

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2011 EDITION

GENERAL LOCATION: West of the intersection of Richmond Highway and North Kings Highway, between School Street and the Kings Garden Apartments

PLANNING AREA AND DISTRICT: IV, Mount Vernon

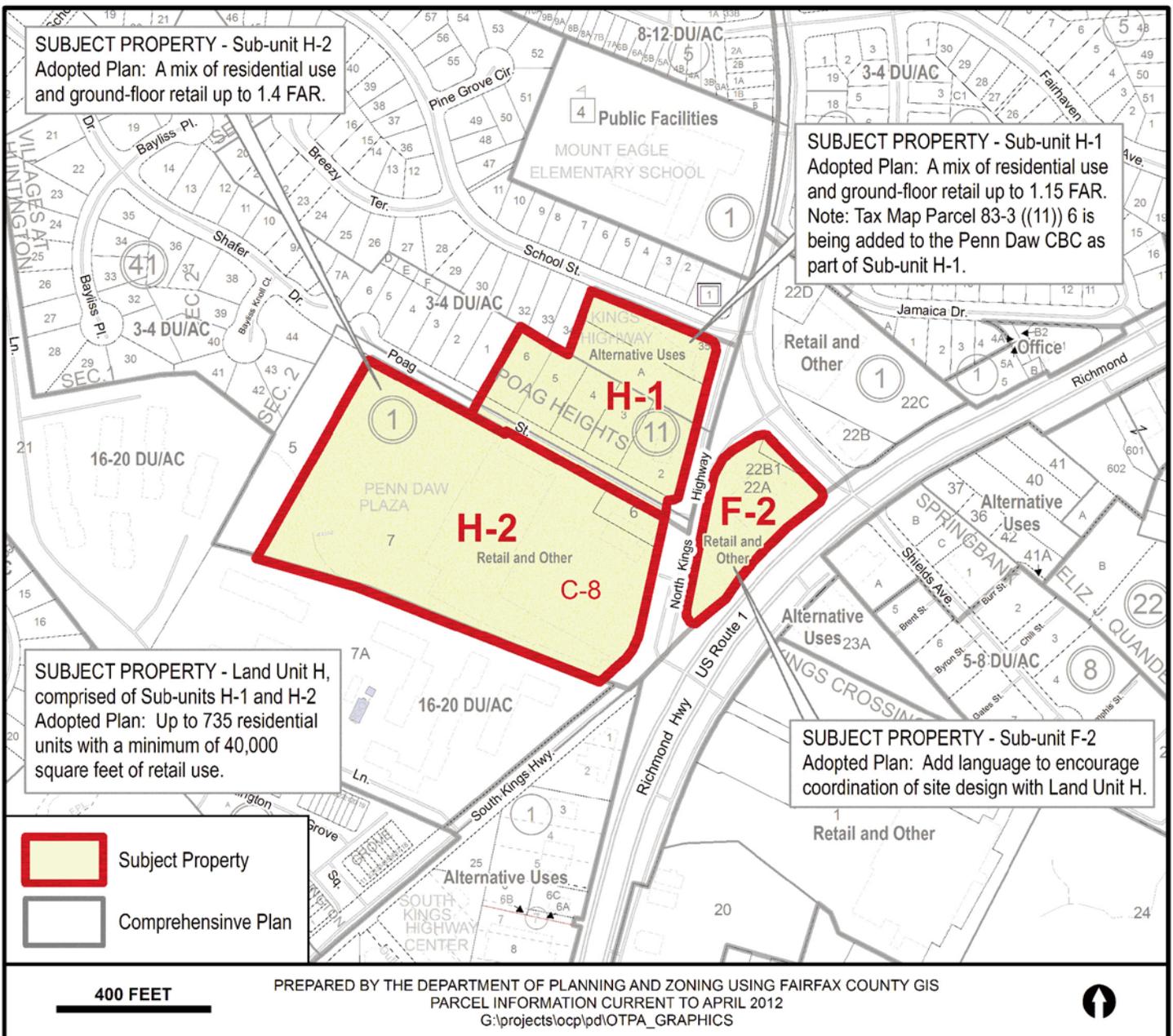
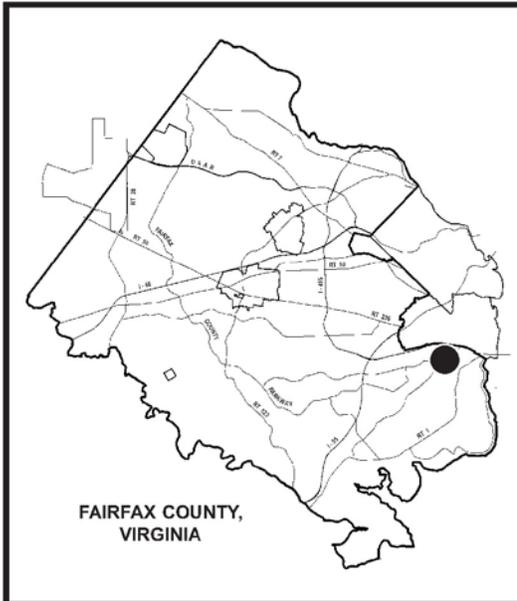
SUB-DISTRICT DESIGNATION: North Gateway and Penn Daw Community Business Center, Sub-unit F-2 and Land Unit H

