PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2016-IV-MV1
September 30, 2016

GENERAL LOCATION: Located along the east side of Richmond Highway, north of Dart Drive

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT:
Mount Vernon Planning District

SPECIAL PLANNING AREA: Richmond Highway Corridor, Suburban Neighborhood Areas Between Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers

PARCEL LOCATION:
92-4 ((1)) 82A (part)

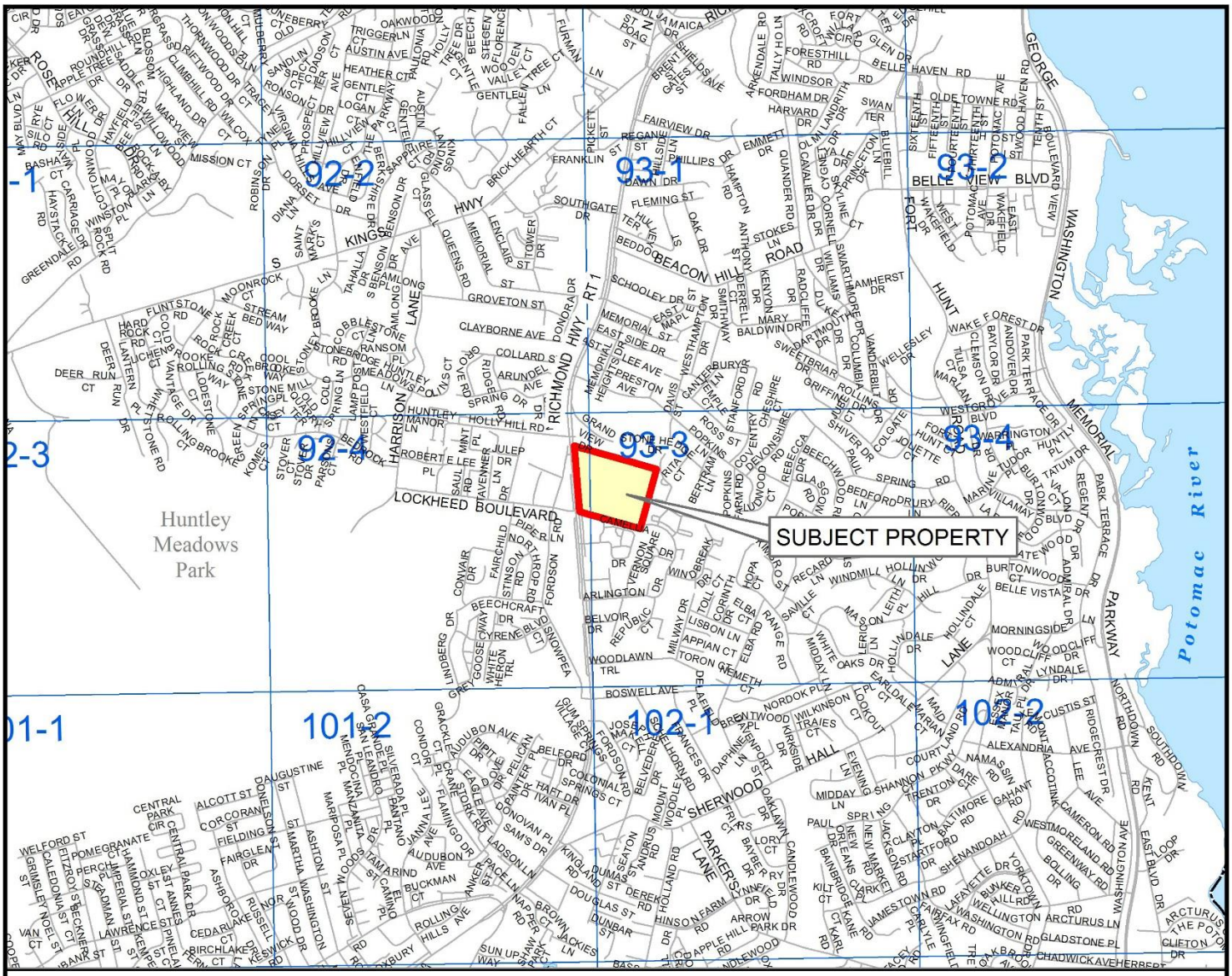
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, October 27, 2016 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 6, 2016 @ 4:00 PM

PLANNING STAFF <u>DOES</u> RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

