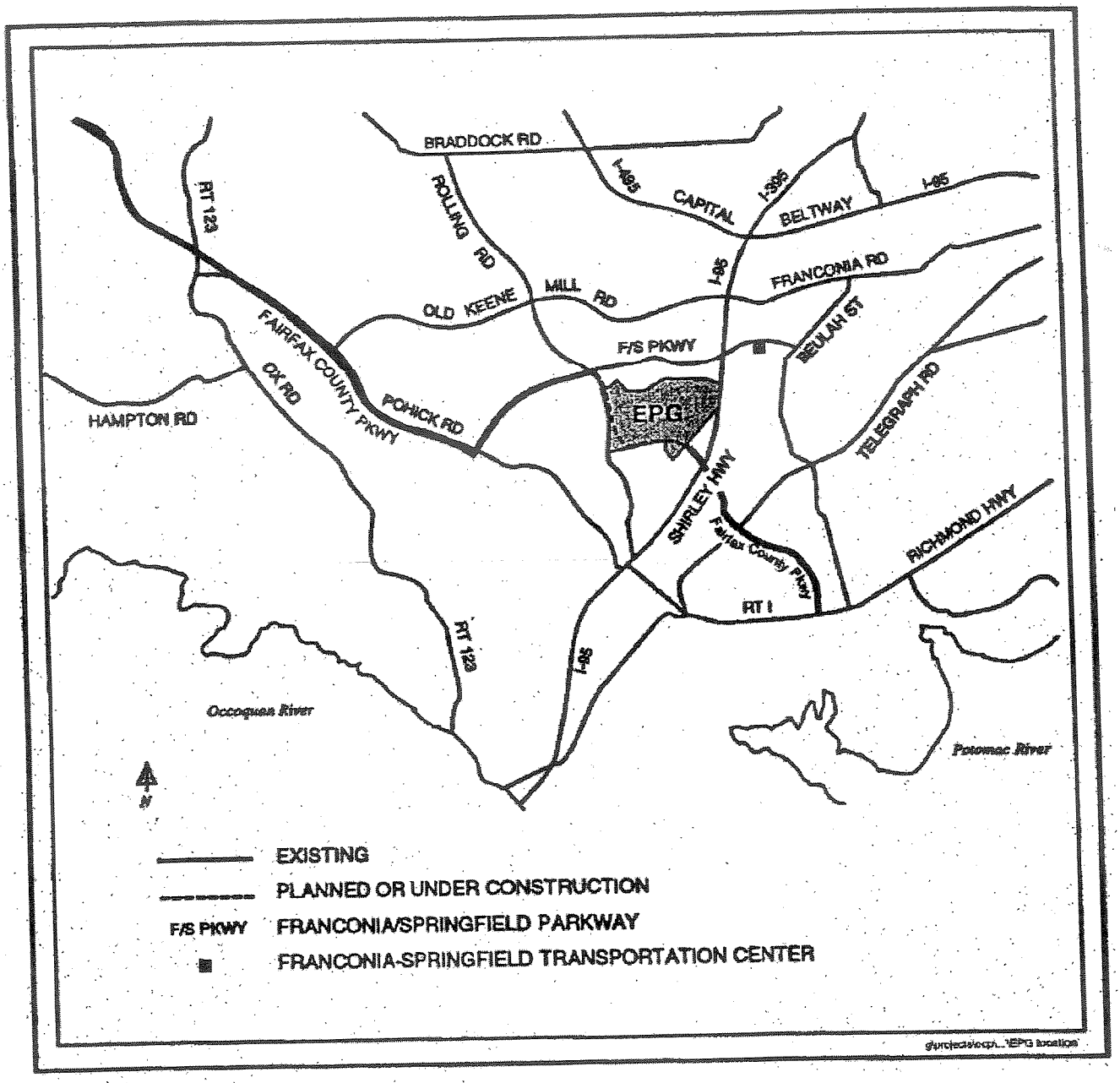
The EPG is located west of I-95 (Shirley Highway) and south of the Franconia-Springfield Parkway, but does not have direct access from either of these facilities. Principal access to the existing military reservation is from Backlick Road. The planned Fairfax County Parkway will traverse the site along 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 Engineer Proving Ground 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



ENGINEER PROVING GROUND
LOCATION

FIGURE 2

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 Engineer Proving Ground 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.

TRANSPORTATION

The adopted County Transportation Plan identified the following roadway and public transportation improvements in the vicinity of the EPG (See Figure 4):

- 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;
- 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;
- Dedicate a site of at least 5 acres for a Transit Facility within the high-intensity core area of the EPG site; and
- Transportation issues associated with the possible extension of the Metro rapid rail transit line from the Joe Alexander Transportation Center (Franconia-Springfield Metro Station) to the Engineering Proving Ground (EPG) should be studied. The area subject to the Metro rail extension should be designated as an "Enhanced Public Transportation Corridor." The extension of the Metro rail should be such that there is no impact upon the existing Loisdale residential subdivision.

ENVIRONMENT

The principal environmental feature of the Engineer Proving Ground 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 the development of Biodiversity Conservation Area practices, 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 Engineer Proving Ground 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, as shown on Figure 5, 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

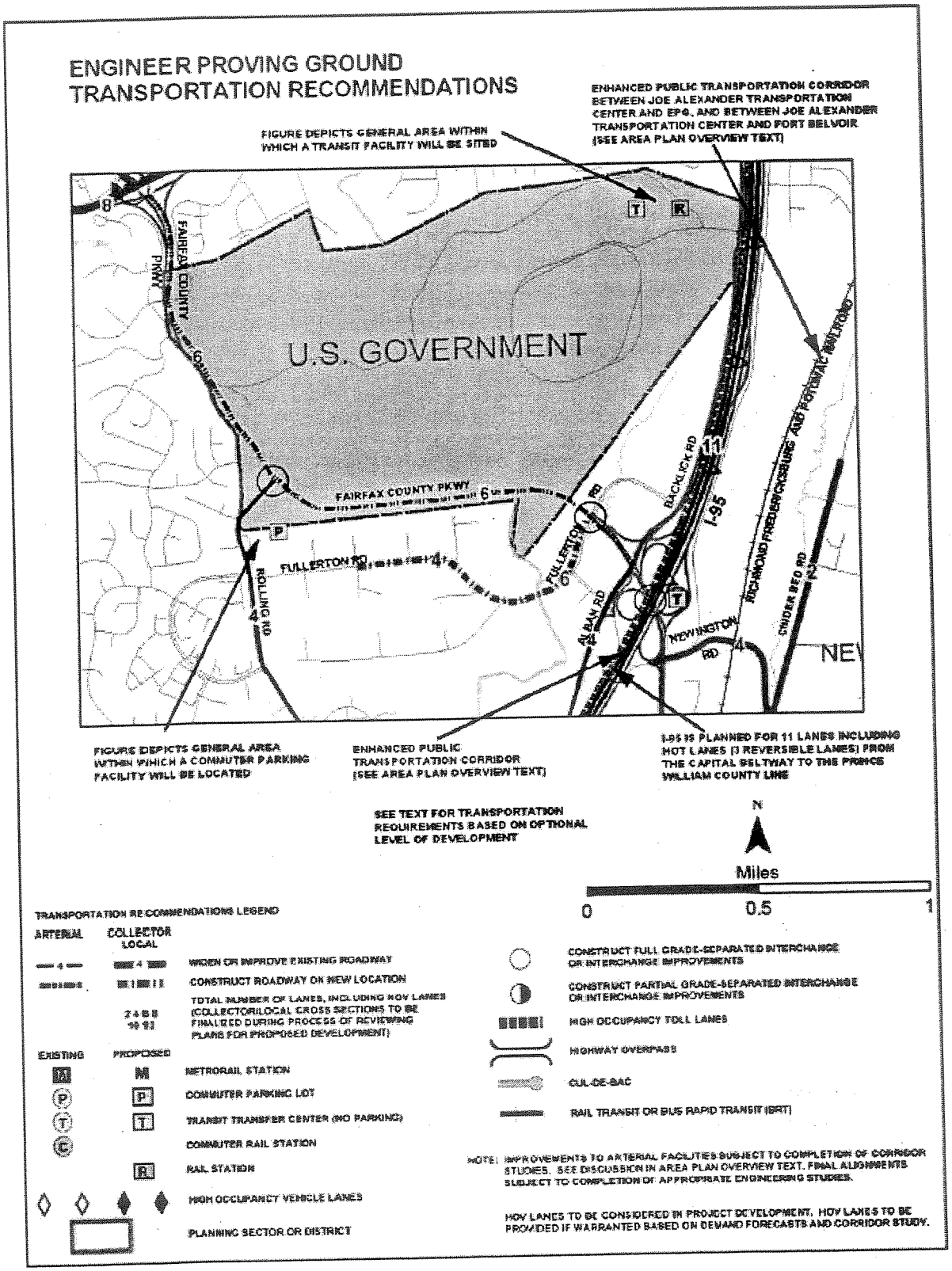

ENGINEER PROVING GROUND
TRANSPORTATION RECOMMENDATIONS
FIGURE DEPICTS GENERAL AREA WITHIN WHICH A TRANSIT FACILITY WILL BE SITED
ENHANCED PUBLIC TRANSPORTATION CORRIDOR BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND EPG, AND BETWEEN JOE ALEXANDER TRANSPORTATION CENTER AND FORT BELVOIR (SEE AREA PLAN OVERVIEW TEXT)
U.S. GOVERNMENT
FAIRFAX COUNTY PKWY
FULLERTON RD
ROLLING RD
BACKLICK RD
I-95
ALBAN RD
NEWINGTON RD
RICHMOND FREDERICKSBURG AND POTOMAC RAILROAD
CINDER BED RD
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
N
Miles
0
0.5
1
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 4

"Neighborhood Urban" parks. The following recommendations should be considered for the Park Master Planning process:

- A 60-acre portion of the park site to be developed as a complex of lighted active recreation fields for use as a sports complex to support community and regional sports interests.

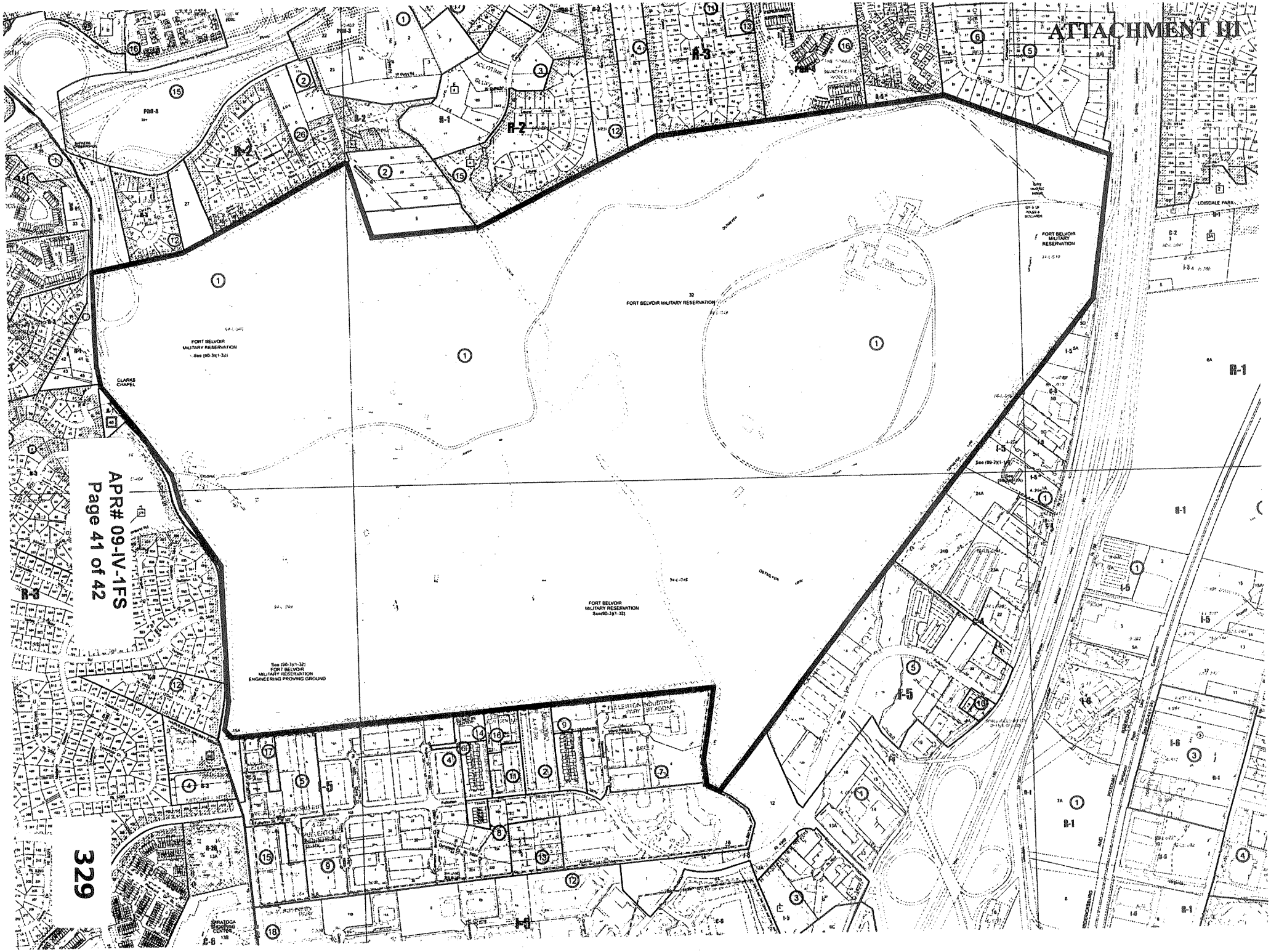
- A 25-acre portion of the park to be developed as a multi-use activity center that should include indoor/outdoor facilities for cultural and seasonal events including performing arts entertainment. Such a facility could be an urban park with improvements such as an amphitheater, a market area, restrooms, concessions and similar support improvements.

Additional Parks and Recreation recommendations for the Engineer Proving Ground are provided on Figure 29 in the Belvoir Community Planning Sector (S5).

TRAILS

Trails planned for the Engineer Proving Ground 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 EPG. A comprehensive network of trails and sidewalks is essential to providing access to employment, residences, and community uses at EPG. 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 EPG 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 Business District on Backlick Road and the Springfield Mall. 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.

DRAFT


FORT BELVOIR MILITARY RESERVATION
See (90-3)(1-32)
FORT BELVOIR MILITARY RESERVATION ENGINEERING PROVING GROUND
CLARKS CHAPEL
LOISDALE PARK
R-1
R-2
R-3
I-5
I-6
B-1
APR# 09-IV-1FS
Page 41 of 42
329

Part 6: Justification

Existing Plan guidance for the Engineer Proving Ground provides an option for mixed use redevelopment totaling 4.5 million square feet of non-residential development and up to 1,585 residential dwelling units on the 805-acre property. Under this scenario, development would occur on the eastern portion of the subject property, with environmentally sensitive lands on the western portion of the subject property dedicated as public parkland. However, the National Geospatial-Intelligence Agency will occupy a new 2,400,000 square-foot facility on the eastern portion of the EPG property, developing the area previously considered for mixed use development. This nomination seeks to revise the Comprehensive Plan to reflect the secure government facility currently under construction on the subject property, while retaining the public park recommendations for the Accotink Creek stream valley and land to the west. The baseline recommendation for public facilities, governmental and institutional uses will remain on the subject property, with the mixed use option and its related land unit designations removed from the Comprehensive Plan.

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MOUNT VERNON **APR ITEM:** 09-IV-7MV

NOMINATOR: Patrick Rea

ACREAGE: N/A

TAX MAP I.D.: N/A

GENERAL LOCATION: Entire Mount Vernon Planning District, generally located south of Fairfax County – Alexandria City line, west of the Potomac River and northeast of Fort Belvoir.

PLANNING AREA: IV
District: Mount Vernon
Sector: N/A
Special Areas: N/A

ADOPTED PLAN MAP: N/A

ADOPTED PLAN TEXT: See Adopted Comprehensive Plan Text section

PROPOSED PLAN AMENDMENT: Add new text to the Mount Vernon Planning District Overview Planning Objectives and Environment sections that encourages pedestrian and bicycle facilities, tree conservation, low impact development techniques etc., and update the description of the environmental conditions within the Mount Vernon Planning District. Complete nominated Plan text, see Nominated Plan Amendment section.