PARCEL LOCATION: 83-3 ((1)) 6, 7, 22A, 22B1; 83-3 ((4)) A, 34, and 35; 83-3 ((11)) 2, 3, 4, 5, and 6

SUPERVISOR DISTRICT: Lee and Mount Vernon

ADOPTED: April 10, 2012 **ITEM NO.** ST10-IV-MV1

ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2011 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text is shown with ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; Richmond Highway Corridor Area, Suburban Neighborhood Area Located on the East Side of Richmond Highway Between North Gateway and Penn Daw Community Business Centers, page 36:

“Penn Daw Community Business Center

...

Planned ~~road~~ highway improvements will impact some uses at the intersection of Richmond Highway and Kings Highway creating an opportunity for a special landscaped area or other identifying landmark at this intersection. The Penn Daw Shopping Center is planned be redeveloped with residential mixed-use including community-serving retail uses, ~~remain as a community-serving retail center~~ while the east side of Richmond Highway is planned to be redeveloped into a larger single use or as a mixed-use project comprised of residential, retail and office uses. Additional office uses are planned for the western side of Richmond Highway adjacent to the Fairhaven community.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; Richmond Highway Corridor Area, Suburban Neighborhood Area Located on the East Side of Richmond Highway Between North Gateway and Penn Daw Community Business Centers, Sub-units F-2 and H, pages 39-40:

“Sub-unit F-2

Parcels within this sub-unit include 83-3((1))22A and parcel 22B1 and are planned for retail use up to .35 FAR. Efforts should be made to coordinate site design with any redevelopment plans on Sub-units H-1 and H-2 to maximize visibility and aesthetic relationships. A gateway feature should be provided on the sub-unit to serve as a focal point for the Penn Daw Community Business Center. If a transit center or enhanced transit stop cannot be accommodated in Land Unit E or additional analysis determines that Land Unit F2 is a more appropriate and logical location, a transit center or enhanced transit stop should be accommodated

in this land unit to support mixed-use redevelopment in the surrounding area. Safe and convenient vehicular, bicycle, and pedestrian access and connections between Land Unit E and Sub-Units F-2, H-1 and H-2 should be provided to ensure safe operation. Should future study determine that rail is appropriate for the Richmond Highway corridor and that this location warrants a station, a future rail station should be accommodated.

...

Land Unit H

~~Land Unit H contains the Penn Daw Shopping Center and adjacent commercial uses between School and Poag Streets along North Kings Highway. The Penn Daw Shopping Center site is planned for retail use up to .35 FAR. Free-standing uses should be discouraged to preserve an opportunity for connections to the proposed "gateway park". Additional parking lot landscaping and the introduction of a landscaped berm between the front parking lot and North Kings Highway is encouraged.~~

~~The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for low-rise office or compatible institutional uses up to .25 FAR to serve as a transition between the residential and commercial areas located north and south of the subject property, respectively. As an option, if parcels are completely consolidated and an integrated, well-designed development is proposed, an FAR up to .35 may be appropriate.~~

The land unit is envisioned to be a visually and functionally cohesive pedestrian-oriented environment. Necessary improvements and amenities such as road and sidewalk enhancements, useable open space, plazas, and bus shelters are expected to be phased with development in support of this goal. These improvements should off-set impacts of redevelopment and ensure adequate functioning of critical intersections through a combination of roadway capacity improvements, intersection traffic mitigation, circulation and access improvements, transit, pedestrian and bicycle connectivity enhancements and effective Transportation Demand Management options. Development should be phased in such a way that effective transportation measures are in place concurrent with development.

The development concept for Land Unit H reflects up to a maximum of 735 dwelling units and a minimum of 40,000 square feet of retail use provided that an appropriate pattern and character of development is achieved. New retail use should be located on the ground floor of buildings and not in freestanding buildings. Service uses such as professional offices may be included in this category. Specific recommendations are provided in the sections that follow.

The land unit is divided into Sub-units H-1 and H-2. Within Sub-unit H-1, residential use is recommended to be in the form of multi-family units with neighborhood serving retail use (new and/or existing). In Sub-unit H-2, a mixture of multi-family units and townhouses is recommended to provide variety in dwelling types.

Sub-unit H-1

The existing commercial uses between School and Poag Streets along the west side of North Kings Highway are planned for retail, low-rise office and/or compatible institutional uses up to .25 FAR.