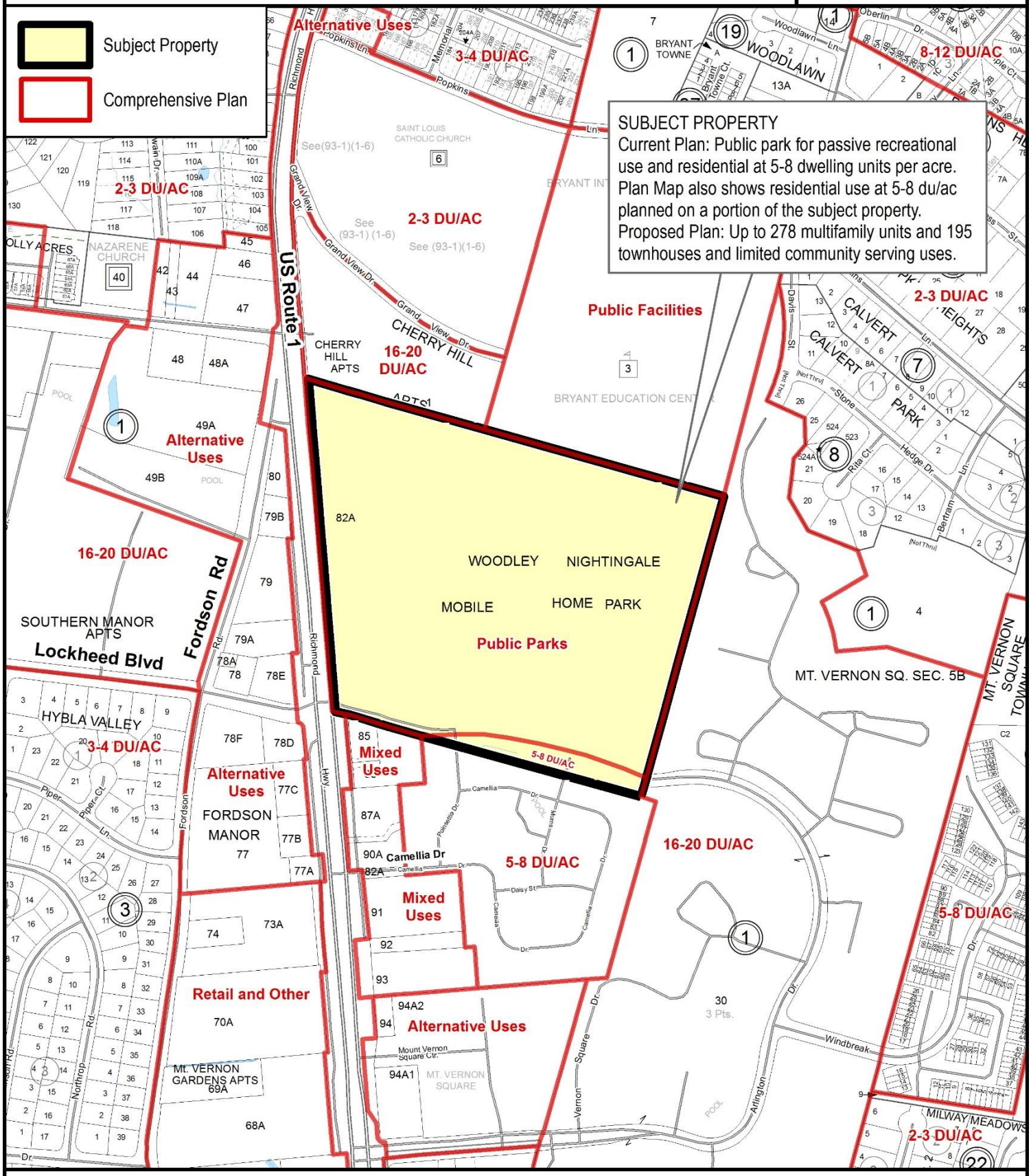


PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
North Hill

CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM:
PA 2016-IV-MV1



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO SEPTEMBER 2016
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STAFF REPORT FOR PLAN AMENDMENT 2016-IV-MV1

BACKGROUND

On March 1, 2016, the Fairfax County Board of Supervisors (Board) authorized the consideration of Plan Amendment (PA) 2016-IV-MV1 for the North Hill property (the northern portion of Tax Map Parcel 92-4 ((1)) 82A), located along the east side of Richmond Highway, north of Dart Drive in the Mount Vernon Planning District, Mount Vernon Supervisor District. The authorization directed staff to consider a mix of approximately 278 multifamily units and 195 townhouses, as well as limited community-serving uses as may be appropriate. The authorization also requested the consideration of approaches to provide affordable housing; mitigate transportation impacts; use building form, height and orientation to create a vibrant an active community; create a large public park; and address public facilities' needs and impacts to schools.

The concurrent rezoning application (RZ/FDP 2016-MV-014) proposes to rezone the approximately 35-acre subject property from the C-8 Highway Commercial, R-2 Residential 2 dwelling units per acre (du/ac) and R-MHP Residential Mobile Home Park districts to the PDH-20 Planned Development Housing District to develop a mixed-income, affordable and a market-rate housing community. At the time of the staff report publication, the rezoning proposes a total of 464 residential dwelling units, comprised of 219 affordable multifamily units in four separate buildings, a 60 unit affordable multifamily building for independent seniors, and 185 for-sale townhomes, and includes the retention of a significant portion of the site as a park for public use.

