

FAIRFAX COUNTY, VIRGINIA
2005 SOUTH COUNTY AREA PLANS REVIEW
NOMINATION TO AMEND THE COMPREHENSIVE

APR# 05-IV-35MV

Staff Use Only

Date Received: 9/21/05
Date Accepted:
Planning District:
Special Area:

SECTION 1: NOMINATOR/AGENT INFORMATION

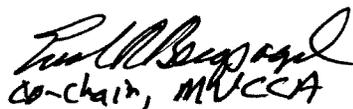
Name: **MOUNT VERNON COUNCIL OF CITIZENS ASSOCIATIONS**

Daytime Phone: **703-780-4709**

Address: **BOX 233, MOUNT VERNON, VIRGINIA 22121**

Nominator E-mail Address: **Errol_Bergsagel@yahoo.com**

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


co-chair, MVCCA

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:

SECTION 2: GENERAL INFORMATION

Check appropriate supervisor district: Braddock Lee Mason Mount Vernon Springfield

Total number of parcels nominated: **N/A, THIS IS A TRANSPORTATION NOMINATION, SEE SECTION 4.**

Total aggregate size of all nominated parcels (in acres and square feet): sq. ft. acres

Is the nomination a Neighborhood Consolidation Proposal: Yes No

SECTION 3: SPECIFIC INFORMATION – Attach either the Specific Information Table found at the end of this application form or a separate 8 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 Section 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.

NA

SECTION 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN DESIGNATIONS

See Section IV, #4, of the Citizen's Guide for instructions.

Current Comprehensive Plan text for nominated property: **NA, SEE BELOW**

Use the **Plan on the Web** for your citation. It is the most up-to-date. Link:
www.fairfaxcounty.gov/dpz/.

Current Plan Map Designation: **SEE CIRCLED TEXT IN ATTACHMENT A**

Proposed Comprehensive Plan Designation: **SEE ATTACHMENT B. ADD THE CIRCLED TEXT ON PAGES 4, 5 AND 8 TO ATTACHMENT A**

SECTION 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 8 _ x 11 inches. Maps in color will not be accepted. NA

SECTION 6: JUSTIFICATION

Each nomination must conform with 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).

THESE GOALS FOR THE ROUTE 1 APPLY TO BOTH THE LOWER POTOMAC AND MOUN' VERNON PLANNING DISTRICTS SINCE ROUTE 1 CONTINUES THROUGH BOTH DISTRICTS.

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

x There are oversights that affect the area of concern.

All completed nomination forms must be submitted between July 1, 2005 and September 21, 2005 to:

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

- 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.
- Preserve significant heritage resources and protect environmentally sensitive areas.
- Protect wetlands and environmental quality corridors.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Mount Vernon Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

along the Corridor. Place utilities underground in conjunction with all public and private development projects being carried out along the Route 1 Corridor. Place emphasis on signage, landscaping, intersection and service drive definition.

- Provide User Orientation - Provide a sense of orientation through the use of landmarks, public facilities, open space and design centers. Improve street and transportation identification to orient shoppers and visitors within the Corridor.
- Establish a Clear Corridor Image - Develop two well-defined vehicular entry point "gateways" to the Corridor at the Occoquan River and the Capital Beltway to establish a strong overall image and help define the Corridor
- Improve Access and Functional Amenities - Visually improve pedestrian and vehicular traffic systems to enhance intersections, reduce curb cuts, and provide better signage and access to commercial facilities and adjacent, non-commercial uses.
- Reduce Impact on Adjacent Residential Communities - Mitigate adverse impacts of commercial activity such as noise, glare and incompatible building forms on adjacent residential and non-commercial uses by effective buffering and screening and by designing buildings of appropriate scale and height.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Lower Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas

Transportation Goals for the Route 1 Corridor

The following goals are intended to guide general transportation decisions in the Route 1 Corridor:

- Route 1 needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; (3) implementing a firm policy concerning service roads along Route 1, with clear design standards for their development; (4) promoting the increased usage of ridesharing and public transportation to reduce reliance on

automobiles; and (5) minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.