SUMMARY OF STAFF RECOMMENDATION:
___ Approve Nomination As Submitted
_X_ Approve Staff Alternative
___ Retain Adopted Plan

Fairfax County has been developing watershed management plans for all watersheds in the county that include specific recommendations for improvements in stormwater management and environmental protection and suggested changes in county policies and practices that address these issues. The nomination proposes to add references to watershed plans to the guidance in the Area IV Plan, Mount Vernon Planning District Overview, Planning Objectives section, and

to update the Environment section by summarizing the status of the watershed planning process in the district, describing how watershed management plans support state and federal water quality efforts, and referencing a "living shorelines" policy that has been adopted by the Fairfax County Wetlands Board.

Staff agrees with the intent of the proposed nomination, but the wording of the proposed nomination regarding recommendations for stormwater management and protection of sensitive environmental resources could have unintended consequences related to limiting the application of the recommendations to areas that are covered by a watershed management plan only, and that may not be practical in terms of implementation with regard to Resource Protection Areas (RPAs) and floodplains, in light of the existence of RPA and floodplain areas that have been subject to extensive development (e.g., the New Alexandria area). In addition, inclusion of text reporting on the status of watershed management plan adoption will soon become outdated. Therefore, staff is proposing an alternative that would, in its view, achieve the intent of the nomination without these limitations and that would make implementation of the recommendations more likely. The complete staff alternative text is shown in the Recommendation section.

LOCATION MAP FOR SUBJECT PROPERTY

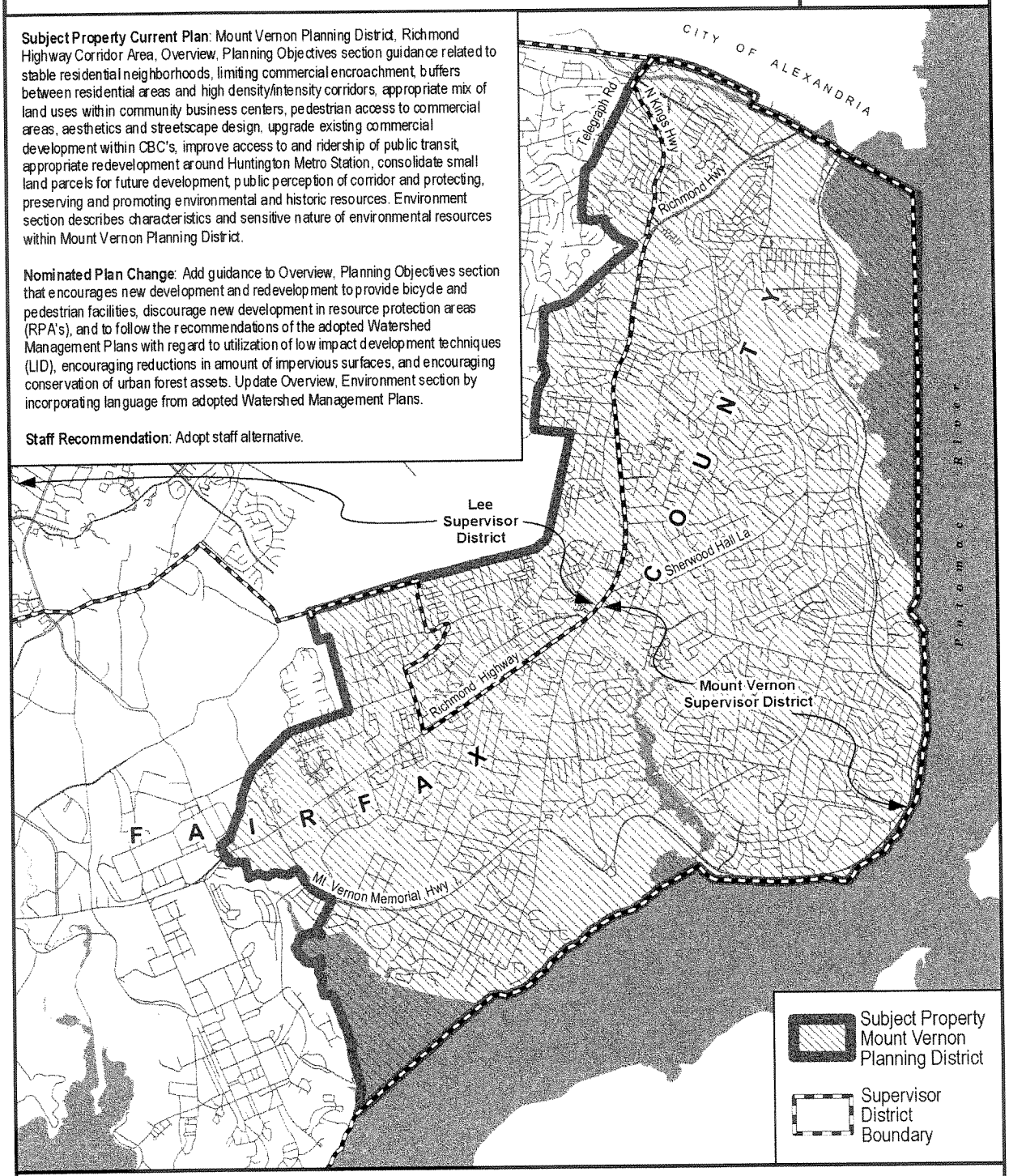
THE SUBJECT PROPERTY FOR 09-IV-7MV IS COMPRISED OF THE MOUNT VERNON PLANNING DISTRICT.
THE MOUNT VERNON PLANNING DISTRICT IS IN BOTH THE MOUNT VERNON AND LEE SUPERVISOR DISTRICTS

2009-2010 SOUTH COUNTY APR #
09-IV-7MV
MT. VERNON & LEE

Subject Property Current Plan: Mount Vernon Planning District, Richmond Highway Corridor Area, Overview, Planning Objectives section guidance related to stable residential neighborhoods, limiting commercial encroachment, buffers between residential areas and high density/intensity corridors, appropriate mix of land uses within community business centers, pedestrian access to commercial areas, aesthetics and streetscape design, upgrade existing commercial development within CBC's, improve access to and ridership of public transit, appropriate redevelopment around Huntington Metro Station, consolidate small land parcels for future development, public perception of corridor and protecting, preserving and promoting environmental and historic resources. Environment section describes characteristics and sensitive nature of environmental resources within Mount Vernon Planning District.

Nominated Plan Change: Add guidance to Overview, Planning Objectives section that encourages new development and redevelopment to provide bicycle and pedestrian facilities, discourage new development in resource protection areas (RPA's), and to follow the recommendations of the adopted Watershed Management Plans with regard to utilization of low impact development techniques (LID), encouraging reductions in amount of impervious surfaces, and encouraging conservation of urban forest assets. Update Overview, Environment section by incorporating language from adopted Watershed Management Plans.

Staff Recommendation: Adopt staff alternative.



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
BASE MAP DATA CURRENT TO MARCH 2010

CONTEXT

General Location:

The nomination concerns the entire Mount Vernon Planning District, and is generally located south of the Fairfax County – Alexandria City line, west of the Potomac River and northeast of Fort Belvoir.

Mount Vernon Planning District-Wide Recommendations:

The Mount Vernon Planning District, Overview, Major Objectives section, includes recommendations that relate to preserving stable residential neighborhoods, limiting commercial encroachment into residential neighborhoods, establishing an appropriate mix of land uses, improving pedestrian access to Richmond Highway, upgrading existing commercial development, encouraging transit ridership, and identifying and protecting environmental and heritage resources. The Environment section includes descriptions of the watersheds contained within the Planning District, the character of the environmental resources, recommendations for restoration of degraded environmental resources, and notes the lack of state-of-the-art water quality practices. These overall objectives serve as a guide for the future character of the Planning District, especially for areas with no specific Plan recommendations.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, 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, aesthetics streetscaping 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 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 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.
- Protect wetlands and environmental quality corridors."

Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, page 12:

"Environment

The Mount Vernon Planning District is located within the watersheds of Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek. 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 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."

NOMINATED PLAN AMENDMENT

Text proposed to be added is shown as underlined, text proposed to be deleted is shown as ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, 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 new development and redevelopment to provide pedestrian and bicycle facilities to include trails, sidewalks, and street crossings.
- 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 use 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 as recommended whenever and wherever a watershed management plan exists.

- Protect wetlands and environmental quality corridors.

- Encourage the conservation of existing urban forest assets.

- Utilize Low Impact Development (LID) practices in development and redevelopment projects as recommended whenever and wherever a watershed management plan exists.

- Encourage reductions in the amount of imperviousness as recommended whenever and wherever a watershed management plan exists.

- Discourage development or redevelopment in Resource Protection Areas (RPAs) and floodplains.

- Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, 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 restore its streams, meet state and federal water quality standards, and its commitments to clean up the Chesapeake Bay, Fairfax County is developing watershed management plans to reduce pollution due to phosphorous, nitrogen, and sediment flowing into waterways. Plans for the Little Hunting Creek and Cameron Run watersheds are complete and have been adopted by the Board of Supervisors. Plans for the Belle Haven and Dogue Creek watersheds are nearing completion. The watershed plans include specific improvement in stormwater facilities and management, including low impact development practices (LID), 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 rezoning and development review processes. 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", as recommended in the approved watershed management plans. 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."

ANALYSIS

Environment

Fairfax County has been developing watershed management plans for all watersheds in the county. These plans include site-specific recommendations for improvements in stormwater management, including low impact development (LID) techniques, as well as broader recommendations addressing county policies and practices to promote water quality improvements and the protection of sensitive environmental resources.

The nomination proposes to more accurately describe the watersheds within the Mount Vernon Planning District boundaries and to add references to watershed management plan recommendations to the guidance contained within the Comprehensive Plan. While staff supports general references to the watershed planning process, there is a concern that the inclusion of text reporting on the status of plan adoption will soon become outdated and that limiting certain recommendations to areas where watershed plans exist would, in the short term, have the unintended consequence of excluding relevant policy recommendations from areas without watershed plans, and, in the long-term, be unnecessary. The proposed nomination also includes a recommendation for discouraging development and redevelopment in Resource Protection Areas (RPAs) and floodplains. There are large existing developed areas within the Mount Vernon Planning District that are within RPAs and floodplains (e.g., the New Alexandria area). Implying that these areas have the same environmental sensitivity as undeveloped RPAs and floodplains would be inaccurate. The nomination recommends that no redevelopment

activity should occur in existing developed areas within RPAs and floodplains. Staff feels that his guidance would be inappropriate for such areas that have already have a largely developed character. Finally, the proposed nomination would also add general language addressing pedestrian and bicycle facilities.

RECOMMENDATION

Staff agrees with the general intent of the proposed nomination but the manner in which the proposed Plan text is written may have unintended consequences and may result in some policies that cannot be practically implemented. Therefore, staff is proposing alternative language that it feels addresses the nominator's intent, and also some minor wording changes that eliminate some of the redundancies found in the current Plan text and that clarify guidance related to stormwater management and protection of sensitive environmental resources.

Text proposed to be added is shown as underlined, text proposed to be deleted is shown as ~~strikethrough~~.

Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, pages 3-4:

MODIFY: Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, 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."

Fairfax County Comprehensive Plan, 2007 edition, Mount Vernon Planning District, amended through 8-3-2009, 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 an 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.

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."

This Page Intentionally Left Blank

Planning Objectives 1 & 5 - ext

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS

APR# 09-IV-7MV

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Patrick Rea Daytime Phone: 703 385 3322 ext

Address: c/o MVCCA
P.O. Box 203, Mount Vernon, VA 22121

Nominator E-mail Address: Prea1@cox.net

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 9-29-09 cor
Planning District: MV
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☐Lee ☐Mason ☒Mount Vernon ☐Springfield

Total number of parcels nominated: na

Total aggregate size of all nominated parcels (in acres and square feet): na acres _____ square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Please see Attachment #1

b. CURRENT PLAN MAP RECOMMENDATION: na

c. CURRENT ZONING DESIGNATION: na

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Please see Attachment #2

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

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

g. TOTAL Floor Area Ratio (FAR) Proposed: _____ TOTAL Gross Square Feet: _____

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

***IMPORTANT NOTE:** Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number

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, aesthetics streetscaping 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 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 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.

- Protect wetlands and environmental quality corridors.

Environment

The Mount Vernon Planning District is located within is located within the watersheds of watersheds of Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek. 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 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 environmentally 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 hydorcarbons. 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.

2

Attachment #1 – Part 4 d.

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 new development and redevelopment to provide pedestrian and bicycle facilities to include trails, sidewalks, and street crossings.

• 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 use 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 as recommended whenever and wherever a watershed management plan exists.

• Protect wetlands and environmental quality corridors.

- Encourage the conservation of existing urban forest assets.
- Utilize Low Impact Development (LID) practices in development and redevelopment projects as recommended whenever and wherever a watershed management plan exists.
- Encourage reductions in the amount of imperviousness as recommended whenever and wherever a watershed management plan exists.
- Discourage development or redevelopment in Resource Protection Areas (RPA's) and floodplains.

Environment

The Mount Vernon Planning District includes substantial portions of ~~is located within is located withinthe watersheds of watersheds of~~ Cameron Run, Belle Haven, Little Hunting Creek, and Dogue Creek watersheds. In order to restore its streams, meet state and federal water quality standards, and its commitments to clean up the Chesapeake Bay, Fairfax County is developing watershed management plans to reduce pollution due to phosphorous, nitrogen, and sediment flowing into it is waterways. Plans for the Little Hunting Creek and Cameron Run watersheds are complete and have been adopted by the Board of Supervisors. Plans for the Belle Haven and Dogue Creek watersheds are nearing completion. The watershed plans include specific improvement in stormwater facilities and management, including low impact development practices (LID), 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 rezoning and development review processes.

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," as recommended in the approved watershed management plans. 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 environmentally 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 hydorcarbons. 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.

8/22/09

Attachment #3

PART 6: JUSTIFICATION

Some of the existing language in the Planning Objectives (page 3) and Environment (page 12) for the Richmond Highway Corridor Area is out-of-date. This nomination will bring the language up-to-date and make it more accurate re pedestrian safety, tree cover, trails and sidewalks, watershed management plans, and low impact development.

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICTS: LEE, MOUNT VERNON **APR ITEM:** 09-IV-11MV

NOMINATOR:	Patrick Rea, Mount Vernon Council of Citizens' Associations
ACREAGE:	N/A
TAX MAP I.D. NUMBERS:	N/A
GENERAL LOCATION:	Area generally surrounding Richmond Highway from the City of Alexandria boundary to the Woodlawn Plantation.
PLANNING AREA:	IV
District:	Mount Vernon
Sectors:	Huntington (MV1), Hybla Valley (MV2), Greater Belle Haven (MV3), Groveton (MV5), Fort Hunt (MV6), Mount Vernon (MV7), and Woodlawn (MV8)
Special Areas:	North Gateway, Penn Daw, Beacon Groveton, Hybla Valley/Gum Springs, South County Center, and Woodlawn Community Business Centers (CBCs)
ADOPTED PLAN MAP:	N/A
ADOPTED PLAN TEXT:	The Richmond Highway Corridor Area plan seeks to promote revitalization and redevelopment while maintaining an acceptable land use and transportation balance.
For complete plan text see	http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf
PROPOSED PLAN AMENDMENT:	Strengthen recommendations to reduce stormwater runoff and be consistent with county watershed plans. Add specific text encouraging development incentives and reducing roadway width to achieve these goals.