As an option, redevelopment with a mix of predominately residential use and ground-floor retail at an overall intensity up to 1.40 FAR may be appropriate. The following conditions should be met:

- Full consolidation of Sub-unit H-1 is desired. At a minimum, however, consolidation should be achieved for Tax Map parcels 83-3((4))A, 83-3((11))2-6. If full consolidation cannot be achieved, the existing 9,500-square-foot retail building on School Street may be retained as all or a portion of the retail use recommended for this sub-unit provided that functional and aesthetic coordination of design is demonstrated, such as the relocation of parking on Tax Map parcel 83-3((4))35 away from the North Kings Highway and School Street frontages to allow for improvements to School Street; outdoor amenities, such as plazas or seating areas are provided; coordinated façade treatments and signage are provided; and improved streetscape to include continuous sidewalks, lighting, and landscaping is provided. Sidewalk improvements should include the construction of missing sidewalk connections on School Street in a configuration and manner to safely accommodate pedestrians and pedestrian crossing.
- High-quality site design and architecture should be provided. Design should be coordinated throughout Sub-units H-1 and H-2, especially if redevelopment is phased.
- Buildings should align with roadways along Poag Street and North Kings Highway, and should be built close to the street to create an urban street edge.

- Any new retail uses should be located on the ground floor of the residential buildings. The location of retail uses should maximize visibility along the frontage of North/South Kings Highway and School Street. Retail uses should offer community amenities, such as sidewalk cafés or restaurants, to the surrounding residential uses.
- Building height should be limited to a maximum of four stories. The tallest buildings should be concentrated along North/South Kings Highway, with building height tapering down toward single-family residential neighborhoods to the west. Townhouse-style residential units should be used to provide a transition to the neighborhoods to the west.
- Adequate buffering should be provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be appropriately landscaped with year-round vegetation to aid in the transition to single-family neighborhoods. All or a majority of Tax Map parcel 83-3((11))6 should be utilized as a buffer to existing single-family homes. This buffer area should include publicly accessible open space.
- Well-designed, publicly accessible urban plazas and parks should be integrated to enhance recreational options and a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Redevelopment of this sub-unit should provide a pocket park or plaza. To the extent possible, these open spaces should be contiguous to on-site retail uses. Landscaping improvements to the triangular piece of land at the intersection of Shields Avenue and North Kings Highway, such as a gateway feature or public art, should be considered as a short-term improvement.
- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring properties. Parking should be consolidated into structures that are integrated into the development using aesthetically appealing architectural detailing, screening, lighting, and landscaping. Limited convenience surface parking may be appropriate provided need is demonstrated and such spaces are appropriately integrated into the pedestrian environment.
- Development should dedicate adequate right-of-way for planned transportation improvements in the vicinity of Sub-units H-1 and H-2, as shown in Figures 13, 30, 37, and 44. A minor realignment of North/South Kings Highway, that minimizes impacts to the Kings Garden Apartments, to the west in the vicinity of the existing connection of Route 1 should be

considered to enhance traffic flow on North/South Kings Highway and to create a pedestrian refuge for improved crossing of Richmond Highway and North/South Kings Highway. Dedication of right-of-way would be needed for this realignment to occur. If deemed appropriate, this realignment should take place concurrent with the severing of the Route 1 connection.

- The intersection of North Kings Highway with School Street should be improved concurrently with redevelopment to facilitate the realignment of North Kings Highway and Shields Avenue. If complete consolidation is not achieved in Sub-unit H-1, individual properties should work cooperatively during redevelopment to achieve this realignment.
- Design and/or construction of other planned transportation improvements, on-site and off-site, should be provided. A financial contribution may be provided towards facilitating implementation of off-site planned transportation improvements, as deemed appropriate.
- Efforts should be made to enhance the walkability and multi-modal connectivity of the land unit, through the addition of sidewalks, streetscaping, and bicycle facilities. Multi-modal connectivity between this land unit and the Huntington Metrorail Station should be enhanced to improve bicycle/pedestrian access through the incorporation of bus shelters and enhanced transit service.
- No new vehicular access should be provided to School Street.
- Traffic and safety concerns on School Street are addressed with traffic-calming and/or anti-cut-through measures, where warranted.
- Shaffer Drive and Poag Street should not be connected.
- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water to the ground or reuse it and should include such features as rooftop landscaping on the proposed parking structures. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED[®]-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED[®]-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.

Sub-unit H-2

Sub-unit H-2 is located south of Poag Street along North Kings Highway and contains the Penn Daw Shopping Center and other commercial uses. The sub-unit is planned for retail use up to .35 FAR. Free-standing uses should be discouraged to preserve an opportunity for connections to the proposed gateway park in Sub-unit F-2. Additional parking lot landscaping is encouraged.

As an option, redevelopment with a mix of predominately residential use and ground-floor retail at an overall intensity up to 1.15 FAR may be appropriate. There is a desire to accommodate as much retail in the sub-unit as possible. The following conditions should be met:

- Full consolidation should be achieved for Sub-unit H-2. If full consolidation cannot be achieved, functional and aesthetic coordination of design, to include unconsolidated area(s), should be demonstrated.
- High-quality site design and architecture should be provided. Design should be coordinated throughout Sub-units H-1 and H-2, especially if redevelopment is phased.
- Buildings should align with roadways along Poag Street and North Kings Highway, and should be built close to the street to create an urban street edge.
- Retail uses should be located on the ground floor of the residential buildings. The location of retail uses should maximize visibility along the frontage of North/South Kings Highway, with additional retail sited along Poag Street near North/South Kings Highway. Retail should offer community amenities, such as sidewalk cafés or restaurants, to the surrounding residential uses.
- Building height should be limited to a maximum of five stories. The tallest buildings should be concentrated along North/South Kings Highway, with building height tapering down toward single-family residential neighborhoods to the west. Townhouses should be used to provide a transition to the neighborhoods to the west.
- Adequate buffering should be provided to minimize the visual impact of redevelopment on existing single-family neighborhoods. Buffer areas should be appropriately landscaped with year-round vegetation to aid in the transition to single-family neighborhoods. This buffer area should include publicly accessible open space.

