

Note: This report was republished on March 14, 2012 to include Attachment I (current Comprehensive Plan text), pages 13-18, which was omitted from the original distribution.



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: S11-IV-MV1
March 1, 2012

GENERAL LOCATION: South of Buckman Road, east of Janna Lee Avenue, northwest of Richmond Highway.

SUPERVISOR DISTRICT: Lee

PLANNING AREA: Area IV

PLANNING DISTRICT: Mt. Vernon Planning District

SUB-DISTRICT DESIGNATION: Woodlawn (MV8), Richmond Highway Corridor, Suburban Neighborhood Area between Hybla Valley/Gum Springs and South County Center CBCs, Recommendation 4

PARCEL LOCATION: 101-2 ((1)) 22-24, ((5)) (2) 1-7, 8A, 8B, 9-16, (3) 1, 2A, 3A, 4-13

PLANNING COMMISSION PUBLIC HEARING: Thursday, March 29, 2012 @ 8:15 PM

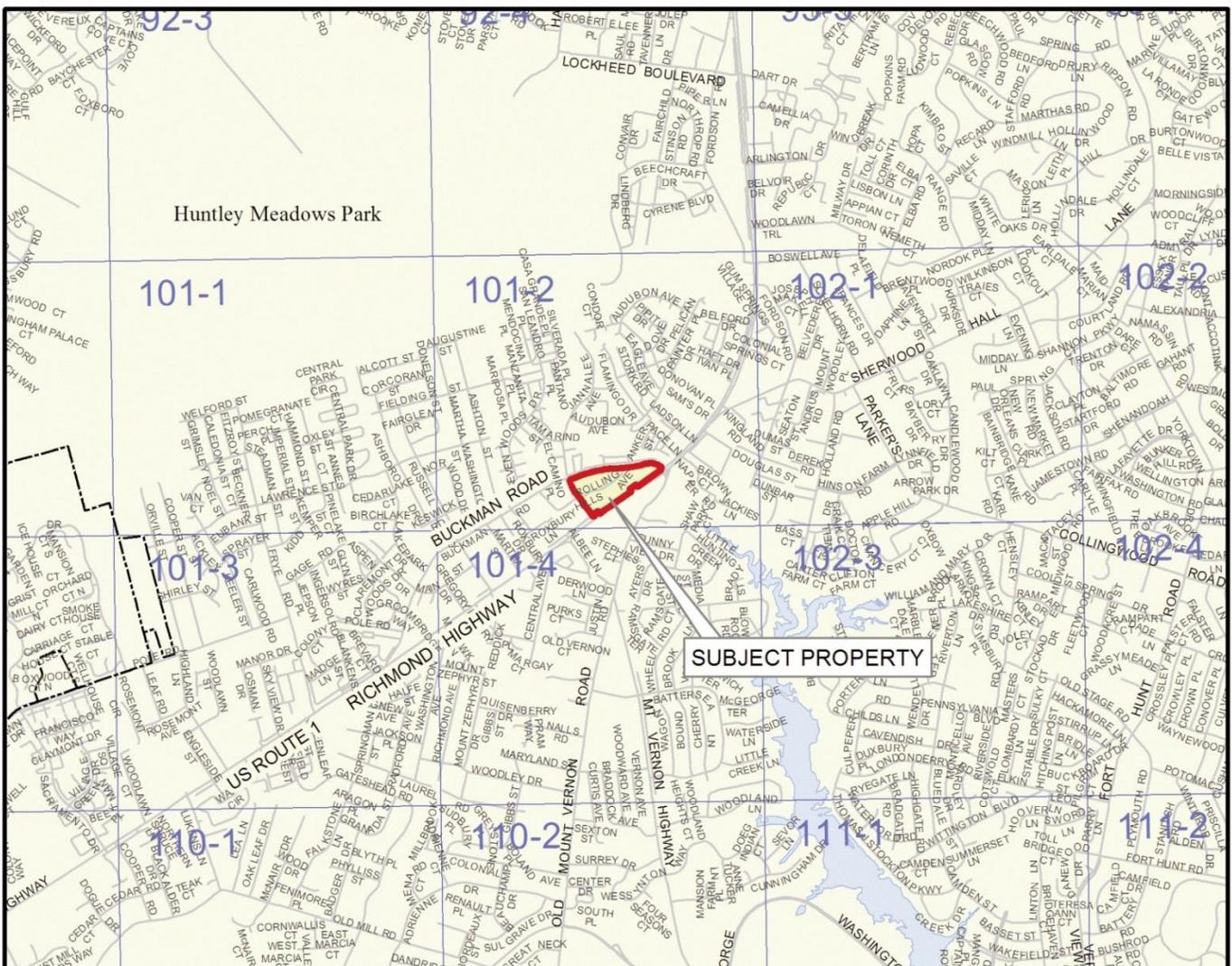
BOARD OF SUPERVISORS PUBLIC HEARING: Tuesday, May 1, 2012 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

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



Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.