SUMMARY OF STAFF RECOMMENDATION

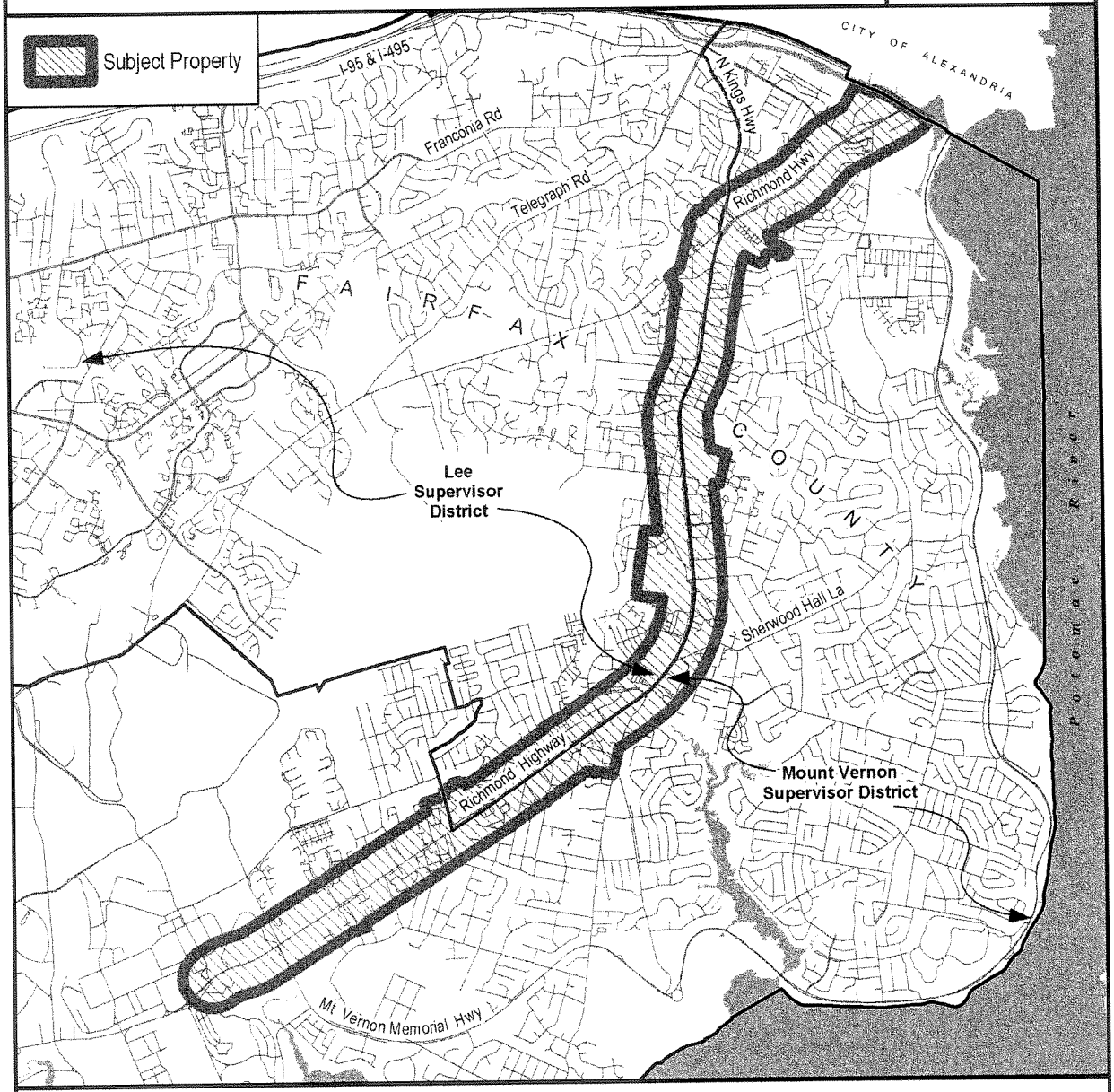
___ Approve Nomination as submitted
_X_ Approve Staff Alternative
___ Retain Adopted Plan

Staff agrees with the general intent of the proposed nomination but the manner in which the proposed Plan text is written may result in creating new policies that cannot be practically implemented. Therefore, staff is proposing alternative language that addresses the nominator's intent while adding clarity. Staff does not support the nominated recommendations regarding service drives and road widening projects.

LOCATION MAP FOR SUBJECT PROPERTY

THE SUBJECT PROPERTY FOR 09-IV-11MV IS COMPRISED OF THE RICHMOND HIGHWAY CORRIDOR. THE RICHMOND HIGHWAY CORRIDOR IS IN BOTH THE MT. VERNON AND LEE SUPERVISOR DISTRICTS

2009-2010 SOUTH COUNTY APR #
09-IV-11MV
MT. VERNON & LEE



Subject Property Current Plan: Richmond Highway Corridor Area plan seeks to promote revitalization and redevelopment while maintaining an acceptable land use and transportation balance.

Nominated Plan Change: Strengthen recommendations to reduce stormwater runoff and be consistent with county watershed plans.

Staff Recommendation: Approve staff alternative to better reflect the role of the Comprehensive Plan in promoting stormwater management.

1 MILE

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
BASE MAP DATA CURRENT TO MARCH 2010

CONTEXT

General Location

The nomination consists of the area generally surrounding Richmond Highway from the City of Alexandria boundary to the Woodlawn Plantation.

Existing and Planned Land Use and Zoning

The subject area includes the general area surrounding a seven and one-half mile stretch of the Richmond Highway Corridor, extending from the City of Alexandria boundary to the Woodlawn Plantation. The area primarily contains commercial uses, such as local-serving retail uses, which are located in a number of community and neighborhood shopping centers, and free-standing and strip commercial uses. The majority of these commercial uses are uncoordinated and characterized by large setbacks from the roadway that contain surface parking. The Corridor also contains townhouse-style and some mid-rise offices and hotels. A wide variety of residential uses are located along the corridor as well from mobile home parks to high-rise residential uses near the Alexandria border. A variety of zoning classifications exist throughout the corridor, including C-2, C-3, C-5, C-6, C-8, PDH-5, PDH-8, PDH-12, PDH-16, PDH-30, PDH-40, PRM, R-1, R-2, R-3, R-4, R-5, R-8, R-12, R-16, R-20, R-30, and R-MHP. Additionally, many parcels lie within the Richmond Highway Commercial Revitalization District and the Highway Corridor Overlay District.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, as amended through 9-22-08; Land Use, Redevelopment Section, page 6:

> "**Objective 9: Non-residential redevelopment should be in accord with the recommendations of the Comprehensive Plan.**
>
> Policy d. Optimize stormwater management and water quality controls and practices for non-residential redevelopment consistent with revitalization goals."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, as amended through 2-25-08; Environment, Water Quality Section, pages 7-9:

> "**Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**
>
> Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the

County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created.

- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.

- Where feasible, convey drainage from impervious areas into pervious areas.

- Encourage cluster development when designed to maximize protection of ecologically valuable land.

- Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.

- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.

- Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.

- Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with County and State requirements.

- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.

- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements.

- Encourage shared parking between adjacent land uses where permitted.

- Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.

- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements.

Policy l. In order to augment the EQC system, encourage protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation

Ordinance) and Environmental Quality Corridors. To the extent feasible in consideration of overall site design, stormwater management needs and opportunities, and other Comprehensive Plan guidance, establish boundaries of these buffer areas consistent with the guidelines for designation of the stream valley component of the EQC system as set forth in Objective 9 of this section of the *Policy Plan*. Where applicable, pursue commitments to restoration of degraded stream channels and riparian buffer areas.

Policy m. Support watershed management planning and consider any watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions.

Policy n. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals."

NOMINATED PLAN AMENDMENT

This nomination proposes to add language to the Land Use and Transportation sections of the Richmond Highway Corridor plan to reduce stormwater runoff, consistent with County watershed plans. To the Character section of the Plan, the nomination would add language stating that development in the corridor has degraded the area's watersheds. A land use recommendation to provide incentives to reduce stormwater runoff and imperviousness would be added with this nomination. Additionally, transportation recommendations are proposed that involve removing some service drives and recommending that road widening projects better control runoff from existing paved areas. The complete nomination is shown as Attachment I.

ANALYSIS

Fairfax County is currently in the process of creating watershed plans for each watershed in its boundaries. The Little Hunting Creek Watershed Management Plan was approved by the Board of Supervisors on February 5, 2005 and the Cameron Run Watershed Management Plan was approved by the Board of Supervisors on August 6, 2007. These plans, which cover part of the Richmond Highway Corridor, outline a number of actions to be taken that would improve the quality of the Little Hunting Creek and Cameron Run watersheds. The county has not yet moved to the implementation phase of the Watershed Plans, pending the completion of plans for other watersheds. Additional watersheds in the Richmond Highway Corridor include the Dogue Creek and Belle Haven Watersheds.

The nomination proposes to add text stating that incentives for development and redevelopment to better control stormwater runoff and reduce imperviousness should be offered. Staff believes that this language may be too prescriptive and is outside of the Plan's role as a guiding document. The nomination also proposes text in the Transportation section related to controlling runoff along service drives and at road widening projects. Existing Plan language does not preclude the removal and conversion of unneeded service drives to pervious surface. Service drives are intended to improve traffic flow and access to private property. The proposed text seems to suggest that the service drives should be removed without consideration of this purpose.

Additionally, road widening projects are undertaken by the Virginia Department of Transportation (VDOT) in accordance with their own policies and regulations. The Comprehensive Plan does not hold influence over VDOT's policies; therefore, the nominated language regarding road widening projects may be in conflict with these policies.

RECOMMENDATION

The proposed nomination contains language that seeks to achieve better control over stormwater runoff in the Richmond Highway Corridor. Staff recommends approval of a staff alternative to better reflect the role of the Comprehensive Plan in promoting stormwater management. The language proposed in the staff alternative removes that which is not enforceable through the Comprehensive Plan, replacing it with more general guidance that promotes better control of stormwater runoff in the Richmond Highway Corridor. Language stating that incentives to reduce imperviousness should be provided to developers is replaced with less prescriptive language, reflecting the Comprehensive Plan's role as a guiding document. Proposed transportation recommendations regarding service drives have been removed, since language addressing low impact development practices for the entire corridor is proposed. Likewise, proposed recommendations regarding road widening projects have been removed, since VDOT undertakes these projects in accordance with their own policies and regulations.

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~~.

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

- "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, page 27:

- "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."

NOTE: The Comprehensive Plan Map would not change.

ATTACHMENT I

NOMINATED PLAN TEXT – 09-IV-11MV

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

Additions are shown underlined and deletions are shown with a ~~strikethrough~~.

"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 aquifer recharge."

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

- "Offer incentives for development and redevelopment projects to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor."

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

"Transportation

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

- Provide improved traffic circulation and traffic safety during both peak and non-peak hours;
- Maximize the efficiency of existing highway facilities to move people and goods;
- Promote the increased use of ridesharing and public transportation to reduce reliance on automobiles; and
- Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ~~ecology~~ water quality of the district.

Service drive construction should not generally be required where interparcel access can be provided between adjacent development areas. ~~Existing service drives should be replaced wherever possible.~~ In order to achieve improved stormwater controls, existing

service drives or portions that are no longer needed should be removed to reduce the impervious footprint. Consideration should be given to converting them to bioretention or vegetated and treed swales that could serve as landscaping features, and that would control and treat stormwater. Highway right-of-way dedication or the "reservation" of right-of-way will be required where necessary.

Road widening projects should better control the runoff from existing paved areas that lack stormwater management controls. Such projects should reduce the existing peak runoff rate, as permitted by Virginia regulations upon request of the DCR in areas that have adopted a watershed management plan. Improvements in the control of stormwater runoff from the Richmond Highway should be achieved using LID techniques and installing structural BMPs along the proposed corridor."

This Page Intentionally Left Blank

Richmond Highway

APR

2009-2010 SOUTH COUNTY AREA PLANS

APR# 09-IV-11MV

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Patrick Rea Daytime Phone: 703-385-3322

Address: ~~9302 Lee Hwy, Fairfax~~ PO Box 203
Mt. Vernon, Va 22121

Nominator E-mail Address: prea1@cox.net

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 9-28-09 cor
Planning District: MV
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐ Braddock ☒ Lee ☐ Mason ☒ Mount Vernon ☐ Springfield

Total number of parcels nominated: N.A.

Total aggregate size of all nominated parcels (in acres and square feet): N.A. acres _____ square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒ Yes ☐ No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Richmond Highway Corridor is envisioned to contain 6 Community Business Centers of medium intensity, community-serving retail, residential, and mixed uses, with primarily residential Suburban Neighborhoods between them. High intensity uses are allowed in Beacon Groveton and Penn Daw CBCs if conditions in the Plan are met. (pp.23-73.)

b. CURRENT PLAN MAP RECOMMENDATION: N.A.

c. CURRENT ZONING DESIGNATION: N.A.

Continued

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Strengthen environmental recommendations of Plan for Richmond Hwy Corridor to reduce stormwater runoff and be consistent with watershed plans. See Att. A-B.

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

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

g. TOTAL Floor Area Ratio (FAR) Proposed: N.A. TOTAL Gross Square Feet: N.A.

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
N.A.					

NOMINATION. Richmond Highway Corridor

ATTACHMENT A. Revise and strengthen land use and transportation recommendations of the Plan for Richmond Highway Corridor to reduce stormwater runoff, be consistent with county watershed plans, and support the Policy Plan's environmental objective 2, policy k.

1. Revise and update the description of the Richmond Highway Corridor Area to reflect current knowledge about environmental impacts, esp. on water quality. To the following existing paragraph (p. 25),

   > 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.

   add

   > Development in the Richmond Corridor has degraded all three of these watersheds by increasing stormwater runoff from impervious surfaces and decreasing aquifer recharge.

2. Add a land use recommendation to p. 27:
   - Offer incentives for development and redevelopment projects to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor.

   Possible incentives to be created were recommended by the Little Hunting Creek Watershed Plan and are described in Attachment B. It is recommended that an overlay district, as suggested by the watershed plan, be created to implement these changes in the Richmond Highway Corridor as soon as possible, without waiting for county-wide changes in policy. The urgency is due to the inadequacy of stormwater controls in the Richmond Highway Corridor and consequent damage to three watersheds, the Potomac River, and the Chesapeake Bay.

3. Revise and expand transportation recommendations for Richmond Highway Corridor to achieve better control over stormwater runoff from highways and roads. Recommended changes to existing text on p. 27 are shown below:

   - Minimize the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ~~ecology~~ water quality of the district.
   - Service drive construction should not generally be required where interparcel access can be provided between adjacent development areas. ~~Existing service drives should be replaced wherever possible.~~ In order to achieve improved stormwater controls, existing service drives or portions that are no longer needed should be removed to reduce the impervious footprint. Consideration should be given to converting them to bioretention or vegetated and treed swales that could serve as landscaping features, and that would control and treat stormwater. Highway right-of-way dedication or the "reservation" of right-of-way will be required where necessary.

- Road widening projects should better control the runoff from existing paved areas that lack stormwater management controls. Such projects should reduce the existing peak runoff rate, as permitted by Virginia regulations upon request of the DCR in areas that have adopted a watershed management plan. Improvements in the control of stormwater runoff from the Richmond Highway should be achieved using LID techniques and installing structural BMPs along the proposed corridor.

ATTACHMENT B. Possible incentives for developers to reduce imperviousness and better control stormwater runoff through e.g., implementation of Low Impact Development (LID) practices in development and redevelopment projects. Incentives for reductions in stormwater runoff were recommended by the Little Hunting Creek Watershed Management Plan (see Chapter 5) and should be adopted soon, possibly by creating an overlay district for the Richmond Highway Corridor.

- Incentives that should be considered include:
  - Expedited review for developers who include a minimum percentage of conservation design techniques, low-impact development features, or green technologies in their site plans.
  - Incentives for developers who exceed the minimum runoff reduction standard, e.g.
    - Zero setbacks on one side of a building
    - Reduce parking requirement minimums for commercial developments.
    - Provide for an additional story on buildings by way of FAR and bulk plane provisions.
    - If a stormwater user fee is initiated, provide reduced rates to LID sites.
    - Density bonuses to allow increase in FAR for commercial construction, without increasing the building footprint .
- Additional measures to achieve better control of stormwater runoff from redeveloped sites:
  - Add a parking maximum so that parking is not overbuilt.
  - Reduce post-development runoff rate and volume a targeted percentage below the pre-development runoff rate and volume. The Little Hunting Creek watershed plan adopted 10% as the targeted net reduction in stormwater runoff because it is (1) achievable with minimum expense yet (2) sufficient to provide a significant benefit to downstream areas. Over time, as a commercial property is repeatedly re-developed, its "stormwater footprint" will continue to shrink.
- When rezoning from residential to commercial, the developer should be expected to achieve a peak runoff after development no higher than would be experienced from the same site if it were in "good forested" condition.