- Well-designed, publicly accessible urban plazas and parks should be integrated to enhance the recreational options and a sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Redevelopment of the sub-unit should provide a central gathering space or plaza. To the extent possible, these open spaces should be contiguous to on-site retail uses.
- Parking facilities should be designed to avoid adverse visual impacts to the streetscape and neighboring properties. Parking should be consolidated into structures that are integrated into the development using aesthetically appealing architectural detailing, screening, lighting, and landscaping. Limited convenience surface parking may be appropriate provided need is demonstrated and such spaces are appropriately integrated into the pedestrian environment.
- Development should dedicate adequate right-of-way for planned transportation improvements in the vicinity of Sub-units H-1 and H-2, as shown in Figures 13, 30, 37, and 44. A minor realignment of North/South Kings Highway, that minimizes impacts to the Kings Garden Apartments, to the west in the vicinity of the existing connection of Route 1 should be considered to enhance traffic flow on North/South Kings Highway and to create a pedestrian refuge for improved crossing of Richmond Highway and North/South Kings Highway. Dedication of right-of-way would be needed for this realignment to occur. If deemed appropriate, this realignment should take place concurrent with the severing of the Route 1 connection.
- Design and/or construction of other planned transportation improvements, on-site and off-site, should be provided. A financial contribution may be provided towards facilitating implementation of off-site planned transportation improvements, as deemed appropriate.
- In the interim period prior to severing the connection between North/South Kings Highway and Richmond Highway, the entrance to Penn Daw Plaza south of Poag Street, which is currently offset, should be realigned with the existing connection to Route 1. This realignment, along with an internal network of well-connected streets, is intended to improve access to the site and provide adequate circulation to more evenly distribute trips with Poag Street.
- Efforts should be made to enhance the walkability and multi-modal connectivity of the land unit, through the addition of sidewalks, streetscaping, and bicycle facilities. Multi-modal connectivity between this land unit and the Huntington Metrorail Station should be enhanced to improve bicycle/pedestrian access through the incorporation of bus shelters and enhanced transit service.

- Shaffer Drive and Poag Street should not be connected.
- Stormwater quantity and quality control measures that are substantially more extensive than minimum requirements should be provided, with the goal of reducing the total runoff volume. The emphasis should be on low impact development (LID) techniques and best management practices (BMPs) that evapotranspire water, filter water through vegetation and/or soil, and return water to the ground or reuse it and should include such features as rooftop landscaping on the proposed parking structures. Stormwater management measures that are sufficient to attain the stormwater design-quantity control credit and stormwater design-quality control credit of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED®-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED®-CS) rating system (or third party equivalent of these credits) should be provided. If this goal is demonstrated not to be achievable, all measures should be implemented to the extent possible in support of this goal.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; MV1-Huntington Community Planning Sector, Land Unit N, page 110:

“Land Unit N (Penn Daw Area)

Land Unit N, located north and west of the Penn Daw Shopping Center, includes Mount Eagle School which is planned for public facilities use and Penn Daw Village which is a subdivision of single-family homes planned for residential use at 3-4 dwelling units per acre.

The balance of Land Unit N, is an area of largely undeveloped land at or adjacent to the terminus of Poag Street and includes Parcels 83-3((11))6; 7, 8, 9, 10; 83-3((1))5; 83-3((4))B; 82-4((1))24. With substantial consolidation, these parcels are planned for residential use at 3-4 dwelling units per acre. Development should be designed and specially engineered to address sensitive environmental areas, including steep slopes, marine clays and drainage problems. Poag Street should be improved to include resurfacing and drainage management. Poag Street should serve as the principal access to these parcels with no connection of Poag Street to Shaffer Drive.”

**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; Richmond Highway Corridor Area, North Gateway and Penn Daw Community Business Centers, Figure 8, "Boundaries for North Gateway and Penn Daw Community Business Centers (CBCs) and Adjacent Route 1 Suburban Neighborhoods," page 32, to show that Land Unit H has been split into two sub-units, H-1 and H-2. The Penn Daw CBC has been expanded to include Tax Map parcel 83-3((11))6 within Sub-unit H-1.

