



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: Brian Winterhalter Daytime Phone: (703) 456-8168

Address: Cooley Godward Kronish LLP, 11951 Freedom Drive, Reston, VA 20190

Nominator E-mail Address: bwinterhalter@cooley.com

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

THIS BOX FOR STAFF USE ONLY
Date Received: 9/16/09
Date Accepted: 9-22-09 [initials]
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 [X] Mount Vernon [ ] Springfield

Total number of parcels nominated: 3

Total aggregate size of all nominated parcels (in acres and square feet): 2.65 acres 115,463 square feet

Is the nomination a Neighborhood Consolidation Proposal? [ ] Yes [X] 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.) [X] Yes [ ] No

PART 3: PROPERTY INFORMATION - Attach either the Property Information Table found at the end of this application form or a separate 8 1/2 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 attached Plan text.

b. CURRENT PLAN MAP RECOMMENDATION: Residential: 2-3 dwelling units per acre

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). Designate property on Comprehensive Plan Map as planned for retail use. Please see proposed Plan text 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?) Development of neighborhood serving retail uses, possibly including a drive-through use, up to a .35 FAR.

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: 0.35 TOTAL Gross Square Feet: 40,412

Categories	Percent of Total FAR	Square feet
Office		
Retail	100%	40,412
Public Facility, Govt & Institutional		
Private Recreation/Open Space		
Industrial		
Residential*		
<b>TOTAL</b>	<b>100%</b>	<b>40,412</b>

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

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

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

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

**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

### Comprehensive Plan Amendment P2 Main Branch Community Planning Sector

Tax Map Number	Street Address	Name of Property Owner	Mailing Address of Owner	Acres	Certified Receipt Number
0893 01 0037	8301 Hooes Road	Lewis R. & Lorraine V. Peverill	8301 Hooes Road, Springfield, VA 22152	0.68	7008-1140-0003- 2482-9337
0893 01 0038	8219 Hooes Road	Helen M. Hall	15452 Wellington Drive King George, VA 22485	0.99	7008-1140-0003- 2482-9351
0893 02 0002	8303 Hooes Road	Alan R. & Denna M. Hannen	8303 Hooes Road, Springfield, VA 22152	0.96	7008-1140-0003- 2482-9344

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## P2 MAIN BRANCH COMMUNITY PLANNING SECTOR

### CHARACTER

This sector encompasses over 6,500 acres in the eastern portion of the Pohick Planning District. It is one of the more intensely developed sectors within Pohick. While most of the area has been developed since the mid-1960s, some older housing, typical of the area's rural history, remains. A number of neighborhood-serving commercial uses, as well as public facilities and institutional uses, are also located in this sector.

The sector includes the Sideburn and Rabbit Branches of the Pohick Creek watershed, portions of which are Environmental Quality Corridors and Resource Protection Areas with forested natural habitats. In addition, a remarkable amount of treed landscape remains in older neighborhoods which, when combined with the stream valleys, contributes to the rural character of the residential areas.

Although this sector has been heavily developed in upland areas, there are locally significant heritage resources present. These are located predominantly in the Burke area. Burke Methodist Church/Burke Station and Silas Burke House are two of these resources which are listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Pohick Planning District Overview section, Figures 4 and 5. Additional historic sites in this sector are also included in the inventory. Other potentially significant archaeological sites have been located in Pohick Creek and tributary floodplains, and adjacent uplands. These sites indicate a high potential for significant heritage resources in undeveloped portions of the sector.

Major roads in this sector are Braddock Road, Ox Road, Rolling Road, Burke Lake Road, Guinea Road, Zion Drive, Sideburn Road, Burke Road, Old Keene Mill Road and Pohick Road. Ox Road (Route 123), Braddock Road, and Rolling Road are major arterials bordering the sector.