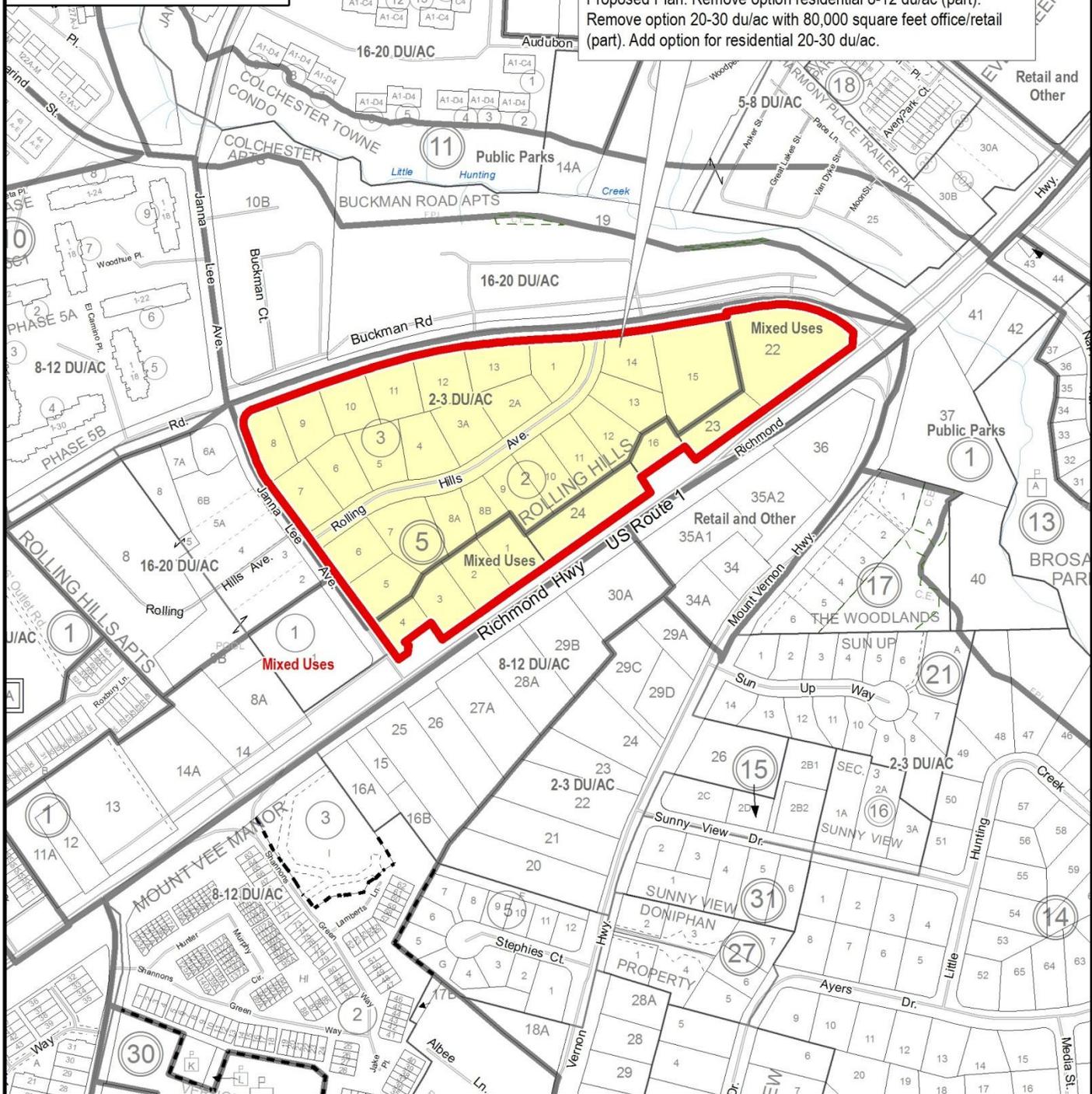
CURRENT PLAN AND PROPOSED CHANGE

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

ITEM: S11-IV-MV1
March 1, 2012

-  Subject Property
-  Comprehensive Plan

SUBJECT PROPERTY
 Current Plan: Residential 2-3 du/ac, office/retail up to .25 FAR.
 Option for residential 25 du/ac, office/retail 50,000 - 80,000 square feet. Option residential 8-12 du/ac (part). Option 20-30 du/ac with 80,000 square feet office/retail (part).
 Proposed Plan: Remove option residential 8-12 du/ac (part). Remove option 20-30 du/ac with 80,000 square feet office/retail (part). Add option for residential 20-30 du/ac.



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
 PARCEL INFORMATION CURRENT TO JANUARY 2012
 G:\projects\locp\pd\OTPA_GRAPHICS



STAFF REPORT FOR PLAN AMENDMENT S11-IV-MV1

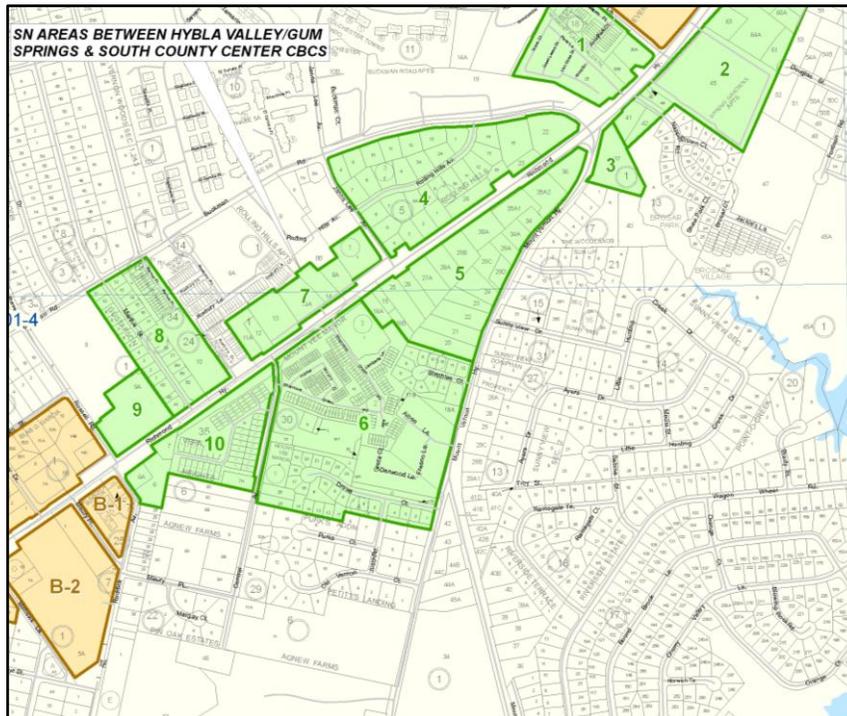
BACKGROUND

On November 1, 2011, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) S11-IV-MV1 for Tax Map Parcels 101-2 ((1)) 22-24, ((5)) (2) 1-7, 8A, 8B, 9-16, (3) 1, 2A, 3A, 4-13. This proposed Plan amendment would remove two existing options for the subject property that include residential, office, and retail uses, replacing them with an option for all residential use. The option would recommend residential use at an overall density of approximately 20-30 dwelling units per acre (du/ac), consisting of townhome and multifamily residential units.

CHARACTER OF THE SITE

The approximately 16.94-acre subject area is located along Richmond Highway between Buckman Road and Janna Lee Avenue. The area is designated by the Comprehensive Plan as Suburban Neighborhood Area (SNA) 4 between the Hybla Valley Community Business Center (CBC) and the South County Center CBC in the Richmond Highway Corridor, as shown in Figure 1. The site is

Figure 1. Suburban Neighborhood Area (SNA) 4 Locator Map



presently developed with single-family residential units along Buckman Road and Rolling Hills Avenue, with retail and office uses fronting Richmond Highway. The portion of the site located closest to the Richmond Highway/Buckman Road/Mt. Vernon Highway intersection is undeveloped. The area is planned for townhouse-style office and retail use at an intensity up to 0.25 FAR along the