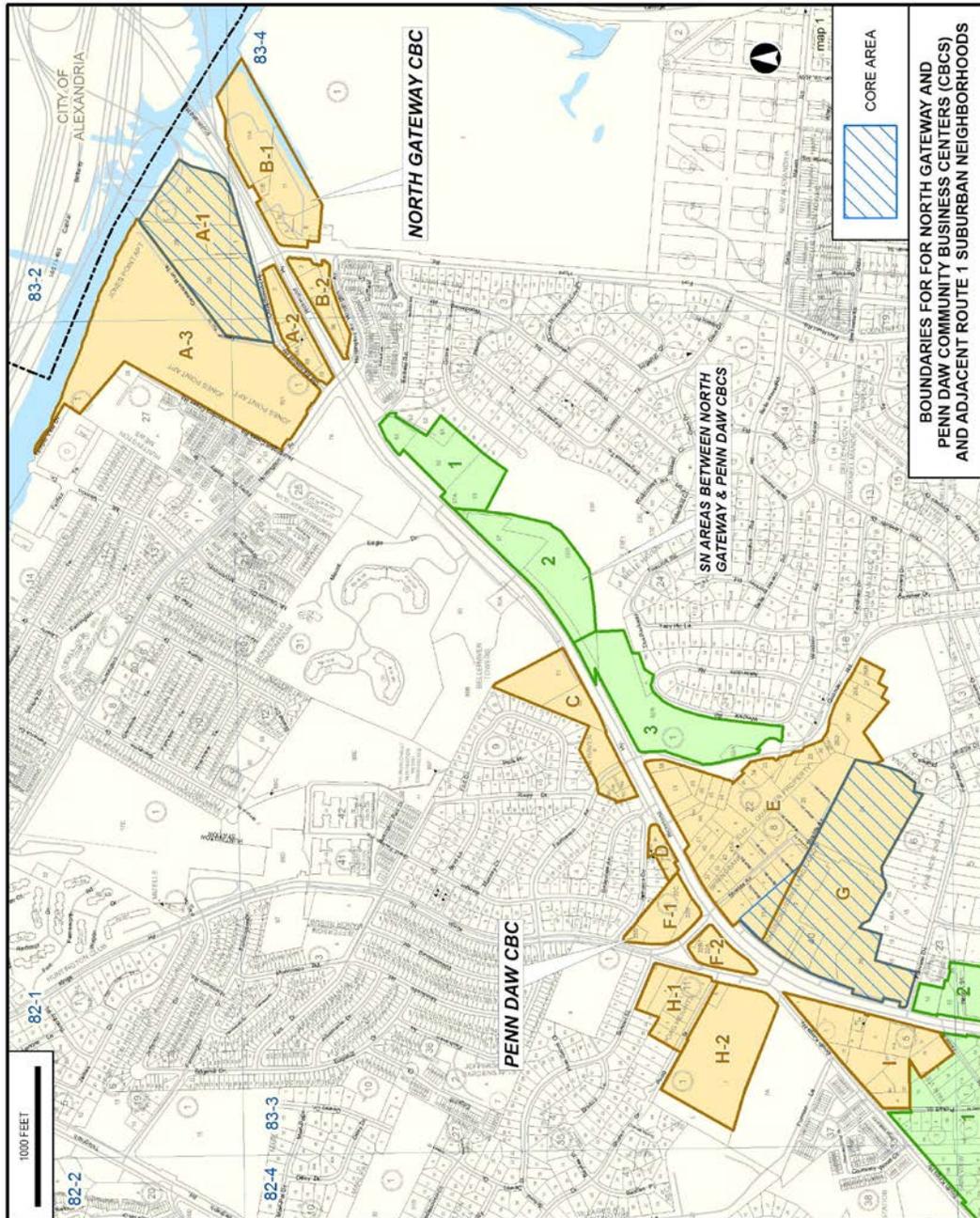
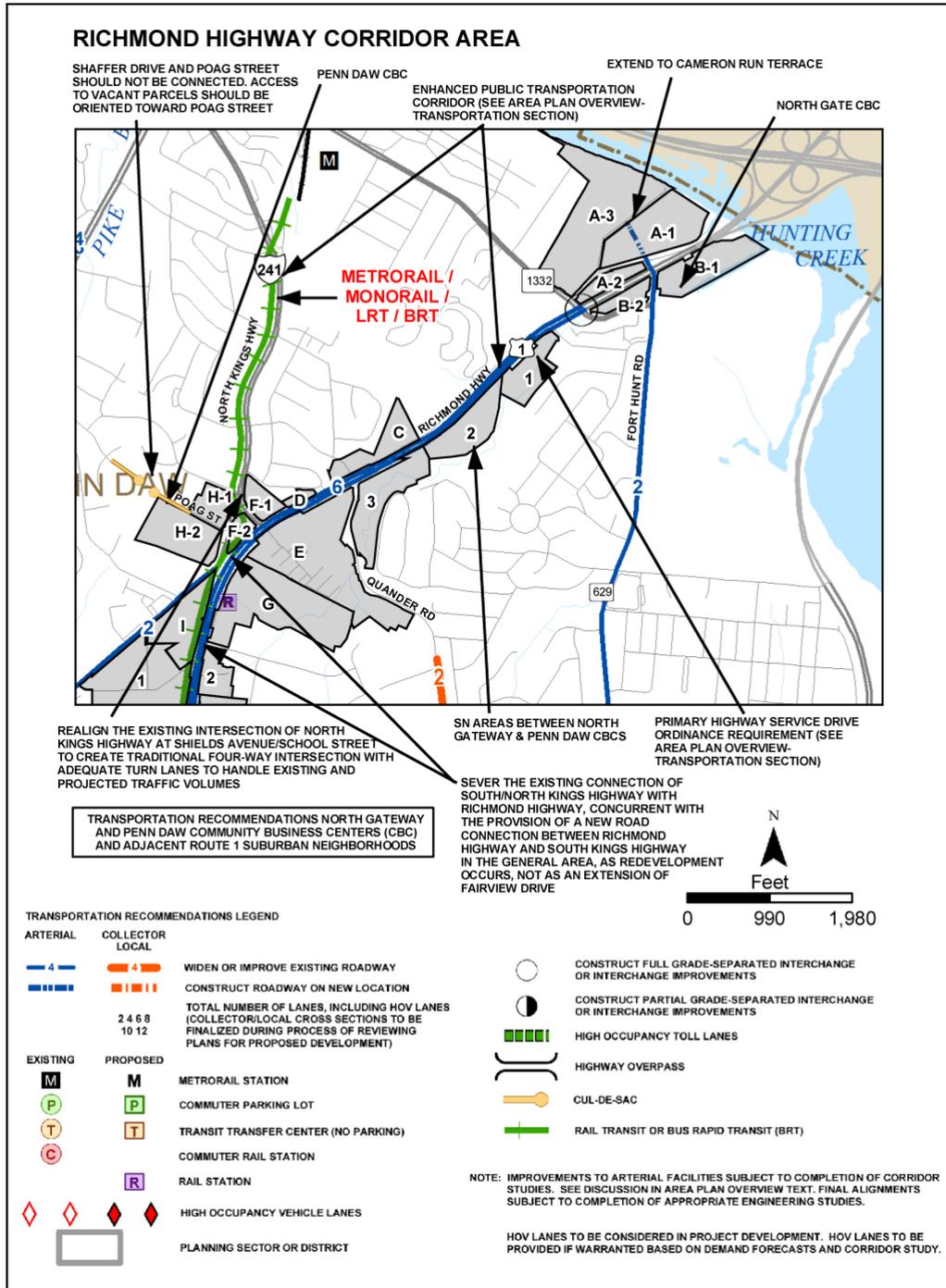