CHARACTER OF THE SITE

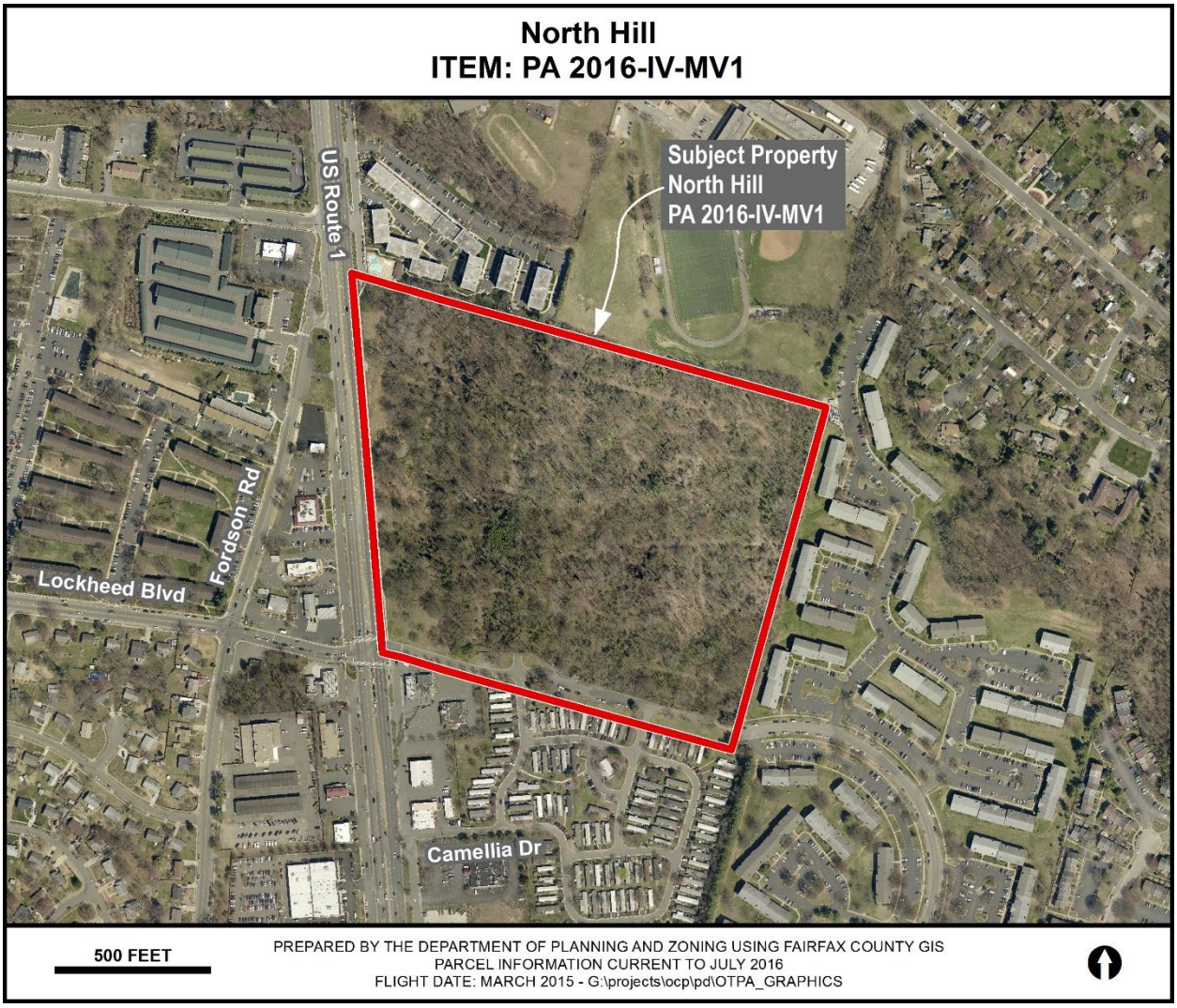
The approximately 35-acre subject property is a part of the former Woodley Nightingale Redevelopment Area located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center (CBC) and the Woodley Hills Estates Mobile Home Park. The adopted Comprehensive Plan text recommends the subject property for public park or passive recreational use in the Suburban Neighborhood Area between Beacon/Groveton and Hybla Valley/Gum Springs CBCs. A portion of the property also is shown as planned for residential use at 5-8 du/ac on the Comprehensive Land Use Plan Map. The property is vacant and heavily vegetated, as shown on the aerial map (Figure 1). Residual debris from the former mobile homes is present on the property. The property rises steeply in elevation from west to east.

The subject property is split into three zoning districts. The portion of the subject property fronting on Richmond Highway (approximately 5 acres) is zoned C-8 for retail uses up to an intensity of 0.5 FAR. An approximately 18-acre area is zoned R-2 generally on the northern portion of the site, not fronting Richmond Highway, and the remaining 11 acres on the southern portion of the site are zoned R-MHP for mobile home park.

The 35-acre subject property is part of a 48.6-acre parcel owned by the Fairfax County Redevelopment and Housing Authority (FCRHA). The approximately 49-acre property was

originally approved with more than 550 mobile homes as the Woodley Nightingale mobile home park. In 1981, the parcel was purchased by the Redevelopment and Housing Authority. The mobile home pads were removed and a new redeveloped mobile home park was built on 14 acres to the south of the subject property to accommodate 155 mobile homes.