### CONCEPT FOR FUTURE DEVELOPMENT

This entire sector is classified as Suburban Neighborhood. Uses in the sector are generally consistent with the uses outlined for the Suburban Neighborhood category. Generally, retail uses are intended to be neighborhood-serving. However, the Rolling Valley Mall is of a size and scale that indicate that it might serve a wider community than a typical neighborhood-serving retail use.

### RECOMMENDATIONS

#### Land Use

The Main Branch Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Further infill development in the vicinity of the Pohick Creek tributaries should be compatible with adjacent residential development as well as provide a balance between the built and natural environments.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provides for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 14 indicates the geographic location of land use recommendations for this sector. Where recommendations are not shown on the General Locator Map, it is so noted.

### **Zion Drive/Guinea Road Area**

In general, this area should be planned for single-family residential uses that are compatible with existing development. The residential densities should be generally distributed as follows:

1. Parcels 68-3((1))8A, 9A, 10A, 11A and 12A along the east side of Ox Road, north of the intersection with Zion Drive, are planned for residential use at 1-2 dwelling units per acre as shown on the Comprehensive Plan map. Consolidation of these parcels is encouraged to limit the number of access points to Ox Road through a service road or common drive. Severe drainage problems exist in the area. Any development should include steps to mitigate existing drainage problems on these properties.
2. Parcel 68-3((1))7A in the northeast quadrant of the intersection of Zion Drive and Ox Road contains an existing service station and is planned for retail use in order to retain the existing service station use for a neighborhood-oriented market. Hours of operation should be limited to be compatible with adjacent residential uses, and design should be architecturally compatible with the neighborhood. Expansion of the service station use may be appropriate provided it:
  - Develops in conjunction with modernization/renovation of the existing establishment;
  - Retains its neighborhood orientation by minimizing visual impacts through appropriate landscaping and screening;
  - Provides access to the site as far from the intersection as practicable; and
  - Is compatible with the surrounding residential community.

If the service station is no longer viable, the property should be redeveloped as residential use at 1-2 dwelling units per acre.

3. The area north and south of the segment of Zion Drive between Ox Road and the western boundary of the Glen Cove subdivision should be generally developed at a density of 1-2 dwelling units per acre. With substantial land consolidation that benefits circulation and limits access, single-family detached housing at a density of 2-3 dwelling units per acre may be considered.
4. Parcels 77-2((1))14-18 along the west side of Zion Drive are planned for residential use at 2-3 dwelling units per acre. To reach the high end of the density range, total consolidation and a single access to Zion Drive opposite Hillard Lake Road is required. With or without parcel consolidation, consolidated access is encouraged to reduce the number of entrances onto Zion Drive, and all access should be limited to Zion Drive.