Figure 8 revised for ST10-IV-MV1

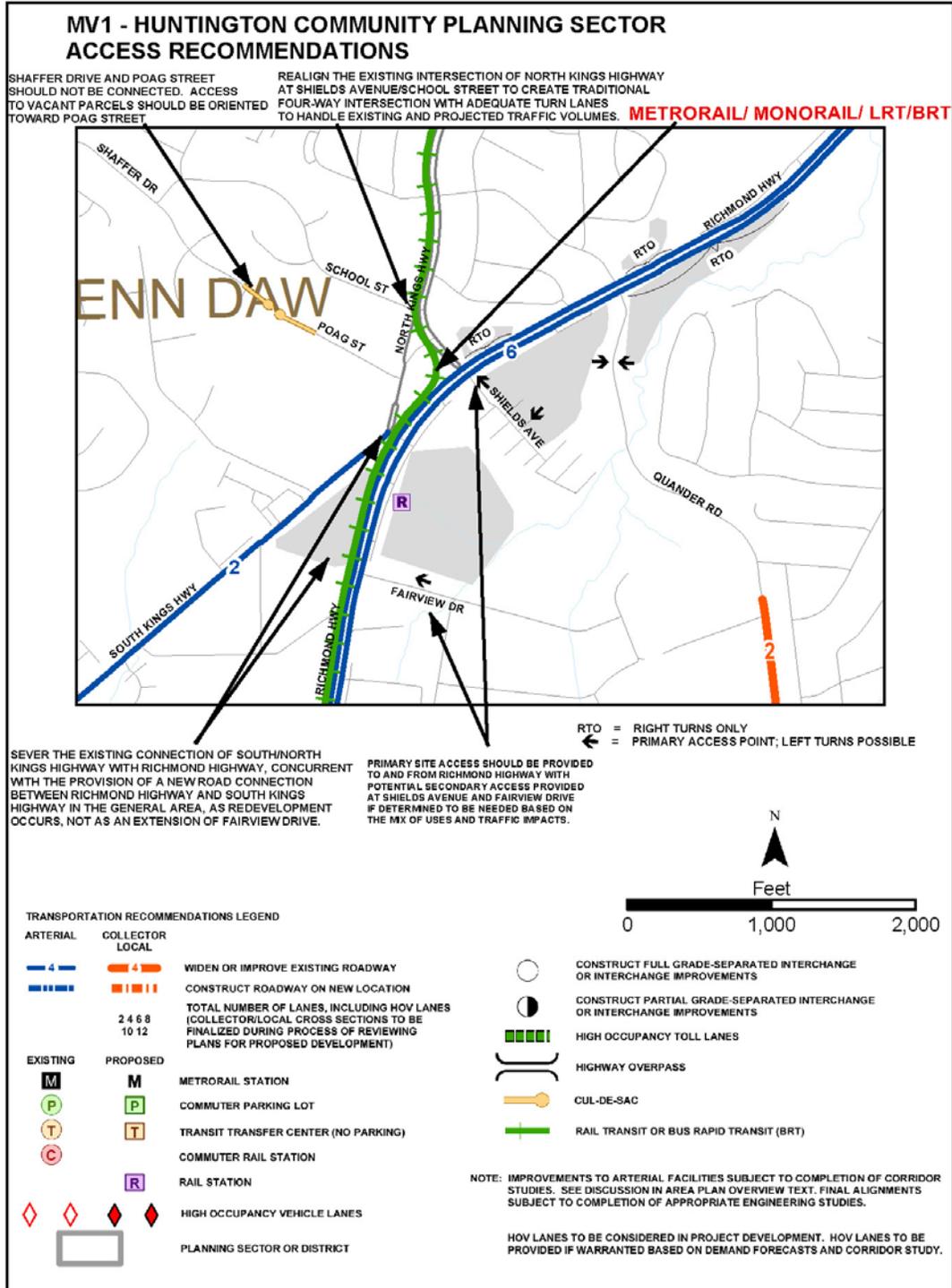
**MODIFY
 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; Richmond Highway Corridor Area, Figure 13, "Transportation Recommendations North Gateway and Penn Daw CBCs and Adjacent Route 1 Suburban Neighborhoods," page 74, to incorporate detailed notes about transportation improvements near the study area.



