

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

APR ITEM # A 09-IV-23 MV, 09-IV-25 MV & 09-IV-26 MV

DATE(S) REVIEWED BY TASK FORCE: 4-27-10
NOMINATOR(S): MVCCA

SUMMARY TASK FORCE RECOMMENDATION:

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

VOTE TALLY

In favor: 20
Opposed: 0
Abstentions: 0

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

TASK FORCE EXPLANATION/COMMENTS:

see Attached

Task Force Chairman (initials): *PLF*

APR 09-IV-23MV, 09-IV-25MV, & 09-IV-26MV
ALTERNATIVE RECOMMENDATION
April 27, 2010

Task Force
Approved
w/ 3 modifications

MODIFY: Fairfax County Comprehensive Plan, Area IV, Mount Vernon Planning District, Richmond Highway Corridor, Penn Daw CBC, Land Use Recommendations, pages 35-37, as amended through August 3, 2009:

“Land Unit E

south of
to include parcels 4 and 23A

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

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

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

- Substantial and logical consolidation is obtained. Where consolidation of parcels is not obtained, existing uses should be integrated into the site design by providing interparcel vehicular and pedestrian access;
- The level of non-residential development should be approximately one-third of the total gross floor area for the entire mixed-use development. Appropriate first floor support retail and service uses designed to serve the development and surrounding area in this option should be encouraged. A table-service restaurant that is well-integrated into the project is desirable;
- Non-residential uses should be located at the front of the property and oriented to Richmond Highway. Residential uses should be located toward the middle and rear in order to take advantage of the visual and passive recreational amenity, provided by the adjacent stream valley area.

- Sufficient buffering, year-round screening with predominantly native plants and trees, tapering of building heights and massing, should be utilized to mitigate adverse impacts on nearby residential areas or unconsolidated residential properties.
- High-quality architecture, landscape design, and pedestrian amenities should be provided. Building design should be combined with an innovative and creative use of surrounding pedestrian open space in such a manner as to reduce the effect of the building height and bulk;
- Urban design elements, such as streetscaping, public art, pedestrian plazas, cultural/recreation facilities, landscaped open space, landmarks or building designs are provided;
- An acceptable, detailed transportation analysis is performed that identifies transportation improvements required to support the development. Access points should be consolidated along Richmond Highway and an efficient internal circulation system provided. Traffic circulation on the site must ensure safe and orderly access to adjacent arterials. Cut-through traffic is minimized;
- Adequate right-of-way is provided for road improvements;
- Consolidating and/or limiting access should be considered in order to preclude congestion within the Richmond Highway and Quander Road corridors and their intersection.
- No more than one additional access onto Richmond Highway, besides Shields Avenue should be provided. Consolidated access for redevelopment along Quander Road should be considered. These provisions are intended to preclude congestion near the Richmond Highway/ Quander Road intersection.
- Low impact development measures and innovative stormwater management techniques should be used to mitigate the impact of development on water quality and quantity. Some low impact development measures which could provide enhancements to development as well as a stormwater benefit include facilities such as detention, infiltration and bioretention measures, as well as landscaped areas and constructed wetlands. Steep slopes, streams and floodplains with their existing vegetation located on the property are preserved as a public park. Safe, attractive, well-signed pathways, using natural surfaces, should connect this area to the redevelopment. Techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other green and sustainable features, as recommended within Policy Plan.
- Pedestrian circulation and the use of mass transit are encouraged through site design, connection with proposed and existing and planned bicycle and pedestrian circulation systems in the area and through other methods. A transit center or enhanced transit stop serving existing and planned Metrobus and Fairfax Connector bus routes in the Richmond, North Kings and South Kings Highway corridors should be accommodated to support this development and the surrounding area. This facility could be designed completely on-site or to serve northbound travel only in conjunction with a similar facility for southbound travel in Sub-unit F2. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a

station, a future possible rail station should be accommodated, as depicted on Figure 13. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Unit F2 must be provided to ensure safe operation.

● **Sub-unit E-1** Structured parking to be provided that does not negatively impact the surrounding community or aesthetic appeal of the development.

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

Sub-unit E-2

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

Sub-unit E-3

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

...

Sub-unit F-2

Parcels within this sub-unit include 83-3((1)) 22A and a portion of Parcel 22B1 and are planned for retail use up to .35 FAR. If substantial land is required for interchange improvements, the remaining property should also be acquired for use as a gateway park to provide a gateway feature should be provided on the sub-unit to serve as a focal point for the Penn Daw Community Business Center. A transit center or enhanced transit stop serving existing and planned Metrobus and Fairfax Connector bus routes in the Richmond, North Kings, and South Kings Highway corridors should be accommodated to support mixed-use redevelopment on Land Unit E and the surrounding area. This facility could be designed completely onsite or to serve southbound travel only in conjunction with a similar facility for northbound travel in Land Unit E. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future possible rail station should be accommodated. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Unit F2 must be provided to ensure safe operation.

Land Unit G

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

streams, bioengineering approaches should be followed to restore them to more natural conditions and functions.

1849 and

As an option, Tax Map parcels 83-3 ((1))20 may be appropriate for redevelopment. The mix of use and intensity should be examined through a concurrent Comprehensive Plan amendment and zoning application. This approach is consistent with county policy that permits concurrent processing of Comprehensive Plan amendment and zoning applications in order to facilitate the review of development proposals in Commercial Revitalization Areas.

~~Existing conditions present an opportunity for a well designed, mixed use project that will serve as the focal point and core area for the Penn Daw Community Business Center. As an option, Land Unit G is planned for a well integrated mix of retail, office, hotel and residential uses with an overall intensity of up to 1.0 FAR. Development proposals for a single integrated project or a project that allows for future coordination with other projects should meet the following conditions:~~

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

~~• Incorporation of residential use in office or retail buildings in an "above the shop" arrangement is encouraged.~~

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