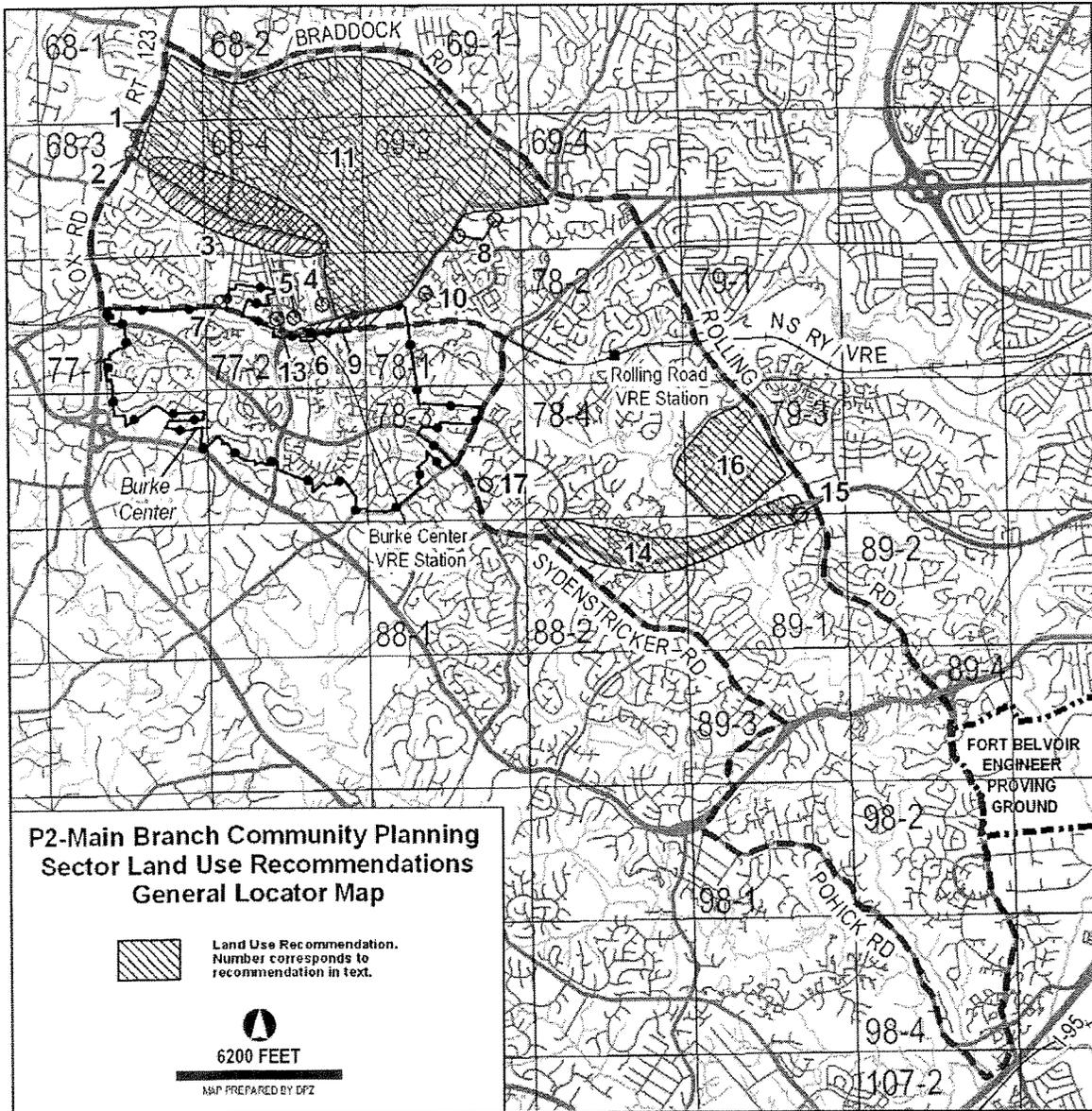


FIGURE 14

5. Should the existing retail use be no longer viable, parcel 77-2((1))13C should be developed with residential use at 5-8 dwelling units per acre.
6. Parcel 77-2((1))35 is planned for public open space and is used for wetlands mitigation. A trail linking the area to the north to the Burke Centre VRE may be appropriate if the site's environmental features are not adversely impacted.
7. The parcel between Bonnie Brae Elementary School and the Southern Railroad tracks should be planned for the right-of-way of Guinea Road extension to Ox Road. The remainder of this parcel should be planned as parkland to connect with the existing stream valley.
8. Parcels 69-3((6))D and E are open space and shall continue to remain as open space. Because of the parcels' prominent topographic location and the residential character of the surrounding area, any vertically-oriented land use, such as a telecommunications structure, has the potential to significantly detract from the residential character of the area and is therefore inappropriate.
9. Any future redevelopment of industrially zoned parcels 77-2((1))29A through 34 should be sensitive to local environmental features and resources, including the mapped Chesapeake Bay Resource Protection Area along the southern and eastern boundaries of the parcels, and to the residential character of the surrounding neighborhoods, at a minimum maintaining the natural screening already in place and meeting all conditions of the Chesapeake Bay Preservation Ordinance. No redevelopment shall be allowed to intrude into existing vegetative screening. Future redevelopment should also be of a neighborhood-serving character and not of a regionally-oriented scope.
10. Portions of Parcels 78-1((1))1A and 1B will be consumed by the proposed widening of Guinea Road from two to four lanes. Surplus right-of-way of parcels 1A and 1B should be deeded to the New Lakepointe Home Owners Association (HOA) as permanent open space buffering or transferred to the Fairfax County Park Authority for use as permanent open space.
11. Infill development south of Braddock Road, north of Zion Drive, between Route 123 and Guinea Road, should be developed as single-family detached dwellings at a density of 2-3 dwelling units per acre. The southeastern quadrant of the intersection of Braddock and Twinbrook Roads, Tax Map 69-3((1))23,26,27,28,29,29A, and 69-3((10))C, is planned for residential use at 2-3 dwelling units per acre with screening and buffering from Braddock Road and no access to Braddock Road. To reach the upper end of the density range, consolidation of parcels 23,26,27,28 and C should be provided with access limited to Twinbrook Road. It is desirable, but not required, that parcels 29 and 29A be consolidated if the church use does not continue. If only parcels 27 and 28 are consolidated, they may be considered at the lower end of the density range and access should be limited to Twinbrook Road. If only parcels 23 and 26 are consolidated, they may be considered at the lower end of the density range and access should be limited to Harrowhill Lane with no provision for interparcel access or road connections to either Braddock or Twinbrook Roads.