Richmond Highway frontage with residential use at a density of 2-3 du/ac in the remaining area, as indicated on the Comprehensive Plan map. Option 1 for the entirety of SNA 4 recommends a mix of predominantly residential use up to 25 du/ac with 50,000 to 80,000 square feet of office and ground floor retail use with conditions. Option 2 for a 10.09-acre subset of SNA 4 recommends that development of residential use at a density of 8-12 du/ac may be appropriate with conditions. Option 3 for a 6.08-acre subset of SNA 4 recommends that development of residential use at a density of 20-30 dwelling units per acre with up to 80,000 square feet of office and ground floor retail use may be appropriate with conditions. The majority of the subject property is zoned PDH-30 to allow for 428 residential units and 80,000 square feet of office with support retail. An undeveloped parcel owned by the Virginia Department of Transportation (VDOT) is zoned R-3 and two parcels at the intersection of Janna Lee Avenue and Richmond Highway are zoned C-8.

CHARACTER OF THE AREA

Existing uses surrounding the subject area consist of a variety of uses. Garden apartments planned for 16-20 du/ac and zoned R-20 are located to the north and west of the subject property. To the west fronting Richmond Highway, SNA 7 is zoned C-8 and planned for mixed use consisting of residential use at 8-12 du/ac and commercial development up to 0.50 FAR. This area is developed with automotive service establishments and a restaurant. Commercial development is also located across Richmond Highway to the south as a part of SNA 5. The area is planned for residential use up to 8-12 du/ac and retail/office uses up to 0.35 FAR. The parcels adjacent to Richmond Highway are zoned C-8, and the remaining parcels are zoned C-5 and R-2.

PLANNING HISTORY

The subject property has been the subject of multiple plan amendments since 2000. During the 2002 South County Area Plans Review process (APR), two nominations were submitted for the subject property. APR nomination 02-IV-5MV proposed auto-oriented uses as an option upon commitment to high-quality architecture, attractive landscape, interparcel connections, and the creation of a gateway to the Richmond Highway Corridor. This item was withdrawn. APR nomination 02-IV-11MV proposed to change the Plan text to allow for townhouse-style office and neighborhood serving retail up to .50 FAR for parcels fronting Richmond Highway, with an option for residential use at 8-12 du/ac and local-serving commercial uses at an overall intensity of .50 FAR. The Board of Supervisors adopted an alternative that retained the base recommendation for office at .25 FAR but updated the option to allow for local-serving commercial uses up to .50 FAR in addition to the residential use at 8-12 du/ac.

A subsequent Plan Amendment, S04-IV-MV1, was approved by the Board of Supervisors in February 2005. This Plan amendment modified the option for the subject property to allow residential use up to 25 du/ac with 50,000 to 80,000

square feet of office and retail use (hereafter referred to as Option 1). The subject property was subsequently rezoned to a PDH-30 classification under application RZ/FDP 2004-LE-021. This rezoning approved the development of 306 multifamily residential units, 122 single family townhome units, and 80,000 square feet of office and retail use. Additionally, 6.78 acres of open space were provided as a part of the rezoning.

During the 2009-2010 South County APR process, two nominations were submitted for portions of the subject property, adding two additional options to the Comprehensive Plan guidance for SNA 4. APR nomination 09-IV-20MV proposed residential use at a density of 12-16 du/ac for the portion of the subject property closest to Buckman Road, as shown in Figure 1. A reduced density of 8-12 du/ac was adopted in this nomination (hereafter referred to as Option 2). APR nomination 09-IV-21MV proposed residential use at a density of 25 du/ac and up to 80,000 square feet of office and retail use (hereafter referred to as Option 3) for the portion of SNA 4 closest to Richmond Highway, as shown in Figure 2.

Figure 2. Geographic Extent of Plan Options 2 and 3



ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan text for the subject area is primarily contained in the Area IV, Mount Vernon Planning District, as amended through 6-21-2011, Richmond Highway Corridor, Suburban Neighborhood Areas Between Hybla Valley/Gum Springs and South County Center Community Business Centers, Area 4, pages 55-60. See Attachment I for the Comprehensive Plan guidance.

PROPOSED PLAN AMENDMENT

This Plan amendment would remove Options 2 and 3, replacing them with an all-residential option for SNA 4. The option would recommend residential use at an overall density of 20-30 du/ac, resulting in approximately 500 residential units. The mix of units would consist of about 150 townhome units and 350 multifamily residential units.