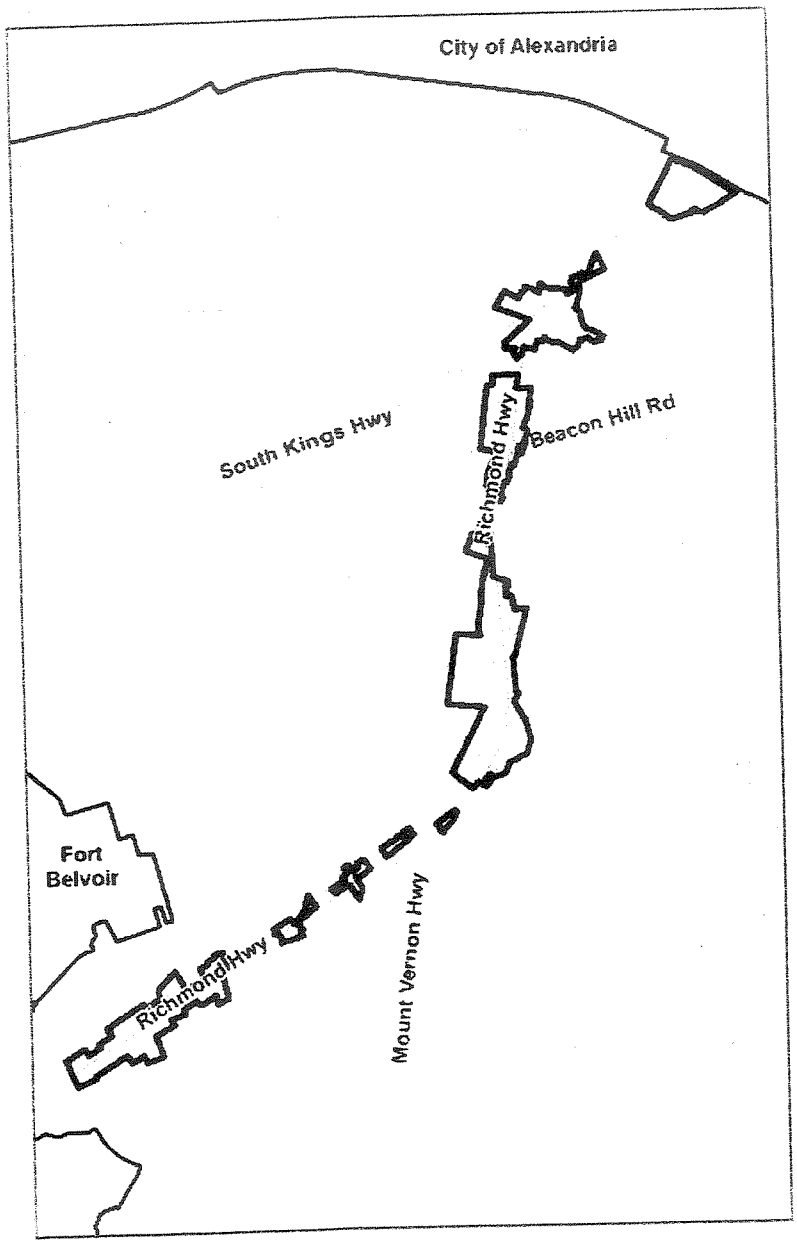
ATTACHMENT C. Justification

The Richmond Highway Corridor recommendations of the Comprehensive Plan need to be updated to reflect the county's adoption of the Little Hunting Creek and Cameron Run watershed management plans, to stop the harmful effects of stormwater runoff in three watersheds, and to support the Policy Plan's environmental objective 2, policy k.

Because most of the Richmond Highway Corridor was developed before Fairfax County had adopted stormwater controls, and because it has a high degree of imperviousness, the Richmond Highway Corridor has very damaging effects on the three watersheds that drain it. Currently, redevelopers are not required to reduce runoff below levels of previous development, so past inadequate controls are perpetuated. The condition of two of the three watersheds is the worst of any in the county; according to the 2005 Stream Physical Assessment, Little Hunting Creek and Belle Haven are the only two watersheds in the county with a habitat rating of poor. Habitat in the other 28 watersheds is rated fair or better. (Dogue Creek watershed is rated fair.) Stormwater controls and reductions in imperviousness are needed to halt and reverse the damage to Little Hunting Creek, Cameron Run, and Dogue Creek, and their tributaries.

This nomination should be adopted for Richmond Highway Corridor as soon as possible, rather than waiting for all 30 watershed plans to be completed and evaluated and county-wide policy changes to be adopted. Quick adoption might be accomplished by creating an overlay district for Richmond Highway Corridor . This would allow Fairfax County to begin to achieve improvements in water quality in its most damaged streams more quickly and help meet its Chesapeake Bay commitments sooner by taking advantage of opportunities afforded by redevelopment projects in this highly developed part of the county. The Southeast Fairfax Development Corporation conservatively estimates that approximately 25% of the commercial properties in the corridor may be redeveloped in the next 25 years.

The proposed changes would better achieve environmental objective 2, policy k of the Policy Plan, ("For new development and redevelopment, apply better site design and low impact development (LID) techniques...and pursue commitments to reduce stormwater runoff volumes and peak flows...") than what is in the current Plan. Improvements in control of stormwater are essential to enable Fairfax County to meet its obligations and commitments to improve the health of the Chesapeake Bay.


City of Alexandria
South Kings Hwy
Richmond Hwy
Beacon Hill Rd
Fort
Belvoir
Richmond Hwy
Mount Vernon Hwy

This Page Intentionally Left Blank

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICTS: LEE, MOUNT VERNON

APR ITEM: 09-IV-12MV
09-IV-14MV

NOMINATOR: Patrick Rea, Mount Vernon Council of Citizens' Associations

ACREAGE:
12MV: 121.72
14MV: 75.97

TAX MAP I.D. NUMBERS:
12MV: 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
14MV: 92-2 ((1)) 13A,16I; 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) All

GENERAL LOCATION:
12MV: West side of Richmond Highway, generally near Fordson Road intersection.
14MV: West and east side of Richmond Highway, generally near Beacon Hill Road intersection.

PLANNING AREA: IV
Districts: Mount Vernon
Sectors:
12MV: Hybla Valley (MV2), Greater Belle Haven (MV3), Groveton (MV5)
14MV: Hybla Valley (MV2)
Special Areas:
12MV: Hybla Valley/Gum Springs CBC, Land Unit C, Sub-Units D-1, D-2, D-3, D-4
14MV: Beacon/Groveton CBC

ADOPTED PLAN MAP:
12MV: Retail and other, residential 8-12 dwelling units per acre (du/ac), residential 16-20 du/ac
14MV: Residential 2-3 du/ac, residential 3-4 du/ac, office, retail and other, alternative uses

ADOPTED PLAN TEXT: **12MV:** Land Unit recommendations for the Hybla Valley/Gum Springs CBC address conditions for redevelopment.
14MV: Land Unit recommendations for the Beacon/Groveton CBC address conditions for redevelopment.

For complete plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf

PROPOSED PLAN AMENDMENTS: Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations. The complete nominated text is shown in Attachments I and II.

SUMMARY OF STAFF RECOMMENDATION

12MV:
___ Approve Nomination as submitted
_x_ Approve Staff Alternative
___ Retain Adopted Plan

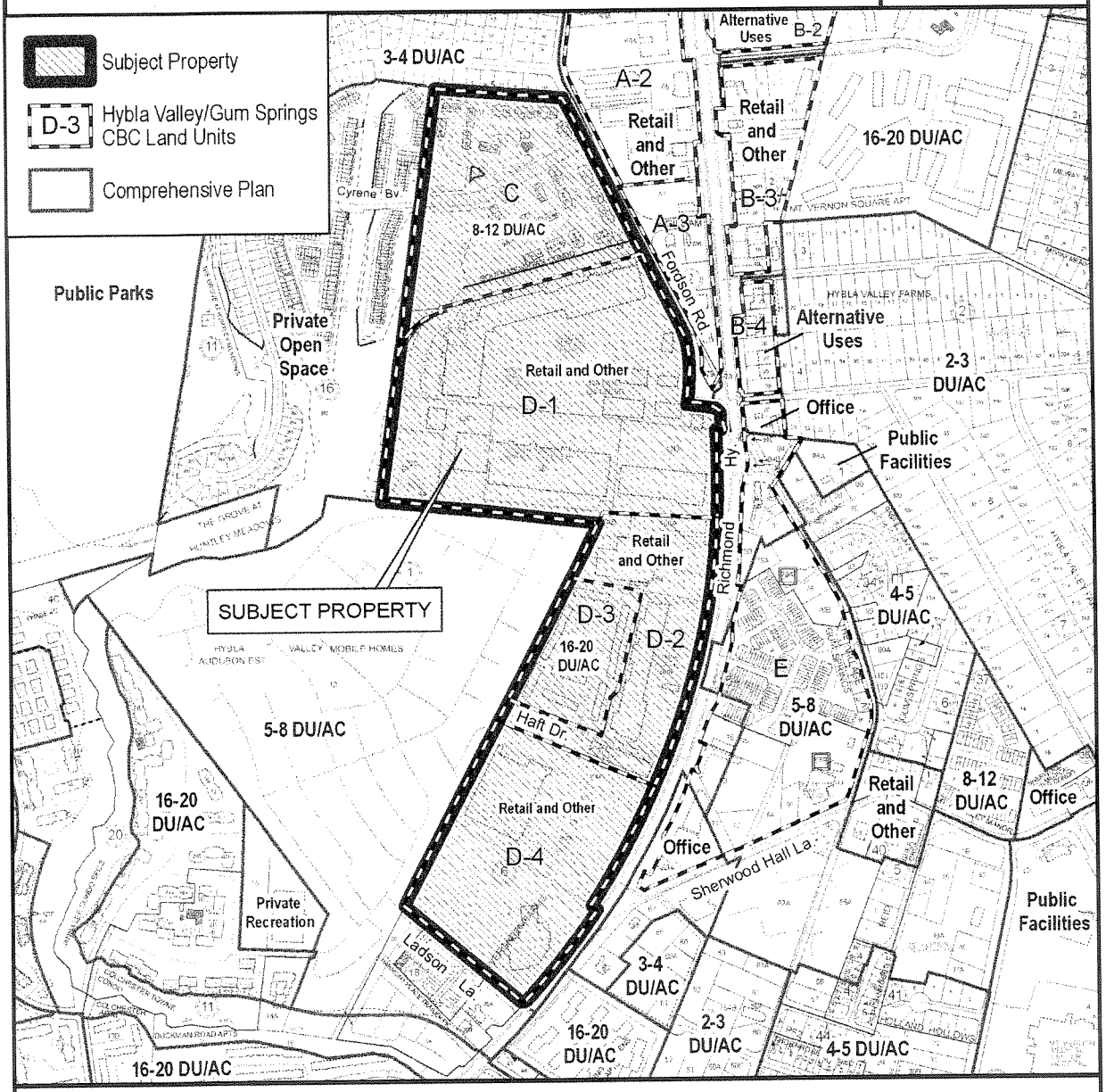
14MV:
___ Approve Nomination as submitted
_x_ Approve Staff Alternative
___ Retain Adopted Plan

Staff agrees with the general intent of the proposed nomination, but some proposed recommendations may interfere with redevelopment along Richmond Highway. General references to the watershed planning process are supported; however, the proposed incorporation of these references into the Mount Vernon Planning District overview text in APR 09-IV-7MV nullifies the need for references within individual Land Unit recommendations. Staff proposes alternative language that it feels addresses the nominator's intent while adding clarity.

CURRENT PLAN AND NOMINATED PLAN CHANGE

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

2009-2010 SOUTH COUNTY APR #
09-IV-12MV
LEE



Subject Property Current Plan: Land Unit recommendations for Hybla Valley/Gum Springs CBC address conditions for redevelopment.

Nominated Plan Change: Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations.

Staff Recommendation: Approve staff alternative to better reflect the role of the Comprehensive Plan in promoting stormwater management and environmental protection and restoration through the development process.

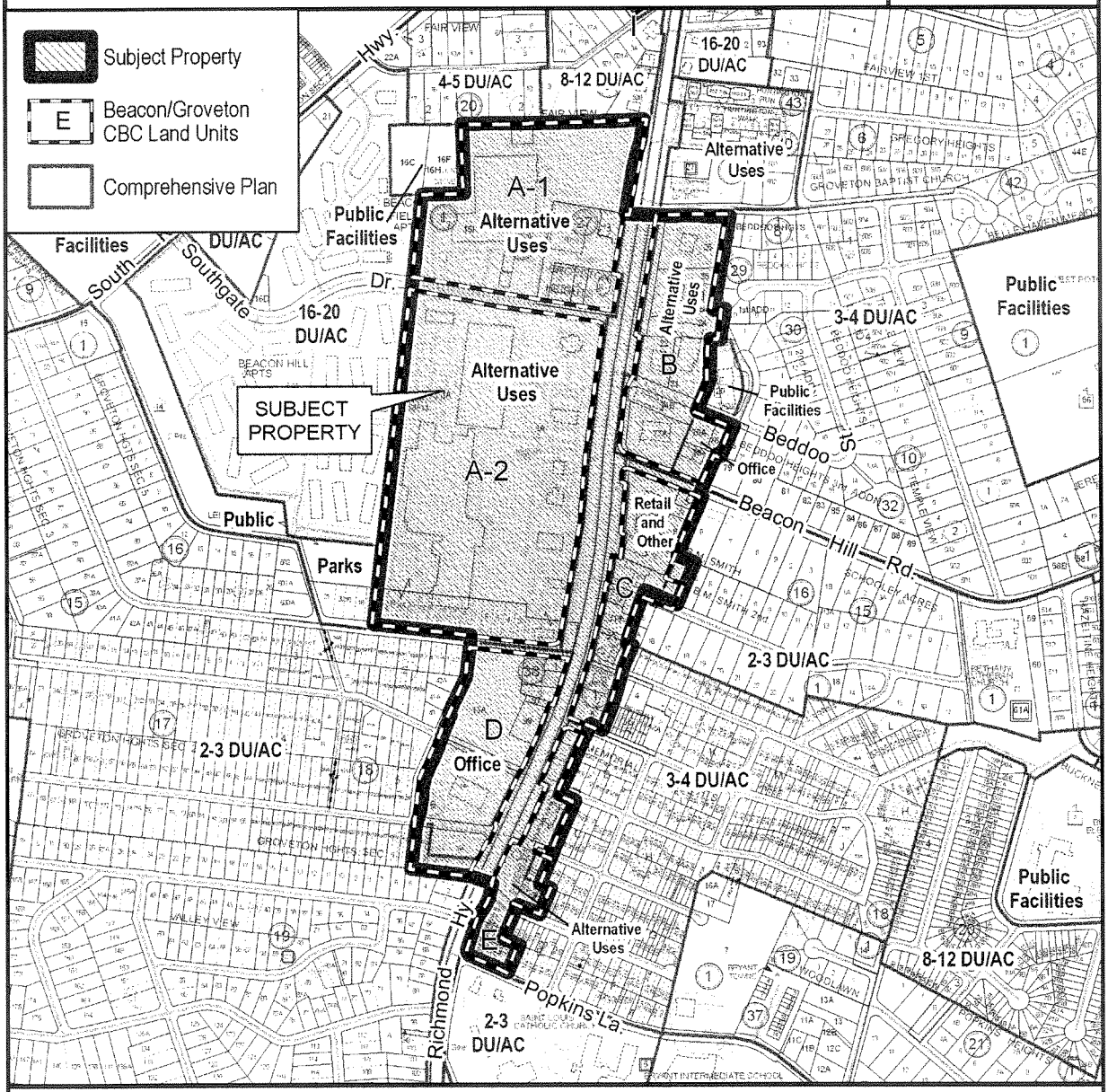
800 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CURRENT PLAN AND NOMINATED PLAN CHANGE

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

2009-2010 SOUTH COUNTY APR #
09-IV-14MV
LEE; MT VERNON



Subject Property Current Plan: Land Unit recommendations for Beacon/Groveton CBC address conditions for redevelopment.

Nominated Plan Change: Add text to control stormwater runoff and employ LID practices consistent with watershed plan recommendations.

Staff Recommendation: Approve staff alternative to better reflect the role of the Comprehensive Plan in promoting stormwater management and environmental protection and restoration through the development process.

700 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO MARCH 2010

CONTEXT

General Location

The nomination is located west of Backlick Road, east of Rolling Road, and north of the Fairfax County Parkway (under construction).

Existing and Planned Land Use and Zoning

***Subject Properties*:** The subject areas are both Community Business Centers (CBCs) along the Richmond Highway Corridor. Nomination 12 MV consists of Land Unit C and Sub-units D-1, D-2, D-3, and D-4 of the Hybla Valley/Gum Springs CBC. The Mount Vernon Plaza and the South Valley Shopping Center comprise the focal point of the subject area, providing over 550,000 square feet of retail space. These centers are set back from the highway and are characterized by great expanses of parking lot frontage and poorly designed circulation patterns. Plan recommendations envision this area as a well-designed mix of uses that will become a lively local activity center. Residential and retail uses are present in the rest of the subject area along Richmond Highway.