12. The cumulative effect of institutional uses in this area should be considered prior to allowing the location of additional institutional uses as they could change the residential character of the area. Non-residential uses requiring special exception or special use permit approval should be rigorously reviewed. In general these uses, if permitted at all, should only be granted if the following conditions are met:

- Access for the use is oriented to an arterial;
  - The use is of a size and scale that will not adversely affect and impact the character of the area in which it is located; and
  - Buffering and screening in excess of County ordinances are provided between the use and the adjoining residential properties. [Not shown]
13. A Kiss & Ride, pedestrian bridge and trail should be considered for the area located north of the railroad tracks to facilitate access to the Burke Centre VRE parking garage and connect communities to the north of the VRE station. The currently unused right of way on Guinea Road south of the Target store should be evaluated as a portion of this facility. The paths/trails and pedestrian bridge should not negatively impact the wetland mitigation area.

#### **Old Keene Mill Road Area**

14. Prohibit strip commercial development along Old Keene Mill Road, west of Rolling Road. Additional commercial uses are inappropriate because they would have adverse effects on traffic flow, safety, pedestrian circulation, and the visual and functional character of the area, which is closely associated with existing residential development.
15. The southwestern quadrant of the intersection of Old Keene Mill Road and Rolling Road is planned for residential development at 4-5 dwelling units per acre. An option for residential development at 5-8 dwelling units per acre may be considered if there is parcel consolidation that results in coordinated development and the provision of an effective, internal circulation system, as well as coordinated vehicular access to existing median breaks on Old Keene Mill Road and Rolling Road. No road access, however, should be provided from this development to the Kenwood Oaks subdivision. The office use located on Parcel 79-3((5))19A should not be expanded and no further commercial uses should be located in this quadrant.

#### **Other Areas**

16. The land that generally lies between Hillside Road, the Timbers townhouse subdivision, Rolling Road, Bauer Drive and Old Keene Mill Road, excluding the commercial/retail office center, has a varied but established residential character that should be enhanced. Land within this area should be planned as follows:
- a. Land north of Center Road should be developed as single-family detached houses at a density of 2-3 dwelling units per acre. In recognition of the mixed character of this sector, development may be permitted at a density of 3-4 dwelling units per acre if substantial consolidation of adjacent parcels is provided to ensure coordinated development.
  - b. Residentially planned parcels located north and west of Bauer Drive and south of Center Road, with the exception of the West Springfield Mews and West Springfield Terrace townhouses should be developed using single-family detached dwellings at a density of 2-3 dwelling units per acre, as shown on the Plan Map. The low-end of the Plan range will most effectively maintain the existing character of the stable, interior portion of the community and this density is recommended. However, the high-end of the Plan range may be considered if the following conditions are met in addition to the residential development criteria:

