

**MOUNT VERNON APR TASK FORCE
RECOMMENDATION
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

APR ITEM # 09 MV 12 LP

DATE(S) REVIEWED BY TASK FORCE: 4-27-10
NOMINATOR(S): David G. II

SUMMARY TASK FORCE RECOMMENDATION:

Approve Nomination as submitted _____
Approve Nomination with Modification ✓
Retain Adopted Plan _____

VOTE TALLY

In favor: 15
Opposed: 3
Abstentions: 2

Task Force member(s) who recused themselves from the vote:

TASK FORCE EXPLANATION/COMMENTS:

see Attached

Task Force Chairman (initials):

DA

Suggested Comprehensive Plan Language
APR 09-MV-12LP

Fairfax County Comprehensive Plan, 2003 Edition, Area IV, Lower Potomac Planning District, LP-2 Lorton-South Route 1 Community Planning Sector:

Land Unit D

This land unit is surrounded by Accotink Creek, Pohick Estates and Rose Heights subdivision and Southgate Woods and Worthington Woods townhouse developments. The area is characterized by existing industrial uses. Primary uses are wholesale/warehouse activities.

Land Unit D is planned for industrial use. New or infill development should be compatible with existing industrial uses up to .35 FAR and should provide for substantial buffering when located adjacent to planned or existing residential uses.

The area generally adjacent to Accotink Creek is planned for public park.

Optional Comprehensive Plan Text

For the approximately 69 acres west of Telegraph Road, as an option, office/mixed-use, including hotel, civic, and light industrial at a base density of 0.7 may be appropriate if the following conditions are satisfied:

opt. ~~0.7~~ .65

- Ensure density and height tapers as it gets closer to the adjacent residential development;
- Ensure adequate buffers and landscaping are provided next to the adjacent residential development;
- Heavy Industrial Uses are prohibited, light industrial uses may be to 10% of total gross floor area;
- Development shall be consistent with the treeline of the adjacent residential community to reduce its visual impact; under no circumstances shall building height ~~shall~~ exceed 8 stories or 90';
- The impact on parks and recreation should be mitigated per policies contained in Objective 6 of the Park and Recreation section of the Policy Plan;
- Provision of a unified site design, the buildings and hardscape elements should share similar architectural features;

JP

- Approval of the proposed buildings by the Federal Aviation Administration (FAA) to assure no interference with operations at Davison Airfield;
- The parcels in the land unit are substantially and logically consolidated. If all parcels cannot be consolidated, it must be demonstrated that the unconsolidated parcel(s) can be compatibly integrated into the existing development; density for any redevelopment proposal should be based solely on the area brought forward for the particular development application;
- All parking structures are well landscaped with trees and shrubs in order to provide a buffer to the residential development on the southwestern edge of the area;
- Lighting is located, directed, and designed to reduce glare and minimize impact to adjacent residential development;
- Support retail uses located in the ground-level of office or hotel buildings is encouraged but not required in every building;
- Buildings should be designed to accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features;
- A street connection between Lockport Place and Telegraph Road shall be provided, generally near Rainwater Place, final location determined in consultation with the both the Fairfax County Department of Planning and Zoning and the Virginia Department of Transportation;
- Right-of-way is dedicated as may be needed along Telegraph Road to support this option;
- A Transportation Demand Management Program (TDM) is implemented that reduces trips and mitigates traffic on surrounding streets, including Telegraph Road, by encouraging the use of transit, carpooling, or other alternatives to single occupant vehicle commuting. Such TDM program shall endeavor to reduce trips to a comparable level to office development at a 0.5 FAR;
- Any traffic mitigation measures at the intersection and
- Coordination with any existing TDM program and any existing shuttle bus service in the area is encouraged;

and consistent with historic Richmond Hwy should be sensitive to the Telegraph Rd & Potomac Church Historic Overlay District

Relevant

as seen 2nd to

North of Lockport

and Agencies

Repetitive

~~Further, density of up to a 0.8 FAR may be appropriate if the following additional conditions are satisfied:~~

- Provision of environmental elements into the design, including buildings designed to meet the criteria for LEED Silver or equivalent green building certification;

- Dedication of Resource Protection Area (RPA) acreage to Fairfax County;
- Development of a publically available civic or community space of at least 5,000 sq. ft.;
- The development should provide shuttle service to the Joe Alexander Transportation Center, and/or the Virginia Railway Express Station or other destinations in the nearby area;
- Development is feasible only if the private sector contributes a proportional share of transportation improvements and/or funding to meet the transportation needs of the area;
- Demonstration that development will not degrade traffic below acceptable level of service (LOS) for streets impacted by the development;
- Phasing of development in such a way that road improvements and effective traffic mitigation measures will be in place prior to the issuance of occupancy permits for completed phases prior to proceeding with future development phases.