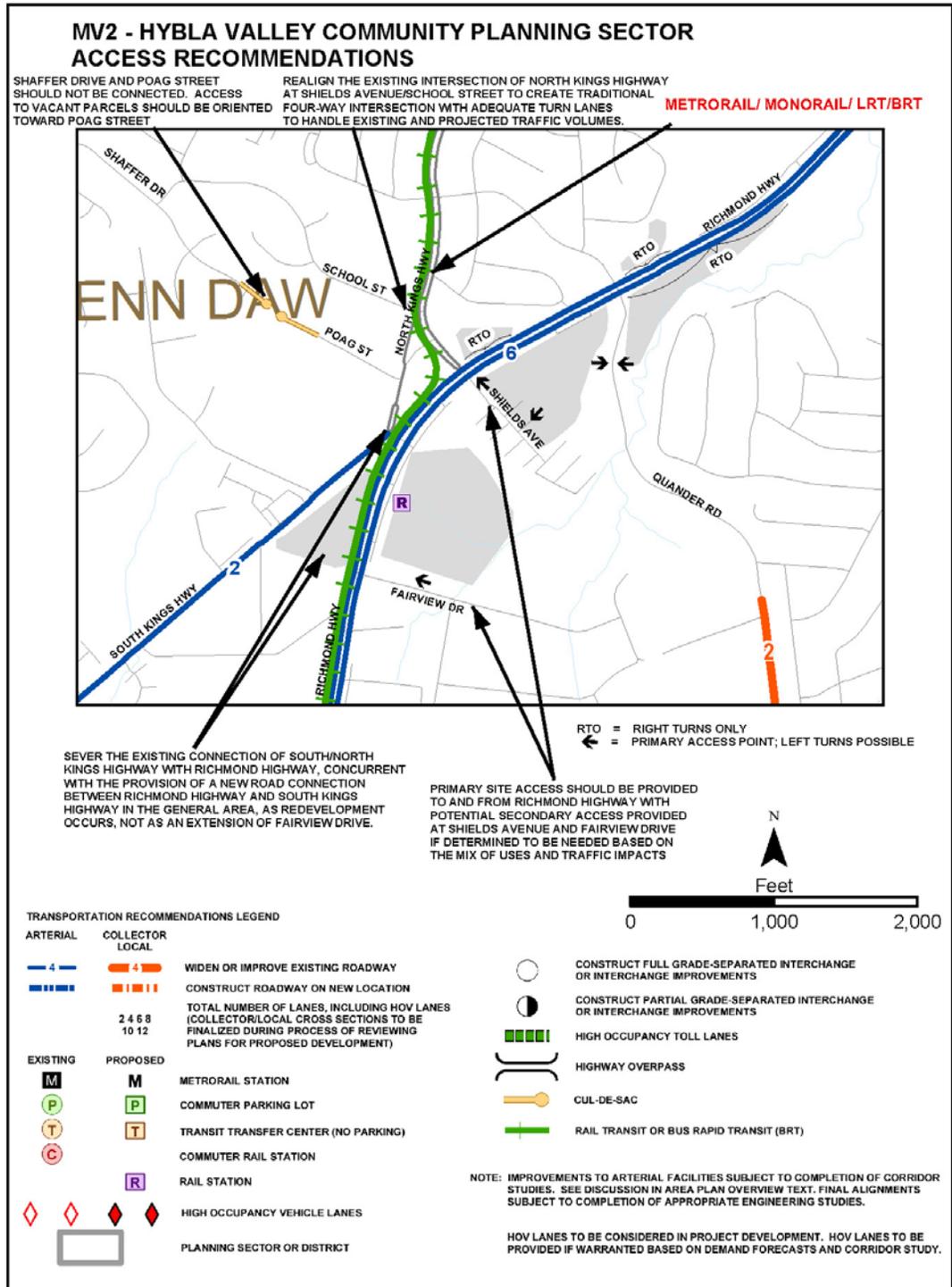
**MODIFY
 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012; MV1-Huntington Community Planning Sector, Recommendations, Transportation, Figure 30, "Access Recommendations MV1 Huntington Community Planning Sector," page 115, to incorporate detailed notes about transportation improvements near the study area.