- Substantial consolidation of adjacent parcels to ensure coordinated development; and
  - Provision of an interior circulation system that is coordinated with adjacent properties so that the remaining acreage can develop in a unified fashion.
- c. The parcels that front on the north side of Bauer Drive, northeast of the West Springfield Terrace townhouses, are distinct from the remainder of the Fairfax Park community due to the existing development patterns in the vicinity. These parcels may be considered for development at the high-end of the 2-3 dwelling units per acre range, and as attached dwellings, if there is:
- No vehicular access to the north; and
  - An effective transitional open space buffer along the northern edge of the property to ensure no adverse impact upon the Fairfax Park community.

In view of its transitional location, an option for residential use at 5-8 dwelling units per acre may be considered for those parcels which front on Bauer Drive upon compliance with the above conditions and if there is substantial consolidation of adjacent parcels to ensure coordinated development.

17. The two small parcels of land (Tax Map 78-3((1))7A, 7B) currently zoned C-5 on Lee Chapel Road south of the Burke Elementary School are planned for residential use at 2-3 dwelling units per acre, which is a compatible use and density with the surrounding residential development.
18. Recommendations for Burke Village are found in Sector P6, Recommendations 8 and 9. [Not shown]

#### Transportation

Transportation recommendations for this sector are shown on Figures 15, 16, 17, 18 and 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

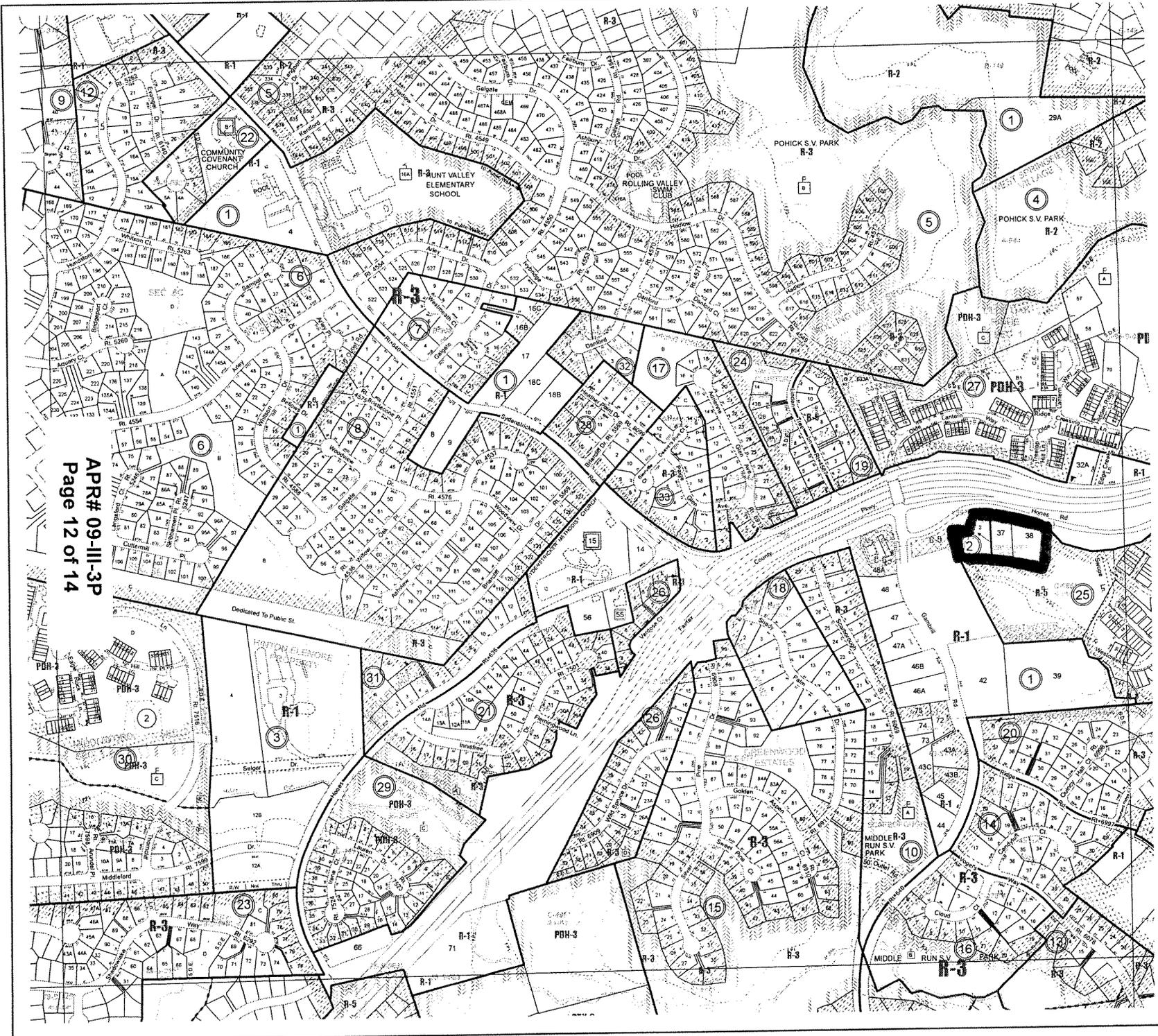
1. Braddock Road from Guinea Road to Route 123 was widened to four lanes in 1990. There are few, if any, opportunities to add highway capacity on this stretch of Braddock Road. A Corridor Study must be done before additional lanes can be considered. This study should explore not only alternative routes, but also additional transit services and carpooling incentives.
2. Commuter parking facilities are needed along Braddock Road. Park-and-ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian access between bus stops, park-and-ride lots, and nearby developments.