Figure 1: Aerial Map of Subject Property



CHARACTER OF THE AREA

The subject property is located within the Richmond Highway Corridor and is in an area classified as a Suburban Neighborhood. Appropriate land uses in Suburban Neighborhood areas are identified as predominantly residential use, but may also include neighborhood-serving retail and mixed-uses.

Adjacent Area:

North: The area fronting Richmond Highway is planned for residential use at 16-20 du/ac, zoned C-8, and is developed with the Cherry Arms Apartments. Immediately bordering the Cherry

Arms apartments and the northern boundary of the subject property is Bryant Alternative High School

South: The area along Richmond Highway adjacent to the Woodley Hills Estate Mobile Home Park is planned for office and retail use at an intensity up to .35 FAR and is developed with low-intensity commercial uses along Richmond Highway. The area to the east of the commercial development is planned for residential use at 5-8 du/ac and is developed with the Woodley Hills Estate Mobile Home Park.

West: Across Richmond Highway is an area planned for residential use at 8-12 du/ac with compatibility-scaled townhouse-style retail and/or office components to an intensity up to .35 FAR. Additionally, as an option, housing for the elderly, or a mini-warehouse, at an intensity not to exceed .50 FAR for the Tax Map 92-4((1))48 and 49A is planned. This area is developed with strip commercial uses, a motel, and a self-storage facility.

East: This area is planned for residential use at 16-20 du/ac and is developed with the Mount Vernon Square Apartments.

PLANNING HISTORY

Prior to 1999, the Comprehensive Plan designated the subject property for retail and other uses along Richmond Highway, and residential use at 5–8 du/ac on the remainder of the property. The Plan also recognized that the property had severe environmental constraints because of the presence of marine clay soils. On June 7, 1999 the Board adopted Area Plans Review (APR) item # S97-CW-4CP, which added text designating the entire area as public park, citing the need to provide open space and the presence of severe development constraints.

More recently during the 2005-2006 South County APR cycle, APR Item # S05-IV-MV1 proposed residential use at a density up to 6 du/ac on 11 acres (maximum of 66 townhouse units), 1-2 du/ac on 18 acres (maximum 36 single family detached units) for a total of 102 affordable dwelling units, and retail use up to .35 FAR on five acres (76,230 square feet). With the proposed dedication of approximately 10 acres for public park, residential use would be clustered on approximately 18 acres. This clustering would result in an effective density of approximately 5.6 du/ac on 23 acres. The Planning Commission indefinitely deferred this item on April 27, 2006.

Further, the subject property is located within the study area of Embark Richmond Highway (PA 2015-IV-MV1), presently underway. The study is considering refining the land use and transportation recommendations for the Richmond Highway Corridor to incorporate guidance for a Bus Rapid Transit (BRT) system between the Huntington Metro Station and Fort Belvoir with an extension of the Metrorail Yellow line from Huntington to Hybla Valley in the long term. The study envisions locating one of the BRT stations generally at the southwest corner of the subject property at the intersection of Richmond Highway and Lockheed Drive/Dart Drive.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Overview, Planning Objectives, as amended through 10-20-2015, page 3-4.

- "Preserve stable residential neighborhoods through appropriate infill development which is compatible in use, type and intensity with surrounding uses.

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Planning Objectives for the Richmond Highway Corridor, Land Use, as amended through 10-20-2015, page 27-28.

- "Plan for primarily residential (except for garden-style apartments), institutional and open space uses in areas outside and between the Community Business Centers.

  …
- Reduce adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height.

  …
- Encourage better access and functional amenities through improvements to and integration of the pedestrian, bicycle and vehicular traffic systems by visually enhancing intersections, reducing curb cuts and providing better signage and access to commercial facilities and adjacent, non-commercial uses. Provide for a safe, harmonious, barrier-free network of appropriately-sized pedestrian connections between existing and new uses and leading to bus/transit stops and covered waiting areas. This pedestrian network should provide traffic-sheltered, well-identified and pleasant-to-use access to shopping, employment, and transit opportunities for residents living in close proximity to Richmond Highway as well as for adjacent communities.

  …
- Encourage development approaches that serve to reduce imperviousness and achieve better control over stormwater runoff in the Richmond Highway Corridor. Encourage the application of low impact development practices of stormwater management (e.g., bioretention facilities; vegetated swales) toward this end. Consideration should be given to reducing the impervious footprints of redevelopment sites and to integrating LID practices within landscaping strategies."

Fairfax County Comprehensive Plan, 2013 Edition AREA IV Mount Vernon Planning District, Richmond Highway Corridor Area as amended through October 20, 2015, page 54:

"SUBURBAN NEIGHBORHOOD AREAS BETWEEN BEACON/GROVETON AND HYBLA VALLEY/GUM SPRINGS COMMUNITY BUSINESS CENTERS

…

4. The North Hill, a part of the former Woodley Nightingale Redevelopment Area (approximately 33 acres) located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center and the Woodley Hills Estates Mobile Home Park, is planned for public park for passive recreational use."