Nomination 14 MV addresses the Beacon/Groveton CBC, which is focused on the Beacon Mall community shopping center. Office uses exist in the Metrocall building on the corner of Beddoo Street, Groveton Street and Richmond Highway. A variety of retail operations continue to the north of Beacon Mall. These large retail centers on the west side of Richmond Highway provide an opportunity for redevelopment, design and appearance enhancements, and access and circulation improvements. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project for the entire mall site and the retail center located to the north of Beacon Mall. The Groveton redevelopment site is planned for redevelopment to office space with an option for high density residential use with office and support retail. Office and retail uses are planned for the east side of Richmond Highway. Intensities and heights on the east side of Richmond Highway are limited by the shallow depths and adjacent residential neighborhoods.

Adjacent Area:
12MV
North: The single-family homes to the north of the subject property are planned for residential use at 3-4 du/ac and are zoned R-4.
South: The area to the south of the subject property is planned for residential use at a density of 5-8 du/ac with an option for residential use at 8-12 du/ac as a part of Area 1 of the Suburban Neighborhood Areas between Hybla Valley/Gum Springs and South County Center CBCs. This area contains mobile homes, townhomes, and retail uses and is zoned R-3, R-12, and C-8.
East: Land to the east across Fordson Road and Richmond Highway contains a variety of residential and commercial uses. Sub-unit A-3 of the Hybla Valley/Gum Springs CBC is located in the triangular area north of the intersection of Fordson Road and Richmond Highway and is planned for retail use up to .50 FAR. With substantial consolidation, this area is planned for retail and/or office uses with an intensity up to .70 FAR. The Village at Gum Springs townhouse

community, developed at 12-16 dwelling units per acre, and the Gum Springs Center, a neighborhood serving retail center, are located across from the subject property in Land Unit E. Existing and proposed land uses within the Gum Springs Conservation Area should develop in accordance with the Gum Springs Neighborhood Improvement Program and Conservation Plan. These areas are zoned C-8, R-2, R-8, and R-20.
West: Land to the west of the subject property is planned for residential use at 5-8 du/ac and private open space. These areas are developed with the Valley Mobile Homes and The Grove at Huntley Meadow townhomes, and are zoned R-MHP and PDH-8.

14MV
North: Single- and multi-family residential uses are located to the north of the Beacon-Groveton CBC. Land on the west side of Richmond Highway is in Area 1 of the Suburban Neighborhood Areas between Penn Daw and Beacon/Groveton CBCs and is planned for residential use at a density of 4-5 du/ac and 8-12 du/ac. This area is zoned R-2, C-2, and C-8. Land on the east side of Richmond Highway is in Area 3 of the Suburban Neighborhood Areas between Penn Daw and Beacon/Groveton CBCs and is planned for residential use at 8-12 du/ac and 16-20 du/ac, or office use up to an intensity of .50 FAR. This area is zoned R-4, R-20, R-30, and C-8.
South: Single-family homes and the church to the south of the subject property are planned for residential use at 2-3 du/ac, and are zoned R-2.
East: The area to the east of the subject property primarily consists of single-family homes that are planned for residential use at 2-3 du/ac and 3-4 du/ac. This area is zoned R-3 and R-4.
West: Single-family homes and garden apartments are located to the west of the subject property. These areas are planned for residential use at 2-3 du/ac and 16-20 du/ac, and are zoned R-2 and R-20.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, as amended through 9-22-08; Land Use, Redevelopment Section, page 6:

> "**Objective 9: Non-residential redevelopment should be in accord with the recommendations of the Comprehensive Plan.**
>
> Policy d. Optimize stormwater management and water quality controls and practices for non-residential redevelopment consistent with revitalization goals."

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, as amended through 2-25-08; Environment, Water Quality Section, pages 7-9:

> "**Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.**
>
> Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase

groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created.

- Site buildings to minimize impervious cover associated with driveways and parking areas and to encourage tree preservation.

- Where feasible, convey drainage from impervious areas into pervious areas.

- Encourage cluster development when designed to maximize protection of ecologically valuable land.

- Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.

- Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.

- Where appropriate, use protective easements in areas outside of private residential lots as a mechanism to protect wooded areas and steep slopes.

- Encourage the use of open ditch road sections and minimize subdivision street lengths, widths, use of curb and gutter sections, and overall impervious cover within cul-de-sacs, consistent with County and State requirements.

- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.

- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements.

- Encourage shared parking between adjacent land uses where permitted.

- Where feasible and appropriate, encourage the use of pervious parking surfaces in low-use parking areas.

- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements.

Policy l. In order to augment the EQC system, encourage protection of stream channels and associated vegetated riparian buffer areas along stream channels upstream of Resource Protection Areas (as designated pursuant to the Chesapeake Bay Preservation Ordinance) and Environmental Quality Corridors. To the extent feasible in consideration of overall site design, stormwater management needs and opportunities, and other Comprehensive Plan guidance, establish boundaries of these buffer areas consistent with the guidelines for designation of the stream valley component of the EQC system as set forth in Objective 9 of this section of the *Policy Plan.* Where applicable, pursue commitments to restoration of degraded stream channels and riparian buffer areas.

Policy m. Support watershed management planning and consider any watershed management plans that are adopted or endorsed by the Board of Supervisors as a factor in making land use decisions.

Policy n. Optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals."

NOMINATED PLAN AMENDMENTS

Both nominations propose to add language to each land unit to better control stormwater runoff consistent with the approved watershed plans. Nomination 12MV would add "Provide mitigation of existing stormwater impacts" as a condition for Sub-units A-1 and A-2, and Land Units B, D, and E. Additional text would be added to Land Units C and D to achieve better stormwater runoff control and add more flexibility for stormwater management techniques. Language encouraging the consideration of commercial Low Impact Development (LID) techniques would be added to Sub-Units A-1 and A-2.

Nomination 14MV would add language to all of the land units that would recommend consultation of the Little Hunting Creek Watershed Management Plan, consistent with the Policy Plan, environmental objective 2, policy m. Additionally, language encouraging the consideration of commercial Low Impact Development (LID) techniques would be added to Sub-units D-1, D-2, and D-4. Mitigation of existing stormwater impacts would be added as a condition for increased density to Land Unit C and Sub-unit D-1, along with the restoration of riparian buffers in Land Unit C.

ANALYSIS

Nomination 12MV is within the Little Hunting Creek watershed, and nomination 14MV is within the Little Hunting Creek, Belle Haven, and Cameron Run watersheds. Fairfax County is currently in the process of creating watershed plans for each watershed in its boundaries. The Little Hunting Creek Watershed Management Plan was approved by the Board of Supervisors on February 5, 2005 and the Cameron Run Watershed Management Plan was approved by the Board of Supervisors on August 6, 2007. These plans, which cover part of the Richmond Highway Corridor, outline a number of actions to be taken that would improve the quality of the

Little Hunting Creek and Cameron Run watersheds. The county has not yet moved to the implementation phase of the Watershed Plans, pending the completion of plans for other watersheds.

The nomination proposes to add references to watershed management plan recommendations to the guidance contained within the Comprehensive Plan. While staff supports general references to the watershed planning process, reference to this process is already proposed for the entire Mount Vernon Planning District in APR 09-IV-7MV. In both nominations, language is proposed that calls for mitigation of existing stormwater impacts. A balance between environmental expectations and redevelopment opportunities is important in the Richmond Highway Corridor, and the proposed language may make redevelopment projects significantly more costly, thereby discouraging revitalization. Likewise, a recommendation in nomination 12MV to remove development from Resource Protection Areas (RPA) may be prohibitive, and the fact that these areas have a developed character makes them less environmentally sensitive than undeveloped RPAs and floodplains. Lastly, the nominations make reference to specific Low Impact Development (LID) projects. Generalized language that encourages LID techniques in these land units would be more appropriate.

RECOMMENDATION

The proposed nominations contain language that seeks to achieve better control over stormwater runoff in the Hybla Valley/Gum Springs and Beacon-Groveton CBCs. For both nominations, staff recommends approval of a staff alternative to better reflect the role of the Comprehensive Plan in promoting stormwater management and environmental protection and restoration through the development process. Language from the nomination that is unclear in its scope such that it may suggest a significant increase in difficulty for redevelopment has been omitted or modified, as has been other text for which alternative wording would add clarity.

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN – 09-IV-12MV

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 Area, Hybla Valley/Gum Springs CBC, 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."

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 CBC, 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 CBC, 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."

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 CBC, 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"

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 CBC, 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 CBC, 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."

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN – 09-IV-14MV

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 Area, Beacon-Groveton CBC, Sub-unit A-1, add new bullet point, page 40:

- "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 CBC, Land Unit B, add new bullet point, page 41:

- "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 CBC, 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 CBC, 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 CBC, Land Unit D, add new bullet point, page 43:

- "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 CBC, Land Unit E, add new bullet point, page 43:

- "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."

NOTE: The Comprehensive Plan Map would not change.

Attachment I

Nominated Plan Text: 09-IV-12MV & 09-IV-14MV

NOMINATED PLAN TEXT – 09-IV-12MV

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, pages 48-50:

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

"**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.

Consistent with the Policy Plan, environmental objective 2, policy m, the Little Hunting Creek Watershed Management Plan should be consulted for this area. Any redevelopment should be removed from Resource Protection Areas.

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:

- Townhouses, at the lower end of the planned density range, buffered by a 60-foot landscaped strip, instead of the required 25-foot strip along the northern edge of the property, are the most dense type of development to occur next to the Hybla Valley subdivision;
- Garden apartments are restricted to the central and southern portions of the tract;
- The quality of construction and appearance of the development are compatible with the Hybla Valley subdivision;
- 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~~ provide mitigation of existing stormwater impacts; ~~and~~
- The stream and riparian buffers of North Little Hunting Creek on the south boundary of this property are restored; and
- Adequate recreational space should be supplied within the project boundaries to serve the needs of the residents.

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.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be implemented in Mount Vernon Plaza and South Valley Shopping Center to control stormwater runoff, and North Little Hunting Creek north and west of Mount Vernon Plaza should be restored. Riparian buffers should be restored to a natural state, and any redevelopment should be removed from Resource Protection Areas.

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:

- Full parcel consolidation is achieved except the Virginia Power substation located on Tax Map parcel 101-2((1))12C;
- A well-integrated mix of uses, including retail, office, hotel and residential uses, is provided. Non-residential development should be oriented toward Richmond Highway with residential uses located toward the middle and rear of the property;
- Effective buffering and screening to adjacent uses is provided and maintained;
- Connecting, safe pedestrian travelways to adjacent land uses are provided;
- Building heights are tapered down toward adjacent residential uses;
- 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 Hybla Valley/Gum Springs Community Business Center should be included. The urban design recommendations found at the end of this Plan are to be used as a guide;
- Structured parking is encouraged;
- Provide an acceptable detailed transportation analysis that identifies transportation improvements required to support the development. The transportation network for this center should provide efficient internal circulation and address access difficulties on or near this site;
- Provide transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, as determined during the development review process;
- Accommodate in the design of the project a future transit station at this site; ~~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.; and

- Provide mitigation of existing stormwater impacts.

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.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be utilized in the Hybla Plaza and Hybla Valley Center to better control stormwater runoff.

Sub-unit D-3

This sub-unit contains the Murraygate Apartments and is planned for residential use at 16-20 dwelling units per acre.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted.

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.

Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan should be consulted for this area. New commercial Low Impact Development (LID) practices should be utilized in the Mulitplex Theater and Walmart sites to better control stormwater runoff."

NOMINATED PLAN TEXT – 09-IV-14MV

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Mount Vernon Planning District, as amended through 3-9-2010, Richmond Highway Corridor Area, pages 40-44:

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

"**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.

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project in this area should be considered.

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:

- Substantial consolidation of parcels is obtained and where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- Intensities and building heights should be tapered to mitigate bulk and height impacts to residential uses to the west and to create a pedestrian-oriented scale along Richmond Highway and Southgate Drive;
- Building design is of high architectural quality and is 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;
- Inclusion of 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 Beacon/Groveton Community Business Center is provided. The urban design recommendations found at the end of this Plan should be used as a guide;
- Effective buffering and screening are provided and maintained for differing adjacent land uses;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to on-site

transit facility and transit service sufficient to mitigate adverse impacts on the adjacent roadway network, are provided as determined during the development review process;

- Access points are 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; and
- 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.
- Provide mitigation of existing stormwater impacts.

Intensity greater than 1.0 FAR may be considered if the following conditions are also met:

- The mix of uses should include at least one-third residential; and
- Transportation improvements necessary to mitigate impacts must be included.

Sub-unit A-2

The area located on the west side of Richmond Highway between Southgate Boulevard and Memorial Street is planned for retail and/or office uses up to .50 FAR.

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project should be considered in Beacon Mall.

As an option and in order to enhance the economic viability of Sub-unit A-2, a well-designed, integrated mix of office, high rise residential, support 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 intermediate option conditions listed for Sub-unit A-1 above are met. Similarly, intensity above 1.0 FAR may be appropriate if the higher option conditions listed for Sub-Unit A-1 are also met. Provide mitigation of existing stormwater impacts.

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:

- Reasonable consolidation of Parcels 93-1((1))21, 24, 25 and 26, and a coordinated development plan is submitted;

- In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the east;
- Aesthetically pleasing buffers between this land unit and the adjacent residential area are provided and maintained;
- Provision of adequate underground, structured or other parking to service all users;
- Roadway improvements are built as needed; and
- Inclusion of appropriate landscaping, streetscaping, and other elements of the urban design recommendations found at the end of this Plan.
- Provide mitigation of existing stormwater impacts.

Tax Map Parcels 93-1((1))75A, 76A and 78 are planned for townhouse-style office use at an intensity of up to .35 FAR to transition to the stable residential neighborhood. An aesthetically pleasing buffering and screening treatment is to be provided and maintained between the office use and the adjacent residential area.

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 and provide and maintain aesthetically pleasing and effective screening and buffering to adjacent residential properties, and should achieve better control of stormwater runoff.

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.

- Complete consolidation of the block bounded by Richmond Highway, Memorial Street, Donora Drive, and Groveton Street is achieved.
- The development includes 70,000 to 90,000 square feet of office and retail use with a minimum of 20,000 square feet of retail use and a minimum of 50,000 square feet of office. A 70,000 square feet office component is desirable.

- Concurrent development of non-residential and residential uses takes place.

- The development proposal creates a mixed-use activity center by providing the following features:

  - Locating buildings close to Richmond Highway;
  - Orienting residential and non-residential uses to sidewalks;
  - Providing streetscape amenities such as street trees, sidewalks, plazas, retail browsing areas, street furniture and landscaping; and
  - Other building elements as described in the Urban Design Recommendations of the Comprehensive Plan for the Richmond Highway Corridor.

- Buildings are designed to step down to form an appropriate transition to adjacent residential properties west of Richmond Highway. To the extent possible, buildings along Richmond Highway should be sited to avoid casting shadows on the residential neighborhood facing Donora Drive. Appropriate landscaping and façade treatment measures are taken to reduce mass and size effect of multi-story structures on this neighborhood.

- Highway noise impact is mitigated through appropriate site and building design, and construction materials.

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

- The existing park and recreation deficiencies are offset through provision of neighborhood park and recreation facilities. Typical facilities may include, but are not necessarily limited to the following:

  - Picnic facilities;
  - Open play areas;
  - Court facilities;
  - Playgrounds and tot lots;
  - Landscaped garden/seating areas; and
  - Activity/game areas.

  In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

- 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.

- Provide mitigation of existing stormwater impacts.

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 townhouse-style office and/or retail use up to .50 FAR with maximum building height of 45 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.
- Provide mitigation of existing stormwater impacts.

Modification to minimum building set back from Richmond Highway may be appropriate in order to further revitalization goals.

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."

Hybla Valley Gum Sp.

Print Form

APR# 09-IV-12MV

APR Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Patrick Rea Daytime Phone: 703-385-3322 X2

Address: c/o MVCCA, P.O. Box 203, Mount Vernon VA 22121

Nominator E-mail Address: prea1@cox.net

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 10-5-09 ARR
Planning District:
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason Mount Vernon ☐Springfield

Total number of parcels nominated: 15 (not counting individual condo unit owners)

Total aggregate size of all nominated parcels (in acres and square feet): 121.72 acres 5,302,123 square feet - INCLUDES CONDO LAND AREA

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: See Attachment A

b. CURRENT PLAN MAP RECOMMENDATION: Retail and other, RESIDENTIAL 8-12 DU/AC, RESIDENTIAL 16-20 DU/AC

c. CURRENT ZONING DESIGNATION: C6, C8, R20, R-12

397

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Control stormwater and employ LID practices in Hybla Valley/Gum Springs CBC, consistent with watershed plan recommendations. See Attachment B.