**COMPREHENSIVE PLAN AMENDMENT  
P2 MAIN BRANCH COMMUNITY PLANNING SECTOR**

**PROPOSED COMPREHENSIVE PLAN**

Other Areas:

19. The parcels located south of Hooes Road and to the east of Gambrill Road, identified as Tax Map 89-3 ((1)) Parcels 37 and 38 and Tax Map 89-3 ((2)) Parcel 2, may be developed with neighborhood-serving retail and convenience uses up to .35 FAR. Drive-through 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.



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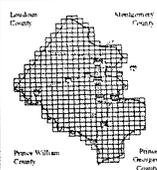
A Fairfax County, Virginia Publication



Map Scale is 1" = 75' based on GCRS - 24,000 scale  
 1:25,000 scale. Vertical Datum is NAVD 83. Horizontal Datum is NAD 83. The map is based on the 2001 Census of Fairfax County, Virginia. The map is based on the 2001 Census of Fairfax County, Virginia. The map is based on the 2001 Census of Fairfax County, Virginia.

**GENERAL NOTES**

1. This map is a reproduction of the original map as shown on the map sheet. It is not a survey and should not be used for legal purposes. It is for informational purposes only. The map is based on the 2001 Census of Fairfax County, Virginia. The map is based on the 2001 Census of Fairfax County, Virginia. The map is based on the 2001 Census of Fairfax County, Virginia.



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**SHEET INDEX**

**PROPERTY MAP  
ZONING  
89-3**

Revised to: 01 - 01 - 2009

Prepared by:  
 DEPARTMENT OF INFORMATION TECHNOLOGY  
 Enterprise Services Division  
 Geographic Information Services  
 13000 Government Center Parkway, Suite 117  
 Fairfax, Virginia 22031-2712  
 FAX: (703) 243-3447

**COMPREHENSIVE PLAN AMENDMENT  
P2 MAIN BRANCH COMMUNITY PLANNING SECTOR**

**STATEMENT OF JUSTIFICATION**

**I. Introduction**

The parcels that are the subject of this nomination lie immediately south of Hooes Road and east of Gambrill Road and are identified on the Fairfax County Tax Map as 89-3 ((1)) Parcels 37 and 38 and Tax Map 89-3 ((2)) Parcel 2 (the "Property"). Cooley Godward Kronish LLP (the "Nominator") requests approval of a Comprehensive Plan Amendment to allow development of the Property with neighborhood-serving retail and convenience uses, possibly including a drive-through use, up to .35 FAR.