PROPOSED PLAN AMENDMENT

The proposed Plan amendment considers a mix of approximately 278 multifamily units and 195 townhouses, as well as limited community serving uses as may be appropriate. The amendment also evaluates approaches to provide affordable housing; mitigate transportation impacts; use building form, height and orientation to create a vibrant an active community; create a large public park; and address public facilities' needs and impacts to schools.

ANALYSIS

Land Use

The subject property is located within a Suburban Neighborhood Area, as designated on the Concept for Future Development. This designation promotes a predominantly residential character and recommends that this character be maintained by discouraging incompatible land uses and intensities. The proposed densities and uses align with the Plan's land use and density objective for areas between CBCs given that the amendment proposes a residential and open space concept, which may include limited community serving uses,.

In addition, the Richmond Highway Corridor Planning Objectives provide a framework for analysis to determine if the proposed mix of multifamily and townhouse units, and possible limited community serving uses meets the objectives of promoting neighborhood stability through addressing appropriate transitions between adjoining land uses, environmental protection and other appropriate transportation guidelines. The objectives recommend the reduction of adverse impacts, such as noise, glare and incompatible building forms, on adjacent residential communities by establishing effective transitions, buffering and screening, and by designing buildings of appropriate scale and height. Placing buildings along Richmond Highway and Dart Drive would support this objective by creating the opportunity for the remainder of the subject property to be retained as public park and providing a significant buffer to the north and east. The placement of the townhouses on the southern portion of the subject property would establish an appropriately-scaled transition to the mobile home park across Dart Drive to the south and garden apartments to the east. Low- to mid-rise multifamily buildings along Richmond Highway would be appropriately scaled for Suburban Neighborhood Areas and compatible with the garden apartments to the north.

The adopted Plan guidance also recommends a well-connected pedestrian network within the site and the surrounding area. The proximity of the site along the Richmond Highway corridor provides both convenient and accessible pedestrian access to shopping, employment, and transit opportunities. Additional adopted Plan guidance also encourages aesthetic and design excellence in all public and private improvements and developments. Development along Richmond Highway would contribute to establishing an improved and continuous streetscape and creating visible entrances and more obvious connections to the public park area. Any proposed development should cluster the residential units immediately adjacent to Richmond Highway and Dart Drive. This clustering approach would leave significant open space and preserve the subject property's most attractive features.

An important element of Embark Richmond Highway is to create a multimodal corridor with improved pedestrian, bicycle and vehicular connectivity. Since the subject property has significant frontage along Richmond Highway, special consideration to ensure a complementary relationship between the subject property and streetscape should be given and may include a focus on elements such as appropriate screening, direct pedestrian access, and building orientation among others.

Affordable Housing

In 2013, in response to an unsolicited proposal received under the Public Private Education Facilities and Infrastructure Act of 2002 (PPEA), the Fairfax County Redevelopment and Housing Authority (FCRHA), property owner, issued a Request for Competing Proposals in order to pursue a public-private partnership to transform the North Hill parcel into a mixed income, affordable and market rate housing community comprised of high quality, multifamily rental apartments and for-sale townhouses and a community park. The current proposed development plan provides a balanced approach that will provide housing for a broad range of incomes and needs, including rental and ownership options for working families, people with disabilities as well as an affordable senior component. The affordability in the project fulfills the FCRHA vision for the property as well as meeting the federal affordability restrictions as required under the Community Development Block Grant funds utilized in the 1981 acquisition financing of the property. The proposed amendment to the Comprehensive Plan will facilitate the development of 279 high quality, multi-family affordable rental apartments, including 60 affordable homes for seniors, and the construction of 185 market rate for-sale townhomes (which may include a small number of affordable homeownership opportunities) as proposed by RZ/FDP 2016-MV-014.

Transportation

<u>Trip Comparison</u>
The existing development, which is vacant, generates no trips, as shown in Table 1. Similarly, the current Plan, which recommends a public park, would generate negligible trips. The proposed Plan, which calls for multifamily and townhouse residential uses, with a passive park, when compared to the current plan, is anticipated to generate 2,879 more daily trips, 227 more AM peak hour and 272 more PM peak hour trips, a significant increase. When compared to the existing zoning, however, it would result in 5,533 fewer daily trips, 32 fewer AM peak hour and 492 fewer PM peak hour trips, a significant reduction, as shown in Table 1.

Table 1: Trip Generation Comparison for PA No. 2016-IV-MV1 (North Hill)

				AM			PM		
Development Type	**Quantities**	**Unit**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Existing Development									
Vacant	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Current Plan									
Public Park (412)	34.8	Acres	79	<1	<1	1	2	1	3
Total			**79**	**<1**	**<1**	**1**	**2**	**1**	**3**
Existing Zoning									
Single Family Detached (210)	36	DU	410	9	26	35	26	16	42
Mobile Home Park (240)	125	DU	718	11	46	57	45	28	73
Retail (820) [1]	113	KSF	7,363	104	64	168	313	339	652
Total			**8,491**	**124**	**136**	**260**	**384**	**383**	**767**
Proposed Plan									
Apartments (220)	278	DU	1,808	28	112	140	111	60	171
Townhomes (230)	195	DU	1,150	15	73	88	70	34	104
Total			**2,958**	**43**	**185**	**228**	**181**	**94**	**275**