The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.

- Access to/from the City of Alexandria - Widen Route 1 to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Route 1, improving Fort Hunt Road, and implementing HOV lanes south of this point.
- Service Roads - Develop and implement a Service Road Design Plan and Map for Route 1 between the Capital Beltway and the Occoquan River. In developing the Service Road Design Plan, consider the desirability of one-way versus two-way service roads. Develop a Service Road Design Plan which provides for construction of the remaining section of service road where needed to serve commercial and residential development and elimination of perpendicular curb cuts to reduce marginal friction for through traffic, construction of slip ramps between intersections, signalization, and turn prohibitions. Construct service roads which intersect cross streets as far back from the main roadway on Route 1 as practical, and connect directly with Route 1 at intersections. Until such a Service Road Design Plan is adopted, all development or redevelopment of properties fronting on Route 1 should provide or should dedicate land for a service road, with appropriate setback of the service road from the main roadway at signalized intersections.
- Public Transportation - Establish regular shuttle bus service along Route 1 between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Route 1. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Route 1. Evaluate the long-term feasibility of using the median along Route 1 for development of a people mover or light rail mass transit system.
- Route 1 Widening and Access - Widen to six travel lanes from the Buckman Road/Route 235 intersection to the Prince William County line. Limit access to the Route 1 main roadway between the Capital Beltway and the Occoquan River to signalized intersections, grade-separated interchanges, and slip ramps from service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Route 1.
- Pedestrian/Bicyclist Services - Provide trails within the public right-of-way along the length of Route 1. Provide sidewalk access to the Route 1 main roadway between the Capital Beltway and the Occoquan River, where needed, to serve adjacent residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/ bicyclist safety.

Attach: B

- Traffic Signalization - Connect all traffic signals to a centrally controlled and performance monitored computer system. Minimize the addition of new traffic signals at any intersection currently without signals and encourage other alternatives for handling access to the main roadway on Route 1. When new traffic signals are installed, consider the consolidation of existing traffic signals. Prohibit left hand turns onto and off of unprotected Route 1 intersections.
- High Occupancy Vehicle (HOV) Lanes - Utilize the curb lanes along Route 1 as HOV lanes for buses, carpools and vanpools during the AM and PM peak hours. Consider, however, HOV operation only if it can be accomplished without adding more travel lanes, because widening the highway from six to eight lanes would be too disruptive to existing commercial and residential development. Implement the first phase of HOV operation from Fort Hunt Road to Buckman Road/Route 235 North in coordination with the widening of Route 1 over the Capital Beltway and the implementation of a Service Road Design Plan. Identify locations for commuter parking lots.
- Reversible Lanes - Use reversible lanes to handle peak hour traffic flows south of Fort Belvoir and study the feasibility of reversible lanes on the remainder of Route 1.
- Interchanges - Construct grade-separated interchanges to accommodate major turning movements onto and off of Route 1 only where such interchanges will not adversely impact on adjacent commercial or residential development and/or historic areas. Consider such interchanges, when constructed, on a north/south priority after the Fairfax County Parkway interchange is constructed.
- Funding Mechanism - In order to pay for the transportation improvements needed to support new development and redevelopment, create an impact fee, contribution formula, a special tax district or other mechanism to assess fees on any new commercial and residential projects along the Route 1 Corridor that involve an increase in density from present levels. South of Fort Belvoir, the creation of any funding mechanism should be coordinated with, or folded into, any Lorton Area Funding Plan being considered or adopted for that area. Develop standard formulas based upon formulas used elsewhere in Fairfax County.

Housing

A list of existing, under construction, and proposed assisted housing for the Lower Potomac Planning District is shown in Figure 3. This list includes housing developments which, to the County's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from Federal, State, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.