**II. Current Comprehensive Plan Provisions**

The Comprehensive Plan map designates the Property as planned for residential development at 2-3 dwelling units per acre, however, the Plan does not contain site-specific recommendations for the Property in the Plan text.

**III. Proposed Comprehensive Plan Amendment**

The Nominator proposes to amend the Comprehensive Plan to allow the development of the Property with neighborhood-serving retail and convenience uses at an intensity of .35 FAR. The proposed nomination recognizes changes in the character of adjacent uses and the enhanced transportation network surrounding the Property.

The proposed Plan Amendment would allow a beneficial additional option for the use of the Property based on changes that have taken place in the surrounding area. The three residential lots comprising the Property are bounded to the north by Hooes Road, with Fairfax County Parkway further north, to the east and south by forested open space, and to the west by land planned and zoned for retail uses and the Gambrill Road park and ride lot. The Property is, therefore, separated from surrounding residential communities and its use for neighborhood-serving retail and convenience uses could be achieved without adverse impacts on existing low-density residential areas. The forested open space immediately south of the Property includes floodplain and land identified as a Resource Protection Area and would provide a buffer between the Property and residential areas to the south.

In the period since the Property was developed with low-density residential uses its surrounding area has been significantly transformed. Surrounding areas adjacent to Hooes Road and Gambrill Road have been planned, zoned and, in the case of land to the west of Gambrill Road, developed with commercial uses. Further, whereas Gambrill Road may have initially been planned for single family residential development, its proximity to the Fairfax County Parkway and Springfield has led to the development of a park and ride lot. Therefore, proposed Plan Amendments to allow neighborhood-serving retail and convenience uses would provide a beneficial alternative for the development of the Property.

The proposed amendment would allow the logical extension of an existing planned retail area at the intersection of Gambrell Road, Hooes Road and Fairfax County Parkway. The proposed amendment may also result in the small, irregularly shaped, vacant parcel immediately west of the Property having an increased potential for being developed with retail uses as currently planned.

The development of the Property with neighborhood-serving retail and convenience uses would provide an important service within walking distance of a large number of surrounding residential uses and help supplement the existing retail services available in this location. The Nominator anticipates that important services such as a pharmacy, bank, dry cleaners and convenience store could provide a significant benefit to residents in this location because there is a need for additional retail options in this area.

The Nominator recognizes that without proper planning, a neighborhood-serving or convenience retail establishment with a drive-through use may adversely affect transportation in the vicinity of the Property. To mitigate any potential adverse impacts, the Nominator has provided, as a condition in the proposed Plan language, that a drive-through use should provide a carefully designed, efficient, and non-conflicting vehicular circulation system for the Property. Such circulation will ensure that a retail establishment with a drive-through use would address potential traffic concerns and mitigate any adverse impacts.

#### **IV. Conclusion**

The Nominator recognizes recent land use developments that have taken place surrounding the Property and believes the Comprehensive Plan should be amended to provide the option for neighborhood-serving retail and convenience uses. The three residential lots comprising the Property are separate from surrounding residential neighborhoods and are now bounded by Hooes Road and Fairfax County Parkway to the north, commercial land and a park and ride lot to the west, and forested open space to the south and east. As such, a planned retail and convenience use would provide a beneficial additional option for the Property and help serve surrounding residential neighborhoods. The Nominator, therefore, respectfully requests the support of the County Staff, the Planning Commission, and approval by the Board of Supervisors.