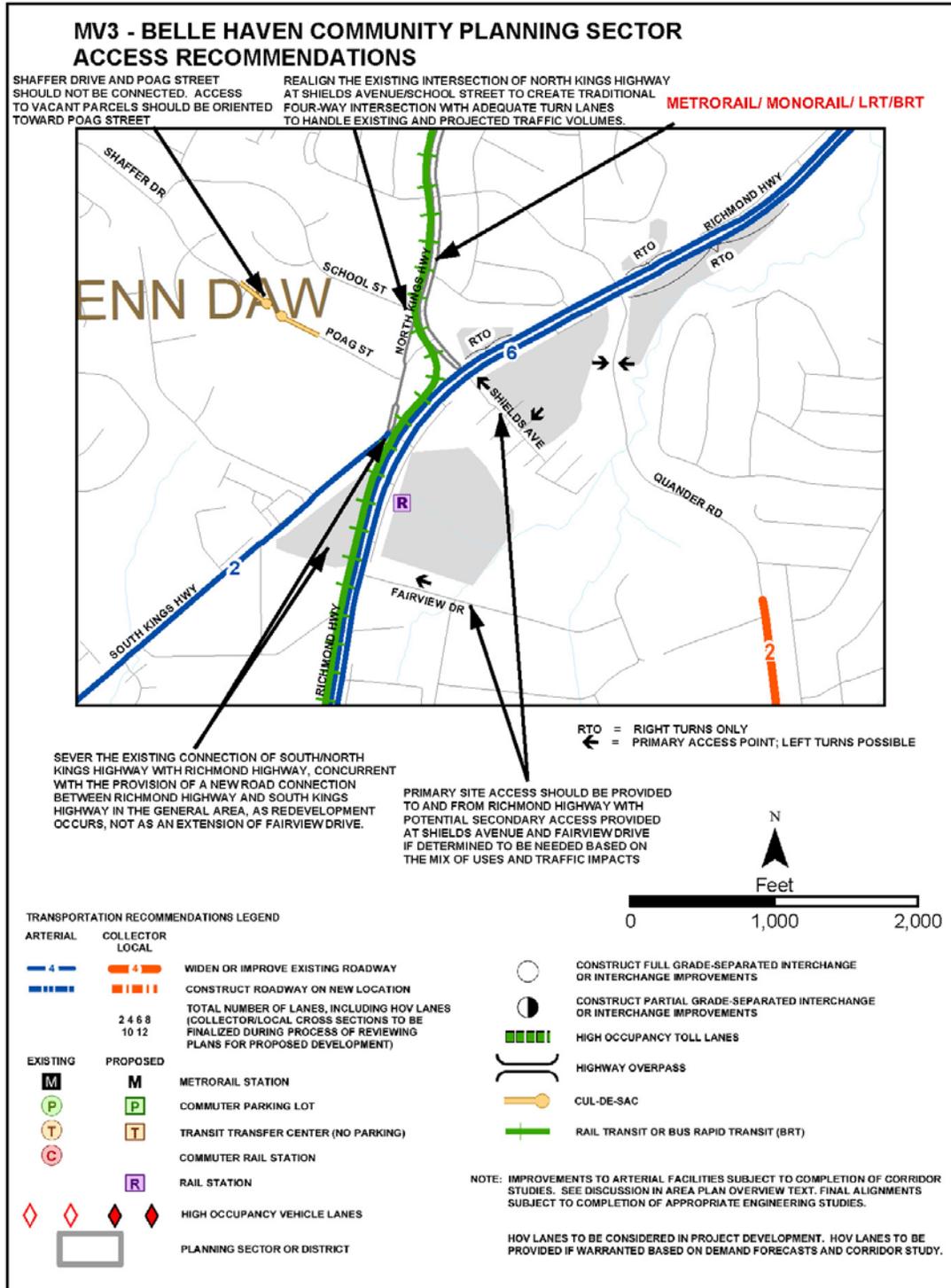
**MODIFY
 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-21-2011, MV2-Hybla Valley Community Planning Sector, Recommendations, Transportation, Figure 37, "Access Recommendations MV2 Hybla Valley Community Planning Sector," page 129, to incorporate detailed notes about transportation improvements near the study area.



**MODIFY
 FIGURE:**

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District as amended through 3-6-2012, MV3-Belle Haven Community Planning Sector, Recommendations, Transportation, Figure 44, "Access Recommendations MV3 Belle Haven Community Planning Sector," page 138, to incorporate detailed notes about transportation improvements near the study area.



PLAN MAP: The Comprehensive Plan Map will change for Tax Map parcel 83-3((11))6 from residential use at 3-4 du/ac to alternative uses.