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

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

g. TOTAL Floor Area Ratio (FAR) Proposed: N.A. TOTAL Gross Square Feet: N.A.

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
See Attachment 1					

Nomination. Hybla Valley Gum Springs CBC

ATTACHMENT A. Current text (p.48-50)

Land unit C of the Hybla Valley/Gum Springs CBC is planned for residential use at 8-12 du/acre, with an option of up to 15 du/acre for high quality development that meets conditions, including that any proposed development should not add to existing drainage problems. Sub-units D-1 (Mt Vernon Plaza and South Valley Shopping Center) and D2 are planned for retail up to .50 FAR, with option in D1 to incorporate multiple uses up to .70 FAR if conditions are met. One condition is mitigation of environmental impact by preserving streams and floodplains as open space and bioengineering approaches to restore them. Sub-unit D-3 is planned for residential use, and sub-unit D-4 (Walmart, multiplex theater) is planned for retail up to .50 FAR.

ATTACHMENT B. Proposed revisions

Add the following for land unit C (p. 48):

> Consistent with the Policy Plan, environmental objective 2, policy m, the Little Hunting Creek Watershed Management Plan should be consulted for this area. Any redevelopment should be removed from Resource Protection Areas.

Modify the first and add the second bullet to the list of conditions for increased density (p. 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~~provide mitigation of existing stormwater impacts;
- The stream and riparian buffers of North Little Hunting Creek on the south boundary of this property are restored.

Add the following for sub-unit D-1 (p. 49):

> Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be implemented in Mount Vernon Plaza and South Valley Shopping Center to control stormwater runoff, and North Little Hunting Creek north and west of Mount Vernon Plaza should be restored. Riparian buffers should be restored to a natural state, and any redevelopment should be removed from Resource Protection Areas.

Add to the list of conditions for increased FAR in this parcel:

- Provide mitigation of existing stormwater impacts

Add the following for sub-unit D-2 (p. 50):

> Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. New commercial Low Impact Development (LID) practices should be utilized in the Hybla Plaza and Hybla Valley Center to better control stormwater runoff.

Add the following for sub-unit D-3 (p. 50):

> Consistent with the Policy Plan, environmental objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted.

Add the following for sub-unit D-4 (50):

> Consistent with the Policy Plan, environmental objective 2, policy m, the Little Hunting Creek Watershed Management Plan should be consulted for this area. New commercial Low Impact

Development (LID) practices should be utilized in the Multiplex Theater and Walmart sites to better control stormwater runoff.

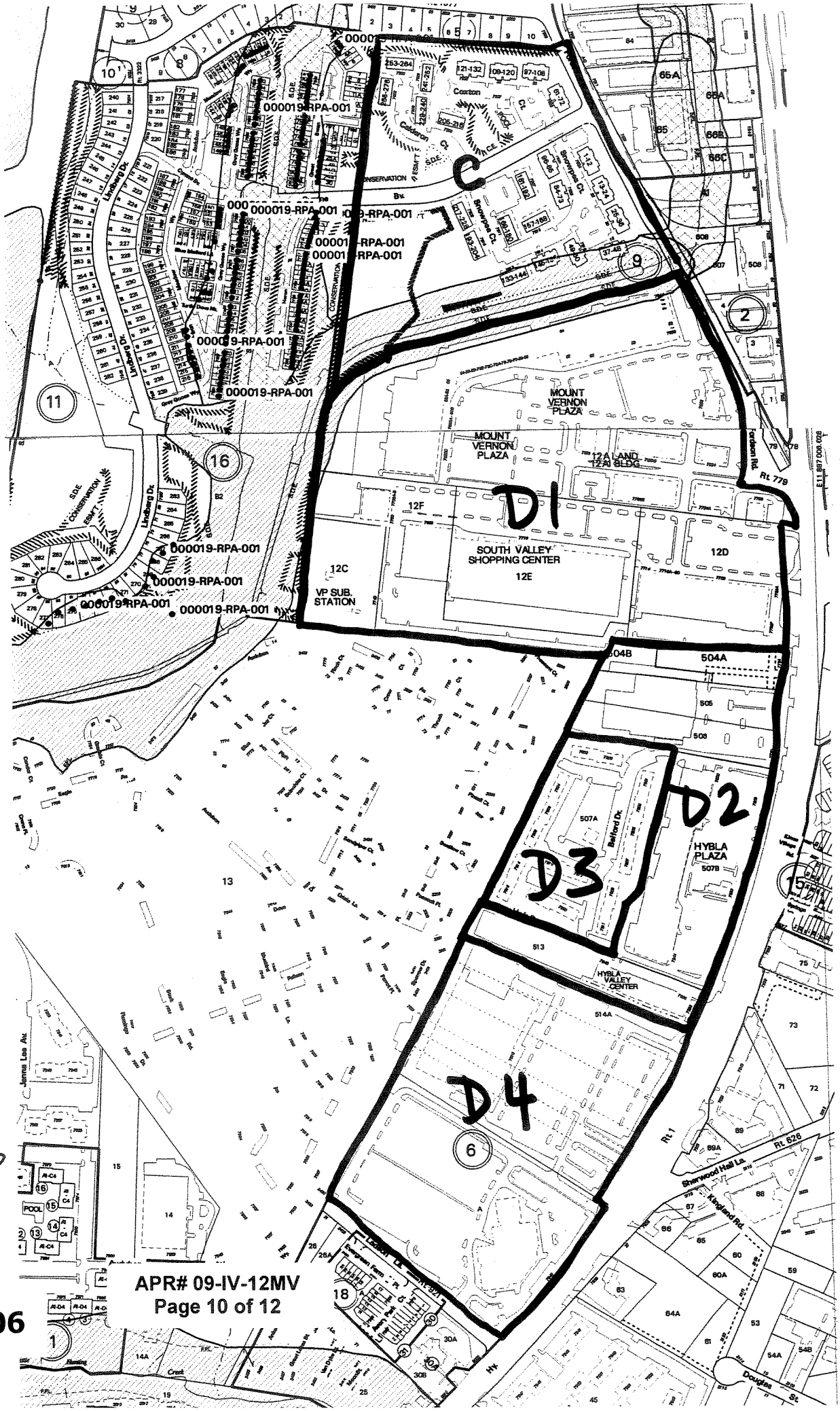
Attachment C. Justification

The Comprehensive Plan needs to be updated to reflect changes in law that affect land use (such as the Chesapeake Bay Preservation Ordinance), to reflect the County's adoption of the Little Hunting Creek Watershed Plan, and to add recommendations that would counter the harmful effects of stormwater runoff from highly impervious sites with inadequate stormwater controls such as sub-units D-1, D-2, D-3, and D-4 in the Hybla Valley/Gum Springs CBC.

The proposed changes would better achieve environmental objective 2, policy k of the Policy Plan ("For new development and redevelopment, apply better site design and low impact development (LID) techniques...and pursue commitments to reduce stormwater runoff volumes and peak flows...") than what is in the current Plan. Improvements in control of stormwater are essential to enable Fairfax County to meet its obligations and commitments to improve the health of the Chesapeake Bay.

Attachment D, nomination for Hybla Valley/Gum Springs. PROPERTY INFORMATION TABLE (Revised)

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
LAND UNIT C					
92-4 09 0001-0276	South Meadows Condominiums (various)	Klingbeil, Powell, and Alnitz Management	6400 Arlington Blvd Falls Church, VA		7009 0080 0002 2475 6079
LAND UNIT D1					
101-2 01 12A	7694 Richmond Hwy	Alvin Rosenberg et al TR	1626 E. Jefferson St Rockville MD 20852	23.57	7009 0080 0002 2475 6086
101-2 01 12A1, 12D, 12E, 12F	"	Federal Realty Investments	"	19.64	7009 0080 0002 2475 6093
101-2 01 12C	7740 Richmond Hwy	VA Electric and Power	c/o JF Koster, 10th floor PO Box 2666, Richmond 23261	2.76	7009 0080 0002 2475 6109
LAND UNIT D2					
101-2 06 504A	7734 Richmond Hwy	Realty Income Corp.	PO Box 460069 Attn Portfolio Management #1547 Escondido CA 92046 0069	1.31	7009 0080 0002 2475 6116
101-2 06 504B		Federal Realty Investment Trust	1626 E Jefferson St Attn General Ledger Group Rockville MD 20852 4041	.68	7009 0080 0002 2475 6123
101-2 06 505, 506	7770 Richmond Hwy	"	"	4.55	"
101-2 06 507B	N/A	Hybla Center LP	4733 Bethesda Av Suite 650 care Finmarc Management Bethesda MD 20814	7.38	7009 0080 0002 2475 6130
101-2 06 513	7848 Richmond Hwy	Fagelson Bernard M, and Robert L Tr	10509 Summit Av Care United Investors Kensington MD 10895	2.86	7009 0080 0002 2475 6147
LAND UNIT D3					
101-2 06 507A	Murraygate Apts	Redevelopment & Housing Authority, Fairfax County	3700 Pender Dr., Ste 300 Attn Mary Stevens Fairfax VA 22030	8.34	7009 0080 0002 2475 6154
LAND UNIT D4					
101-2 06 514A	NA	Walmart Real Estate, Business Trust	PO Box 8050 MS 0555 Wal-Mary Property Tax Dept. Bentonville AR 72712-8050	14.19	7009 0080 0002 2475 6161
101-2 06 A	7940 Richmond Hwy	National Amusements Incorporated	PO Box 9126 Dedham MA 02027	517,650 sq ft 11.88 acres	7007 3020 0001 1699 9455



Hybla Valley / Gum Springs CBC

Rybold, Kimberly M.

From: Patrick Rea [prea1@cox.net]
Sent: Thursday, October 15, 2009 3:38 PM
To: Rybold, Kimberly M.
Subject: Re: 2009-2010 South County APR Nomination PC 2009-011

Dear Ms. Rybold - We accept the clarifications in your email, below.

Patrick Rea
703-385-3322

----- Original Message -----
From: Rybold, Kimberly M.
To: Prea1@cox.net
Sent: Thursday, October 15, 2009 12:16 PM
Subject: 2009-2010 South County APR Nomination PC 2009-011

Patrick Rea
Mount Vernon Council of Civic Associations
P.O. Box 203
Mount Vernon, VA 22121

RE: South County APR Nomination: 121.72 acres in the Hybla Valley/Gum Springs CBC

Dear Mr. Rea:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-011, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

- In Part 2: General Information, you have listed the total size of the nominated area as 85.28 acres. This excludes tax map number 101-2 ((6)) A, as well as the land area of the South Meadows Condominiums. With these areas included, I have calculated the area of your nomination to be approximately 121.72 acres, or 5,302,123 square feet.
- In Part 4b: Current Plan Map Recommendation, you have listed retail and other as the Plan map recommendation for the nominated area. In addition to this recommendation, the South Meadows Condominiums are designated on the Plan map for residential use at 8-12 dwelling units per acre, and the Hybla Valley Center Apartments are designated as 16-20 dwelling units per acre.
- In Part 4c: Current Zoning Designation, you have listed C-6, C-8, and R-20 as the applicable zoning designations in the nominated area. Additionally, the South Meadows Condominiums are zoned R-12.

Please respond to this email and indicate that you wish to accept the suggested clarifications and I will make these changes on the nomination form.

Please confirm that this is your understanding as soon as possible. Failure to do so by October 29, 2009 may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at kimberly.rybold@fairfaxcounty.gov.

Sincerely,

Kimberly M. Rybold
Fairfax County Department of Planning & Zoning
Planning Division
12055 Government Center Pkwy, Suite 730
Fairfax, Virginia 22035
703.324.1380 (office)
703.324.3056 (fax)

Beacon Groveton CRA

APR# 09-IV-14MV

APR
Area Plans Review

2009-2010 SOUTH COUNTY AREA PLANS REVIEW GUIDE

NOMINATION FORM

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

PART 1. NOMINATOR/AGENT INFORMATION

Name: Patrick Rea Daytime Phone: 703-385-3322 X2

Address: c/o MVCCA, P.O. Box 203, Mount Vernon VA 22121

Nominator E-mail Address: prea1@cox.net

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 10-15-09 cak
Planning District: MV
Special Area:

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☒Mount Vernon ☐Springfield

Total number of parcels nominated: ~~50~~ 53

Total aggregate size of all nominated parcels (in acres and square feet): ~~75.35~~ 75.97 acres ~~3,282,201+~~ 3,309,253 square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: Beacon/Groveton CBC (pp. 30-44) is intended to be the focus of the Richmond Highway Corridor. Beacon Mall is planned for office and retail uses with an option for a high intensity mixed-use redevelopment project. Groveton redevelopment site is planned for office space with an option for high density residential with office and retail.

b. CURRENT PLAN MAP RECOMMENDATION: Retail and other, alternative uses, OFFICE, RESIDENTIAL 2-3 DU/AC, RESIDENTIAL 3-4 DU/AC

c. CURRENT ZONING DESIGNATION: C2, C6, C8, PRM, ~~various R~~, C-3, R-2, R-3, R-4

409

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). Better control stormwater runoff from the Beacon/Groveton CBC, consistent with watershed management plans. See Attachment A.

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

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

g. TOTAL Floor Area Ratio (FAR) Proposed: N.A. TOTAL Gross Square Feet: N.A.

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

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) _____

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
See Attachment C					

NOMINATION . Achieve better control of stormwater runoff from Beacon/Groveton CBC, consistent with watershed management plans.

Attachment A.

For sub-unit A-1 (p. 40), add:

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project in this area should be considered.

Add to the list of conditions for increasing FAR:

- Provide mitigation of existing stormwater impacts.

For sub-unit A2 (p. 42), add:

Consistent with the Policy Plan, Environment Section, objective 2, policy m, recommendations of the Little Hunting Creek Watershed Management Plan for this area should be consulted. A commercial Low Impact Development (LID) demonstration project should be considered in Beacon Mall.

Add to the list of conditions for increasing FAR:

- Provide mitigation of existing stormwater impacts.

For land unit B (p. 41), add to the list of conditions for increasing FAR:

- Provide mitigation of existing stormwater impacts.

For land unit C (p. 41), modify the text as follows:

The development plan and architectural design should achieve consolidated access and provide and maintain aesthetically pleasing and effective screening and buffering to adjacent properties, and should achieve better control of stormwater runoff.

For land unit D (p. 42), the following condition for increased FAR in Land Unit D should be modified:

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

and a condition added:

- Provide mitigation of existing stormwater impacts.