[1] *Assumes maximum zoned potential for 5.2 acres of C-8 Highway Commercial District.*

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 9th edition (2012). Trip Generation estimates are provided for general order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

Intersection Operations

Existing and future traffic operations were assessed at five intersections near the North Hill site: Richmond Highway & Hollyhill Rd; Richmond Highway & Dart Dr./Lockheed Blvd.; Richmond Highway & Arlington Dr.; Poinsettia Dr. & Dart Dr.; Mums Dr. & Dart Dr. All study intersections currently operate at level of service (LOS) D, or better, during all time periods, except for Richmond Highway at Hollyhill Road. The left turn movements from Hollyhill Road onto Richmond Highway northbound experience substantial delay during both peak hours, due to the high volume of traffic on Richmond Highway and the limited number of available gaps in traffic. However, given the low volume of traffic on Hollyhill Road, it is unlikely that this intersection would ever meet signal warrants. With build out of the proposed development and assumed regional growth in 2040, all intersections in the study area are forecast to operate at LOS D or better, except for Richmond Highway at Hollyhill Road and Richmond Highway at Dart Drive.

Access

There is currently no access to the vacant site. Any access points proposed as part of redevelopment should meet Virginia Department of Transportation access management standards, with appropriate turn lane and/or taper treatments. Any redevelopment of the site should, to the greatest extent possible, be coherently integrated with the existing transportation network and consider the provision of enhanced access to nearby amenities.

Dart Drive/Arlington Drive Connection
A multimodal connection should be provided between Dart Drive and Arlington Drive, serving shorter and more direct route options for walking, biking, transit, and automobiles to and from Richmond Highway, offering enhanced access to BRT, while providing enhanced emergency access and other public services.

Transit Services
The subject property is currently served by the Washington Metropolitan Area Transit Authority Richmond Highway Express bus service. The property is also served by the Fairfax Connector lines 151, 152, 159, 161, 162, and 171. Any redevelopment should provide adequate pedestrian and bicycle circulation on and off site to serve the transit.

A median-running BRT system has been endorsed by the Board and is anticipated to be constructed at least from Huntington to Fort Belvoir in the future. Embark Richmond Highway is an ongoing comprehensive planning effort to create a multimodal corridor with redevelopment focused primarily in the designated CBCs along the corridor. The effort is evaluating a BRT station located at the intersection of Richmond Highway and Dart Drive, serving the North Hill site, in addition to other nearby developments. The establishment of the BRT system and this station will encourage additional pedestrian traffic as residents from nearby communities seek to take advantage of multi-modal transportation opportunities. Planned development of the subject property, both residential and park, should seek to maximize connectivity between the BRT station and outlying neighborhoods to the greatest extent possible.

Right-of-Way
A right-of-way dedication of 89 feet from centerline would need to be provided as part of a reconfigured future cross section of Richmond Highway, based on the current Plan recommendations adjusted by the current VDOT standards for multimodal trails. The cross-section is planned to accommodate future transit, vehicular travel lanes, pedestrian and separated bicycle facilities.

Bicycle Routes
No bicycle facilities are present within the nearby vicinity of the site, or on surrounding roadways. The Countywide Bicycle Master Plan identifies Richmond Highway as a “policy roadway,” indicating the need for future study. While the current Comprehensive Plan recommends shared use paths to be located along each side of the corridor, an updated cross section under consideration in the Embark Richmond Highway planning effort includes separated bicycle lanes, wide sidewalks, and amenity panels in the streetscape. Any redevelopment of the site should facilitate safe bicycle connections to Richmond Highway and accommodate these planned facilities.

Trails
The Countywide Trails Plan calls for a major paved trail on Richmond Highway. As mentioned previously, an updated multimodal cross section with enhanced pedestrian and bicycle routes is under development for the Richmond Highway corridor as part of Embark Richmond Highway. Any redevelopment of the site should provide safe and convenient pedestrian and bicycle circulation on and off site and accommodate these planned facilities.

Pedestrian Connections
Sidewalks are present on Richmond Highway, Lockheed Boulevard, Hollyhill Road, and Arlington Drive. Sidewalks are not present on Dart Drive, Poinsettia Drive, and Mums Drive. An unpaved footpath connects the eastern terminus of Dart Drive to the northern terminus of Arlington Drive. While not complete, pedestrian facilities are being upgraded to include a signalized and marked pedestrian crosswalk at the intersection of Dart Drive and Richmond Highway. Well-designed pedestrian circulation and access are essential to ensure adequate access to transit, safety, and a high quality of life.

Schools

The schools serving this area are West Potomac High, Sandburg Middle, and Bucknell Elementary schools. The chart below shows the existing school capacity, enrollment, and projected enrollment.