For land unit E (p.43), add to the list of conditions for increasing FAR:

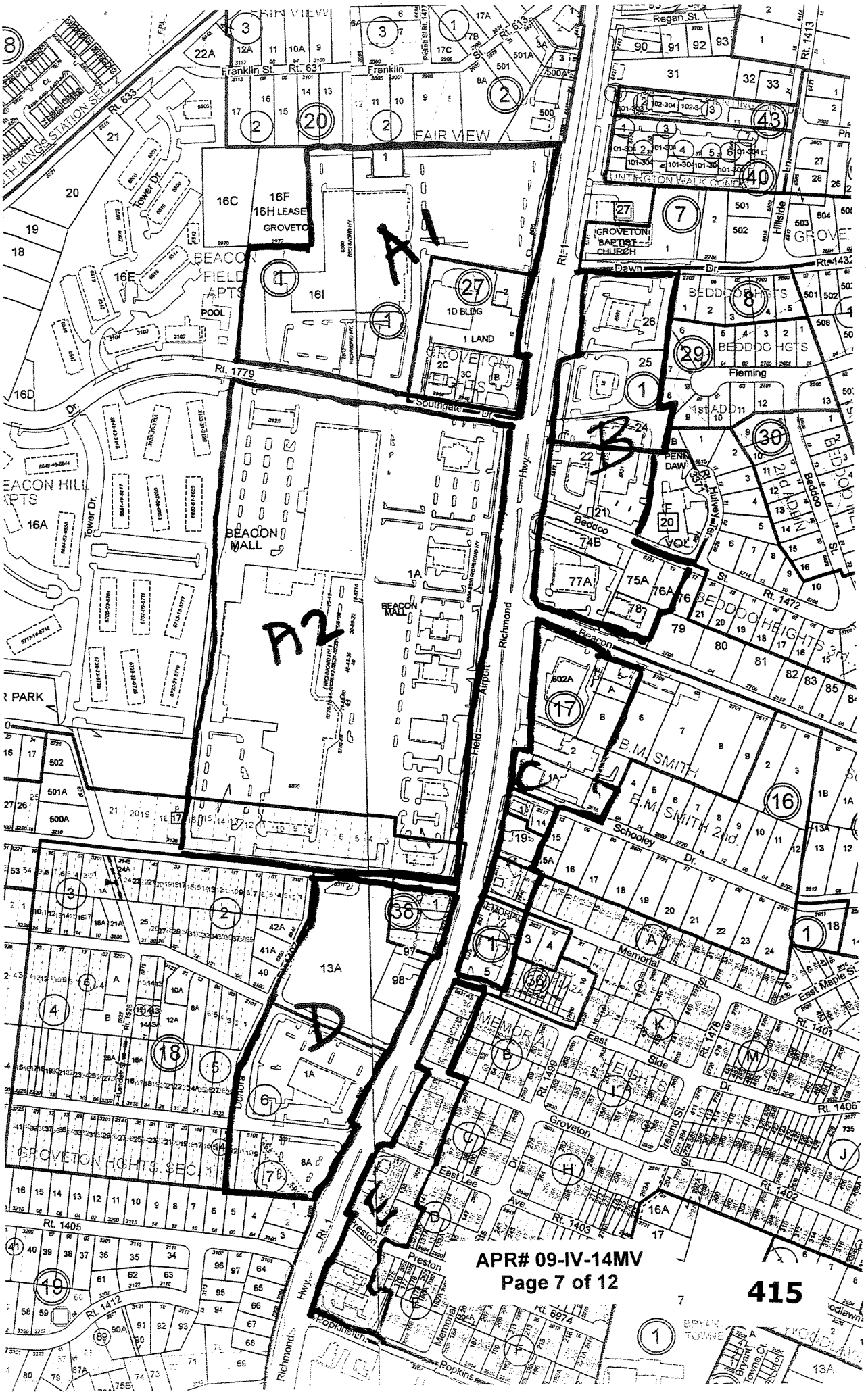
- Provide mitigation of existing stormwater impacts.

ATTACHMENT B. Justification

Modifications are needed to update the Plan to be consistent with the Little Hunting Creek Watershed Plan, adopted by the Board of Supervisors February 2005. Changes and improvements in treatment of stormwater are essential to enable Fairfax County to meet its obligations and commitments to improve the health of the Chesapeake Bay. It is especially critical to implement improvements in the Beacon Hill area, because it is one of the highest points in the metropolitan area and the location of the headwaters of several waterways which have been severely damaged by the high degree of imperviousness and inadequate stormwater controls on Beacon Hill.

The proposed changes would better achieve objective 2, policy k of the Policy Plan, Environment Section, ("For new development and redevelopment, apply better site design and low impact development (LID) techniques...and pursue commitments to reduce stormwater runoff volumes and peak flows...") than what is in the current Plan. Improvements in control of stormwater are essential to enable Fairfax County to meet its obligations and commitments to improve the health of the Chesapeake Bay.

Beacon / Groveton CBC



Nomination (Beacon/Groveton CBC) Attachment C. PROPERTY INFORMATION TABLE

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
Land Unit A1					
0922 01 ~~161~~ 16I	6600 Richmond Hwy	Target Corporation	PO BOX 9456 CARE PROPERTY TAX TPN-0950 MINNEAPOLIS MN 55440 9456	12.36	7009 0820 0000 8630 0304
0931 27 1, 1D	6612 Richmond Hwy	Raport Family LLC	4600 NORTH PARK AV S CHEVY CHASE MD 20815	2.07	7009 0820 0000 8630 0151
0931 27 2	6610 Richmond Hwy	"	"	.36	
0931 27 1B	6618 Richmond Hwy	Mt Vernon National Bank and Trust	BB&T PROPERTY TAX DEPT PO BOX 1290 WINSTON SALEM NC 27102	.74	7009 0820 0000 8630 0144
0931 27 3C	2940 Southgate Dr	"	"	.23	"
0931 27 2C	2950 Southgate Dr	Cather Edward W II	11204 LEE HY SUITE A-2 ATTN E W CATHER T/A SOUTHGATE DR LLC FAIRFAX VA 22030	.39	7009 0820 0000 8630 0168
Land Unit A2					
0931 1 1A	6700 Richmond Hwy	Carolyn R Kohn	7501 WISCONSIN AV SUITE 1500 CARE SAUL CENTER INC BETHESDA MD 20814	32.28	7009 0820 0000 8630 0175
Land Unit B					
0931 1 26	6601 Richmond Hwy	6601 Richmond Hwy LLC	1615 M ST NW SUITE 850 WASHINGTON DC 20036	1.68	7009 0820 0000 8630 0182
0931 1 25	6615 Richmond Hwy	Dipippo Assoc Ltd	1701 RT 70E ATTN FRAN RINNA CHERRY HILL NJ 08034	1.47	7009 0820 0000 8630 0212
0931 1 24	6621 Richmond Hwy	M & K Realty LLC	6621 RICHMOND HY C/O K OR M PAPANICOLAS ALEXANDRIA VA 22306	.90	7009 0820 0000 8630 0205
0931 1 21	6631 Richmond Hwy	"		1.00	"
0931 1 22	6677 Richmond Hwy	Beacon Communications	PO BOX 320038 ALEXANDRIA VA 22320	.76	7009 0820 0000 8630 0137
0931 1 74B	6701 Richmond Hwy	PARK YONG G, PARK WON-KI	1338 STOKLEY WAY VIENNA VA 22182	.52	7009 0820 0000 8630 0236
0931 1 75A	6723 Beddoo St	BERRIOS DUSOLINA, BERRIOS JORGE A	6723 BEDDOO ST ALEXANDRIA VA 22306	.35	7009 0820 0000 8630 0199

0931 1 76A	6719 Beddoo St	Carolyn Cordone	6719 BEDDOO ST ALEXANDRIA VA 22306	.25	7009 0820 0000 8630 0366
0931 1 77A	6711 Richmond Hwy	RITE VA1 ADMINISTRATOR, INC TRNVESTORS VA1C	C/O RITE AID CORPORATION P O BOX 3165 HARRISBURG PA 17105	1.38	7009 0820 0000 8630 0113
0931 1 78	2800 Beacon Hill Rd	THOMPSON JOHN P AND, E M MONK TRS	CARE SOUTHLAND CORP P O BOX 711 DALLAS TX 75221	.55	7009 0820 0000 8630 0120
Land Unit C					
0931 17 602A	NA	PACE-BEACON HILL ASSOCIATES LLC,	300 WILMOT RD C/O WALGREEN CO ATTN TAX DEPT DEERFIELD IL 60015	1.51	7009 0820 0000 8630 0229
0931 17 5, A, B	2801 Beacon Hill	PETERMAN GAIL CASE TR,	8204 GREENTREE MANOR LA FAIRFAX STATION VA	.70	7009 0820 0000 8630 0243
0931 17 2	6733 Richmond Hwy	SMOLINSKI DONALD E, SMOLINSKI MARY R	9405 A LIVINGSTON RD FT WASHINGTON MD 20744	.88	7009 0820 0000 8630 0267
0931 17 1	2816 Schooley Dr	DEVERS ESTHER S,	2816 SCHOOLEY DR ALEXANDRIA VA 22306	.21	7009 0820 0000 8630 0250
0931 17 1A	6737 Richmond Hwy	JUNG KYUNG LLC,	6737 RICHMOND HY ALEXANDRIA VA 22306	.64	7009 0820 0000 8630 0274
0931 16 13	6801 Richmond Hwy	VERMILLION SEAN,	8412 CROWN PL ALEXANDRIA VA 22308	.11	7009 0820 0000 8630 0281
0931 16 14	2817 Schooley Dr	"	"	.16	"
0931 01 19	6809 Richmond Hwy	"	"	.40	"
0931 18A 5	2817 Schooley Dr	"	"	.16	"
0931 18A 1	6817 Richmond Hwy	Kim Hong K, Kim Jung J	5229 POMMEROY DR FAIRFAX VA 22032	.36	7009 0820 0000 8630 0298
0931 01 2	6821 Richmond Hwy	Pagett, Edward and Cherie	Pagett Real Estate 6821 Richmond Hwy 22306	.34	7009 0820 0000 8630 0335
0931 01 5	6825 Richmond Hwy	Lees Gas Real Estate Partnership	6825 Richmond Hwy Alexandria 22306	.57	7009 0820 0000 8630 0359
Land unit D					
0931 3801 1	6818 Richmond Hwy	MDP Groveton LLC	9232 Forest Haven Dr Alexandria 22309	.32	7009 0820 0000 8630 0373
0931 3801 4	6822	"	"	.30	"
0931 3801 7	6828	"	"	.23	"
0931 01 97	NA	"	"	.07	"
0931 01 98	6832 Richmond Hwy	"	"	.50	"
0931 01 13A	2999 Memorial St	"	"	3.18	"
0922 1806 1A	6910 Richmond Hwy	Normandy Richmond Hwy LLC	67 Park Pl E 1776 On the Green 8th fl Morristown NJ 07960	2.67	7009 0820 0000 8630 0403

0922 1807 8A	3091 Clayborne Pl	"	"	1.07	7009 08	20 0000 8630 0403
Land Unit E						
0931 18B 49	6831 Richmond Hwy	Koohkan Mohammed	6835 Richmond Hwy	.15	7009 0080	0002 2475 6253
0931 18B 52	6835 Richmond Hwy	"	"	.19		
0931 18B 55	NA	Irmusa Jamshid	1903 Great Falls St McLean 22101	.23	7009 0820	0000 8630 0311
0931 18C 83	6911 Richmond Hwy	DPB Properties	c/o Robert Elliott 6911 Richmond Hwy ste 300 Alexandria 22306	.79	7009 0820	0000 8630 0342
* 0931 18D 117	6925 Richmond Hwy	First Horizon Home Loans	12150 Monument Dr Suite 500 Fairfax 22033	.72	7009 0820	0000 8630 0380
* 0931 18D 138	2923 Lee	"	4000 Horizon Wy Suite 150 Attn Jennifer Jones Irving TX 75063	.22	"	
* 0931 18D 126	3008 Preston	"	12150 Monument Dr Suite 500 Fairfax 22033	.30	"	
0931 18E 150	NA	Ahmad Zabeulah	3003 Preston Alexandria 22306	.27	7009 0820	0000 8630 0397
0931 18E 153	6951 Richmond Hwy	Park Dae Young	6951 Richmond Hwy Alexandria 22306	.24	7009 0820	0000 8630 0410
0931 18E 156	6969 Richmond Hwy	Bodnar Real Estate	6969 Richmond Hwy Alexandria 22303	.56	7009 0080	0002 2475 6208

* Memorial Venture LLC
1200 Chadwick Ave.
Alexandria, VA 22308

corrected 10/13

Rybold, Kimberly M.

From: Patrick Rea [prea1@cox.net]
Sent: Monday, October 19, 2009 11:36 AM
To: Rybold, Kimberly M.
Cc: Betsy Martin; katherine ward
Subject: Re: 2009-2010 South County APR Nomination PC 2009-021
Categories: SC APR

Dear Ms. Rybold - We accept your clarifications of Part 4b and Part 4c, below. We will send notification letters to the property owners that you have identified.

Patrick Rea
703-385-3322

----- Original Message -----
From: Rybold, Kimberly M.
To: Prea1@cox.net
Cc: Remer, Christopher B.
Sent: Monday, October 19, 2009 10:35 AM
Subject: 2009-2010 South County APR Nomination PC 2009-021

Patrick Rea
Mount Vernon Council of Civic Associations
P.O. Box 203
Mount Vernon, VA 22121

RE: South County APR Nomination: 75.97 acres in the Beacon/Groveton CBC

Dear Mr. Rea:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC 2009-021, has been received by the Department of Planning and Zoning. I have reviewed the nomination as to its compliance with the submission requirements as set forth in the *2009-2010 South County Area Plans Review Guide* and have the following concerns:

- In Part 3: Property Information Table, you have identified 50 parcels within the nominated area. This nomination refers to an areawide recommendation for the Beacon/Groveton CBC, yet there are 3 parcels in the CBC missing from the nomination form. These parcels, tax map numbers 93-1 ((1)) 1, 92-2 ((18)) (7) 9, and 93-1 ((18D)) 130, should also be included since they are a part of the current recommendation area. The owners of these three parcels must be sent written notice of the nomination by certified mail in accordance with the guidance set forth in the *2009-2010 South County Area Plans Review Guide*. Inclusion of these parcels results in 53 nominated parcels totaling 75.97 acres in size, or 3,309,253 square feet.
- In Part 4b: Current Plan Map Recommendation, you have indicated that the subject property is designated retail and other and alternative uses. Additionally, other portions of the nominated area are designated for residential use at 2-3 du/ac, residential use at 3-4 du/ac, and office.

- In Part 4c: Current Zoning Designation, you have listed C-2, C-6, C-8, PRM, and various R as the applicable zoning designations. Additionally, other portions of the nominated area are zoned C-3, R-2, R-3, and R-4.

Please respond to this email and indicate that you wish to accept the suggested clarifications as suggested Part 4b and Part 4c, and provide the additional information requested for Part 3. Please include certified mail receipt numbers for each additional parcel with your response.

Please confirm that this is your understanding as soon as possible. Failure to do so by November 2, 2009 may cause the nomination to be rejected.

I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the application. Please address your response or questions to me at kimberly.rybold@fairfaxcounty.gov.

Sincerely,

Kimberly M. Rybold
Fairfax County Department of Planning & Zoning
Planning Division
12055 Government Center Pkwy, Suite 730
Fairfax, Virginia 22035
703.324.1380 (office)
703.324.3056 (fax)

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

STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: LEE & MOUNT VERNON **APR ITEM:** 09-IV-17MV

NOMINATOR(S): Patrick Rea, c/o Mount Vernon Council of Civic Associations

ACREAGE: N/A

TAX MAP I.D. NUMBERS: N/A

GENERAL LOCATION: Area generally surrounding Richmond Highway from the City of Alexandria boundary to the Woodlawn Plantation

PLANNING AREA(S): IV
District(s): Mount Vernon
Sector: Huntington (MV1), Greater Belle Haven (MV3), Hybla Valley (MV2), Groveton (MV5), Fort Hunt (MV6), Mount Vernon (MV7), and Woodlawn (MV8)
Special Area(s): North Gateway, Penn Daw, Beacon Groveton, Hybla Valley/ Gum Springs, and Woodlawn Community Business Centers (CBCs)

ADOPTED PLAN MAP: Variety of Uses

ADOPTED PLAN TEXT: Design guidelines for Richmond Highway corridor include general policy text orienting new, commercial buildings toward the roadway, where feasible.
For complete Plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area4/mtvernon1.pdf, page 79

PROPOSED PLAN AMENDMENT: Modify the Richmond Highway Corridor urban design guideline regarding orienting of new, commercial buildings to the street, where feasible, by adding green building requirements as an exception.

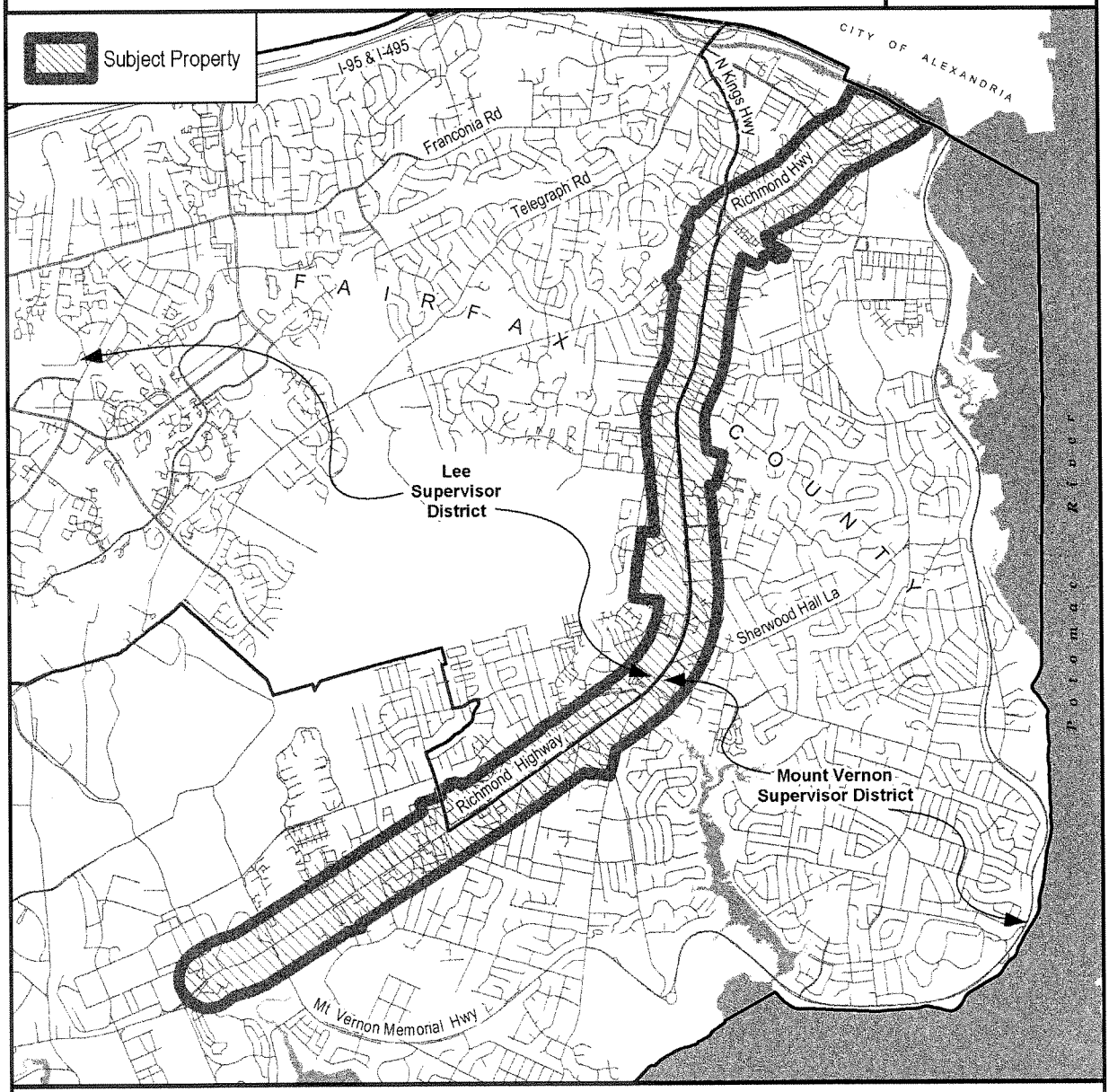
SUMMARY OF STAFF RECOMMENDATION:
___ Approve Nomination as Submitted
___ Approve Staff Alternative
_x_ Retain Adopted Plan

The proposed language may create unintended conflicts between the green building and urban design objectives in the Plan. As a result, the language could prevent appropriate review of development applications. In addition, the proposed language is likely superfluous given that

LOCATION MAP FOR SUBJECT PROPERTY

THE SUBJECT PROPERTY FOR 09-IV-17MV IS COMPRISED OF THE RICHMOND HIGHWAY CORRIDOR. THE RICHMOND HIGHWAY CORRIDOR IS IN BOTH THE MT. VERNON AND LEE SUPERVISOR DISTRICTS

2009-2010 SOUTH COUNTY APR #
09-IV-17MV
MT. VERNON & LEE



Subject Property Current Plan: General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible

Nominated Plan Change: General policy text in Richmond Hwy Corridor related to orientation/ alignment of commercial buildings toward road, where feasible, unless required for green building certification

Staff Recommendation: Retain the adopted Plan

1 MILE

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
BASE MAP DATA CURRENT TO MARCH2010

building location is not dictated by green building certification systems and could work against the goal of having a pedestrian and transit-friendly environment on Richmond Highway.

CONTEXT

General Location:
The subject area of APR nomination 09-IV-17MV includes the general area surrounding a seven and one-half mile stretch of the Richmond Highway Corridor, extending from the City of Alexandria boundary to the Woodlawn Plantation.

Existing and Planned Land Use and Zoning:

Subject property: The Richmond Highway Corridor primarily is characterized by local-serving retail uses and other commercial uses, located in a number of community and neighborhood shopping centers, and free-standing and strip-commercial uses. The majority of these commercial uses are uncoordinated with large setbacks from the roadway and surface parking. The corridor also contains townhouse-style and mid-rise offices and hotels. A wide variety of residential uses are located along the corridor, as well, from mobile home parks to high-rise residential uses near the Alexandria border.

The Comprehensive Plan recommendations for Richmond Highway Corridor are located in the Mount Vernon Planning District section of the Area IV Plan. The recommendations envision development and redevelopment to be focused in six core areas or Community Business Centers (CBCs) along the roadway: North Gateway, Penn Daw, Beacon/ Groveton, Hybla Valley/ Gum Springs, South County Center, and Woodlawn. These CBCs are separated by less intense areas, identified as Suburban Neighborhoods. The areas surrounding the CBCs and the Suburban Neighborhoods, for the majority, are characterized by low density, residential communities. The Plan provides guidance for buffering and transitions among these areas to protect neighborhoods from commercial encroachment.

The Plan also provides guidance to improve the visual image of the corridor through high-quality urban design and enhanced physical form. To achieve this end, the guidance specifically addresses streetscape, landscape, parking lot, building and site design, and signage elements, which are used as performance criteria in the review of development applications and site plans for properties along the corridor. One of the design recommendations in the Richmond Highway Corridor plan speaks to the siting of new, commercial buildings such that they are oriented toward the highway with parking lots located to the side and rear of the building, where feasible.

At the same time, the Plan also recognizes that site conditions and the uncoordinated nature of existing development may constrain the ability of the development to achieve the criteria. As a result, the Plan prefaces the urban design guidelines by stating that creative approaches to the design elements may be applied. Modifications "will likely be necessary to respond to site conditions or roadway design considerations." (Page 73, Richmond Highway Corridor section of the Mount Vernon Planning District, Area IV, as amended through August 3, 2009.)

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, page 79, as amended through March 9, 2010:

> "**SCALE AND SITING OF NEW BUILDINGS**
> Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.
>
> The following guidelines should be used to determine the appropriate scale and site location of new buildings:
>
> 1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above…"

NOMINATED PLAN AMENDMENT

APR nomination 09-IV-17MV proposes to modify the recommendation for orienting new, commercial buildings to the street, where feasible, by adding green building requirements as an exception to this standard. The recommendation would read, "Where feasible, unless required for Green Building Certification, orient commercial buildings toward the road…"

ANALYSIS

Environment

APR nomination 09-IV-17MV proposes to add green building language to the urban design section of the Richmond Highway Corridor Plan. However, policies that encourage green building within activity centers, like Richmond Highway, already have been adopted in the current Policy Plan Environment section. The current development review practice separates the urban design and green building objectives in order for staff to equitably and appropriately consider these guidelines and balance their merits. By bringing a green building recommendation into the urban design section, the proposed text could unintentionally create a conflict between the existing green building policies and the urban design guidelines.

Additionally, green building certification does not, with extremely rare exception, require a specific location of a building. Building location, siting a building to avoid certain landscape or environmental features, or siting a building to take advantage of solar or other resource opportunities is not a requirement for any green building certification system of which staff is aware. More commonly, topography, access, and site design determine building location.

Land Use
Orientation of buildings toward the roadway is an important aspect of urban design. This orientation improves the visual connection between the building and the roadway though an enhanced understanding of the building's use and the location of the building's entrance. The design results in easier navigation, less confusion, and defined streetscape. If approved, APR nomination 09-IV-17MV would provide a wholesale exception to a condition that generally serves as a benefit to urban design and built environment.

As stated in the Environment section of this staff report, separate policy objectives allows for an equitable review of these objectives. The adopted text recognizes that conflicts may arise between objectives and that flexibility in design and development review should occur. The Plan text, which prefaces the Richmond Highway Corridor design guidelines on page 73 of the Richmond Highway Corridor Plan, states that site constraints could conflict with or prevent the provision of the design guidelines and recognizes that modifications to the guidelines will need to occur. Further, the urban design guidelines that are proposed to be amended also state that the orientation should be toward the roadway where feasible. The adopted Plan and existing review practice allows for staff to fairly weigh the objectives, to determine which objectives should be emphasized, and how best to accommodate the conflicting objectives. If green building policies are determined to take precedence over the building orientation during the existing review process, then the green building policies can be implemented without the need of the proposed, additional language.

Transportation
Richmond Highway functions with multiple purposes. First, the highway provides a major north-south transportation route that carries commuter traffic between Alexandria and Washington, D.C., and the southern portion of Fairfax County and Fort Belvoir. The roadway also serves a Main Street for the local population who benefit from the community-serving uses located along and nearby the highway. The current Plan recommendation for building orientation promotes this Main Street function and transit and a pedestrian-friendly environment. Orienting the building and front entrance toward the roadway creates a safer and more comfortable environment for the pedestrian. The nomination gives preference to green building certification over building orientation to roadway, which could work against the goal of creating a transit and pedestrian-friendly environment and does not allow for the consideration of development review on an individual basis.

RECOMMENDATION
Staff recommends the retention of the current Plan. The current Plan provides guidance on green buildings and urban design as separate objectives to achieve during development review. The separation allows for flexibility to determine which objectives should be emphasized. The proposed language may create unintended conflicts that do not allow staff to respond to individual development applications. The proposed language also may be superfluous given that green building certification systems provide a great deal of flexibility in how a building owner might attain certification and generally do not require that the building to be placed in a specific location on the site. Rather, the appropriate location is determined by aspects such as topography and site design.

This Page Intentionally Left Blank

Urban Design

APR# 09-IV-17MV

NOMINATION FORM

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/15/09
Date Accepted: 9-24-09 LRD
Planning District:
Special Area:

PART 1. NOMINATOR/AGENT INFORMATION

Name: Patrick Rea Daytime Phone: 703-358-3322

Address: Co-Chair, Mount Vernon Council of Citizens' Associations
PO Box 203, Mount Vernon, VA 22121

Nominator E-mail Address: Prea1@cox.net

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

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

Anyone signing on behalf of a business entity must state the relationship to that organization below or on an attached page.

PART 2. GENERAL INFORMATION

Check appropriate supervisor district(s): ☐Braddock ☒Lee ☐Mason ☒Mount Vernon ☐Springfield

Total number of parcels nominated: NA

Total aggregate size of all nominated parcels (in acres and square feet): NA acres NA square feet

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

Are you aware that proposals that generate more than 5,000 vehicle trips per day over the current adopted Comprehensive Plan will trigger additional VDOT review? (See pages 8-9 for more information.) ☒Yes ☐No

PART 3: PROPERTY INFORMATION – Attach either the Property Information Table found at the end of this application form or a separate 8½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Part 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

PART 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN AND ZONING DESIGNATIONS

See Section IV of the APR Guide for instructions.

a. CURRENT COMPREHENSIVE PLAN TEXT for nominated property: Use the Plan on the Web (www.fairfaxcounty.gov/dpz/) for your citation. It is the most current version: See Attachment A

b. CURRENT PLAN MAP RECOMMENDATION: NA

c. CURRENT ZONING DESIGNATION: NA

d. PROPOSED COMPREHENSIVE PLAN RECOMMENDATION: (NOTE: The proposal you submit with your nomination is the proposal that is to be presented to the task force and will be the subject of their consideration and vote). See Attachment B

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

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

g. TOTAL Floor Area Ratio (FAR) Proposed: NA TOTAL Gross Square Feet: NA

Categories	Percent of Total FAR	Square feet
Office	NA	
Retail	NA	
Public Facility, Govt & Institutional	NA	
Private Recreation/Open Space	NA	
Industrial	NA	
Residential*	NA	
TOTAL	**100%**	

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

h. RESIDENTIAL COMPONENT (Circle the appropriate density range proposed and complete the table to the right):

.1 - .2 du/ac (5-10 acre lots)
.2 - .5 du/ac (2-5 acre lots)
.5 - 1 du/ac (1 – 2 acre lots)
1 - 2 du/ac
2 - 3 du/ac
3 - 4 du/ac
4 - 5 du/ac
5 - 8 du/ac
8 - 12 du/ac
12 - 16 du/ac
16 - 20 du/ac
20+ (specify 10 unit density range) NA

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

Continued

PART 5: MAP OF SUBJECT PROPERTY

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

PART 6: JUSTIFICATION

Each nomination must conform to the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

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

☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between August 3, 2009 and September 16, 2009 to:

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

PROPERTY INFORMATION TABLE

All subject property owners must be sent written notice of the nomination by certified mail unless their signature appears in Part 1 of this application. If you are required to notify more than one property owner, you must provide all the information requested below.

IMPORTANT NOTE: *Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.*

Tax Map Number	Street Address of Parcel if available	Name of Property Owner	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
NA					

FROM Richmond Highway Corridor, Mount Vernon Planning District (1/23/2009 email)

ATTACHMENT A – Current Plan Language Edition 2007

CURRENT COMPREHENSIVE PLAN TEXT PAGE 79

SCALE AND SITING OF NEW BUILDINGS Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.

The following guidelines should be used to determine the appropriate scale and site location of new buildings:
1. Where feasible, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

ATTACHMENT B PROPOSED COMPREHENSIVE PLAN RECOMMENDATION:

SCALE AND SITING OF NEW BUILDINGS Where feasible, incorporate architectural features at the street level that relate to human size and increase the pedestrian comfort level. Incorporate urban design elements, such as trees, benches, special pavement treatments, awnings, setbacks, tapered building heights, browsing areas, lighting and plant materials to visually soften the harder architectural features of the building and create an attractive pedestrian-friendly environment that will reinforce retail activities.

The following guidelines should be used to determine the appropriate scale and site location of new buildings:
1. Where feasible, unless required for Green Building Certification, orient commercial buildings toward the road with parking lots to the side and rear to create an urban atmosphere. Where buildings are oriented to the road, no minimum front yard is required except as needed for the streetscape treatments described above.
2. Site buildings to discourage large expanses of parking adjacent to and visible from roadways.
3. Cluster buildings to reinforce a neighborhood style or ambience, where appropriate.
4. Site buildings with respect to natural topography and other environmental and historic features

ATTACHMENT C: VISION AND JUSTIFICATION

There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

The current text of Item 1 above has been an obstacle to implementing the County Policy to encourage the LEED certification of buildings by dictating building orientation.

Cerdeira, Lilian

From: Van Dam, Meghan
Sent: Friday, October 23, 2009 11:56 AM
To: Cerdeira, Lilian
Subject: FW: 2009-2010 South County APR nomination, PC 2009-010

From: Patrick Rea [mailto:rea@taylorrealaw.com]
Sent: Tuesday, October 20, 2009 11:43 AM
To: Van Dam, Meghan
Cc: Kahan Dhillon; katherine ward
Subject: RE: 2009-2010 South County APR nomination, PC 2009-010

Megan,

Ref PC 2009-010 clarification:
The MVCCA accepts your recommendation and confirms the accuracy of the citation.

That the Urban design "page 79" quote is in fact from the Richmond Highway Corridor section of the Mount Vernon District plan text.

Patrick Rea
703-385-3322

----- Original Message -----
From: Van Dam, Meghan
To: prea1@cox.net
Sent: Friday, October 16, 2009 5:10 PM
Subject: 2009-2010 South County APR nomination, PC 2009-010

Patrick Rea
P.O. BOX 203
Mount Vernon, Va. 2212

October 16, 2009

RE: South County APR Nomination PC 2009-010

Dear Mr. Rea:

The purpose of this e-mail (a copy of which will be retained for the record) is to formally advise you that the above referenced South County APR Nomination, assigned a temporary ID number of PC-2009-010, has been received by the Department of Planning and Zoning. I am the Department of Planning and Zoning staff member assigned to review your nomination for technical compliance with the submission requirements. I have reviewed the nomination, as set forth in the *Guide to the 2009 -2010 South County Area Plans Review* and have the following concern:

In Part 4a: Current and Proposed Comprehensive Plan and Zoning Designation, you have submitted Attachment A and B as citations for the current and proposed Comprehensive Plan text. However, the attachment does not cite the location, other than the page number, for this Plan text in the Comprehensive Plan. It appears that the text was excerpted from the Urban Design Recommendations chart, page 79, in the Richmond Highway Corridor section of the Mount Vernon District Plan text.

Please confirm this citation by October 30, 2009. Failure to do so may cause the nomination to be rejected.

Please address your response to me at meghan.vandam@fairfaxcounty.gov. You also may call with any questions, 703.324.1380.

Sincerely,

Meghan Van Dam

****

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

****