School	Capacity 2015 / 2020	Enrollment (9/30/15)	Projected Enrollment SY16-17	Capacity Balance SY16-17	Projected Enrollment SY20-21	Capacity Balance SY20-21
West Potomac HS	2,219 / 2,219	2,482	2,630	-411	2,918	-699
Sandburg MS	1,458 / 1,458	1,434	1,417	41	1,519	-61
Bucknell ES	398 / *600*	257	261	137	239	*361*

Capacities and Projected Enrollments based on the adopted FY2017-21 Capital Improvement Program (January 2016)

The school capacity chart shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six year timeframe, currently through school year 2020-21 and are updated annually. At this time, if development occurs within the next five years, West Potomac High and Sandburg Middle schools will have a capacity deficit and Bucknell Elementary School will have a capacity surplus. Beyond the six year projection horizon, enrollment projections are not available.

Capital Improvement Program Projects
The proposed 2017-21 Capital Improvement Program (CIP) includes the following projects: West Potomac: Capacity enhancement required through permanent addition or relocation of modular addition. Sandburg: Monitor student enrollment. Capacity deficit accommodated with temporary facilities or interior architectural modifications. Bucknell: At the conclusion of the renovation and capacity enhancement in SY 2017-18, Bucknell ES will have a capacity of 600 students. Utilize surplus capacity to alleviate capacity concerns at other schools in the area.

Development Impact
Based on the number of residential units proposed, the chart below shows the number of anticipated students by school level based on the current countywide student yield ratio.
As the charts indicate, a total of 177 students are anticipated - a total of 49 high, 25 middle, and 103 elementary school students.

Proposed

School Level	Single-Family Attached Ratio	Proposed # of Units	Proposed Student Yield
High	.127	195	25
Middle	.062	195	12
Elementary	.252	195	49
Total Student Count			**86**

2013 countywide student yield ratios (November 2014)

School Level	Low-Rise Multi-Family Ratio	Proposed # of Units	Proposed Student Yield
High	.085	278	24
Middle	.046	278	13
Elementary	.194	278	54
Total Student Count			**91**

2013 countywide student yield ratios (November 2014)

During this rezoning process, Fairfax County Public Schools (FCPS) would look to the developer and support from the County to help provide needed school capacity. While proffers typically include monetary contributions, other "in-kind" contributions may be appropriate to mitigate the impacts of development on the school system. Examples of "in-kind" contributions include land dedication; opportunities for shared space in private buildings for activities such as community use, adult education, or after school or County programs such as Head Start or School Age Child Care (SACC) programs; or other alternative arrangements that provide FCPS with additional resources to accommodate its growing student population.

Parks and Recreation

Level of Service Impacts

The Mount Vernon Planning District is characterized by older residential development, much from the 1970s, with higher density around the primary commercial corridor (Richmond Highway) and the Huntington Metrorail Station. A range of park types exist in the planning district, including special uses, historic sites, district- and local-serving recreational facilities, and stream valleys. Facilities include two RECenters, rectangle and diamond ball fields, tennis and multi-use courts, sand volleyball courts, garden plots, dog parks, playgrounds, trails and picnic facilities.

No parks currently exist along Richmond Highway. As the number of residents increases due to development along Richmond Highway, the need for parkland and facilities will increase. Existing nearby parks (Huntley Meadows Park, Hollin Meadows Park, White Oaks Park, Groveton Heights Park) meet only a portion of the demand for parkland generated by residential development in the service area of the proposed Plan Amendment. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include basketball and other sports courts, rectangle fields, playgrounds, and trails.

This proposal would increase residents within the Mount Vernon Planning District by 844 individuals. The new residents would need access to park and recreation facilities on site or nearby as well as safe and convenient pedestrian access to the amenities. Integration of urban parks (pocket parks, plazas) in the overall development design will provide onsite recreation resources, enhance the desirability of new development, and contribute to a sense of place. Utilization of the Urban Park Framework to guide quantity and quality of urban park spaces would be encouraged with any redevelopment on the subject property.

Natural Resources

The subject property is heavily impacted by extensive growth of invasive species as well as physical detritus from the previous mobile home development. The portion of the site planned as a local park will require extensive clean-up and restoration to ensure the safety of park visitors prior to being utilized as a park. The site is characterized by steep slopes and the presence of marine clay soil. Any proposed site development or alteration would need to be conducted with sensitivity for these physical site conditions.

Tree Preservation

The forest resource found onsite has been severely impacted by the presence of invasive plant species, most notably English ivy. The overstory contains many very large oak trees along with black locust, sweet gum, hickory, maple, and other native species indicative of an upland hardwood forest type. Invasive tree species were found onsite that threaten the native overstory found onsite, including Bradford pear, mimosa, tree of heaven, and royal paulownia. These tree species will likely convert the forest into a non-native forest type over time if no invasives management occurs onsite. Many other invasive exotic plants were found onsite, including bamboo, oriental bittersweet, Japanese stilt grass, ground ivy rose of Sharon, and wisteria.

The emerald ash borer is an invasive exotic insect species that was also indirectly observed on site in the form of numerous standing dead white ash trees. These were especially pronounced on the portion of the property proposed for dedication as a public park, and will require removal in order to abate hazardous conditions found onsite. The presence of standing dead trees creates a hazardous condition that must be abated in order to make the proposed park safe for visitors. All of these invasive plants and insects threaten the health of the existing forest. Extensive invasives management would be needed in order to preserve trees onsite with any redevelopment.

Cultural Resources

A Phase I Archaeological Survey was conducted in 2008 on the subject property. One site (44FX3311) was identified containing early nineteenth century artifacts that may merit additional study prior to land disturbing activities.

Environmental

Noise

Transportation generated noise exceeding 75 A-weighted Decibel (dBA) Day-Night Average Sound Level (DNL) may impact redevelopment of the subject property from Richmond Highway. The ultimate right-of-way for this segment of Richmond Highway should be taken

into account when evaluating the potential building locations relevant to anticipated noise impacts. Residential structures, outdoor activity/recreation areas and other noise sensitive uses should be located in areas where the noise levels will not exceed 65 dBA DNL. It is likely that interior noise mitigation measures would be required for some portions of the proposed development in order to achieve an interior noise level of 45 dBA DNL, as per county policy. A noise study would be expected at the time the application is submitted for review.

Green Building
The Comprehensive Plan recommends third-party certification with options including Leadership in Energy & Environmental Design--Homes, EarthCraft and National Green Building Standard with ENERGY STAR.

Water Quality and Stormwater Management
The proposed development has the potential to impact both water quality and quantity of receiving waters. Much of the Richmond Highway corridor was developed before the establishment of effective stormwater management practices. Additionally, the location within the Coastal Plain physiographic province presents particular challenges related to stormwater; these include flat terrain, high water tables and tidal influences on receiving streams. Any redevelopment would need to mitigate the impact as per county policy.

CONCLUSION

The proposed plan would align with land use planning objectives and supply affordable housing, retain significant park space, and address important environmental and parks goals to preserve open space and respect environmental features, such as unstable soils or sensitive slopes. The development could function as compatible infill, while preserving the balance the property for parks and passive open space. A passive park that preserves the natural features and visibility of the site and respects the need to create affordable housing could both be realized. Staff recommends Plan guidance with respect to development location, access, and preservation of open space.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Suburban Neighborhood Area between Beacon/Groveton and Hybla Valley/Gum Springs CBCs, as amended through September 20, 2016, page 54:

"4. The North Hill, a part of the former Woodley Nightingale Redevelopment Area (approximately 33 acres) located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center and the Woodley Hills

Estates Mobile Home Park, is planned for public park for passive recreational use. As an option, the site may be appropriate for up to 279 affordable multifamily units, which may include affordable independent living units, and up to 196 townhomes with limited community serving uses with the retention of a significant portion of the site for a publicly accessible park. Any development should be supported by a geotechnical study that shows how slopes and problem soils will be addressed. In addition, the following conditions should be met:

- The residential development should be oriented to Richmond Highway and Dart Drive.

- Buildings facing Richmond Highway should provide pedestrian entrances and direct access to the Richmond Highway frontage to the extent feasible in consideration of site constraints, topography and/or the safety and welfare of residents. If parking structures are planned in the ground-floor of building, appropriate screening of parking should be achieved in order to avoid adverse impacts to the public realm.

- The walkability and multi-modal connectivity of the redevelopment should be enhanced through the addition of sidewalks, streetscape and bicycle facilities. Adequate right-of-way and streetscape improvements should be provided in line with the design guidance for the corridor, including secondary streets such as Dart Drive. Development should dedicate 89 feet from the centerline of Richmond Highway for planned transportation improvements. The right-of-way dedication along Dart Drive should be extended to the east property line to accommodate a future multimodal connection to Arlington Drive.

- On-site bicycle and pedestrian circulation should be provided and connect to off-site bicycle, pedestrian and transit facilities.

- One or more points of access should be made to connect the public park with the planned community.

- Planned development of the property should include clean-up and restoration efforts focused on the portion of the site to remain as a public park so that it is safe for park visitors.

- Residential development should provide vehicular access and parking to serve the public park and should provide an ADA accessible route from the parking into the park.

- In addition to the public park, a well-designed, publicly accessible urban plaza should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance of the Urban Parks Framework. The southwest corner of the property is well-suited for a civic plaza that would serve as a community gathering space for future residents and those

waiting for a bus. Active recreation facilities should be provided onsite to meet the needs of future residents.

MODIFY FIGURES:

Add a hashed line to show the planned multimodal connection between Dart Dr. and Arlington Dr. to the following figure:

- Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, Figure 2, "Mount Vernon Planning District, Countywide Transportation Recommendations", page 6;

Add note, "Provide a multimodal connection between Dart Drive and Arlington Drive." and arrow to the following figures:

- Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, Richmond Highway Corridor, Figure 16, "Transportation Recommendations, Hybla Valley/Gum Springs CBC and Adjacent Richmond Highway Suburban Neighborhoods", page 81;

- Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, MV2 Hybla Valley Community Planning Sector, Figure 36, "Transportation Recommendations", page 136;

- Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, MV5-Groveton Community Planning Sector, Figure 50, "Transportation Recommendations", page 159;

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will be modified slightly to adjust the public parks recommendation with the subject property boundary and the residential use for 5-8 du/ac would be removed.

TRANSPORTATION PLAN MAP:

The Transportation Plan Map will not change.