ANALYSIS

Land Use

The land use planning objectives outlined in the Comprehensive Plan guidance for the Richmond Highway Corridor recommend that residential, institutional, and open space uses be located in the areas between Community Business Centers (CBCs). The addition of an all-residential option for the subject property is consistent with these objectives, and could result in the redevelopment of this SNA in a manner that would not compete with nearby CBCs for office and retail uses. The proposed residential option would result in a similar amount of development as the existing Plan Option 1, but the elimination of non-residential uses would minimize the impacts that would be associated with implementation of the adopted Plan guidance. The addition of residential development in this SNA would create a stronger market for the existing commercial development on Richmond Highway, thereby strengthening the economic vitality of this corridor.

Current Plan guidance for the subject property includes two options (Options 2 and 3), which only apply to part of SNA 4. Since these options do not apply to the whole SNA, coordinated redevelopment of the subject property is more difficult due to differences in redevelopment conditions between the two options. The Planning Objectives for the Richmond Highway Corridor encourage substantial consolidation of contiguous parcels along Richmond Highway to provide for projects that function in a well-designed, efficient manner. Replacement of these options with the proposed Plan option will allow for more coordinated access, building design, and site layout, simplifying Comprehensive Plan guidance for the subject property.

The size and location of the subject property present an opportunity for a well-designed residential development that serves as a transition to the surrounding suburban neighborhoods in the vicinity of Richmond Highway. Consistent with existing Plan guidance for the subject property, high quality, pedestrian-oriented architectural and landscape design, and other elements contained in the Urban Design Recommendations for the Richmond Highway Corridor should be incorporated. Buildings should be designed to provide an attractive appearance on all sides, and blank walls should be avoided. Multifamily dwelling units should be designed in a compact, urban-style manner to maximize available on-site open space and to provide a pedestrian friendly-environment. Townhomes should be designed in a way that allows for connectivity throughout the site, preventing the appearance of the townhomes as a single superstructure. This will

assist in creating appropriate transitions to the surrounding residential neighborhoods.

Transportation

The proposed Plan option would generate slightly higher daily trips than the current Comprehensive Plan, however, it would generate fewer daily, AM and PM peak hour trips than the land uses recommended under Plan Option 1, as shown in Figure 3. Average daily trips would be reduced by about 3,000 compared to Plan Option 1, reducing the impact of redevelopment on the surrounding area and Richmond Highway.

Access to this site is provided from Richmond Highway and Buckman Road. Richmond Highway, designated as a Principal Arterial, is shown on the Transportation Plan Map to be widened up to 6 lanes. Richmond Highway is also shown on the Plan as an Enhanced Public Transportation Corridor (EPTC), with a range of rail and bus rapid transit options to be studied in the future. A 176-foot typical cross-section was established for Richmond Highway as a result of a collaborative effort to account for vehicular, bicycle/pedestrian and future transit needs within the corridor. Further review and analysis may indicate a need for additional right-of-way dedication along the frontage of the nominated parcels. Any redevelopment of this site should accommodate these improvements to Richmond Highway. Additionally, Buckman Road is shown in the Transportation Plan Map to be improved. Development should provide adequate right-of-way for these improvements.

Efficient internal circulation and parking should be developed for the site. Connectivity within the proposed site, as well as to and from external streets and neighboring developments and communities should be provided to ease the impact to Richmond Highway. Curb cuts should be minimized and the location of entrances and median breaks arranged to minimize conflicts with traffic on the adjacent arterial roadways. Site access to and from Richmond Highway should be limited, with existing driveways eliminated, where feasible. Further review and analysis is required to determine the appropriate number and locations of access points and whether turn lanes or other mitigation may be required.

Currently, the Richmond Highway Express (REX) and Fairfax Connector Route 171 serve this portion of Richmond Highway. The Draft Fairfax County Transit Development Plan recommends enhancing REX service, restructuring Route 171 and adding a new Route 371. Redevelopment of this site should accommodate efficient transit operations within the vicinity and provide access to its occupants.

Appropriate bicycle/pedestrian facilities should be provided along the site's Richmond Highway frontage, as well as internal to the site. The Countywide Trails Plan shows a major paved trail along Richmond Highway. Further review and analysis is needed to determine appropriate bicycle/pedestrian facilities to be provided along the subject property's Richmond Highway frontage, as well as

Figure 3. Trip Generation Estimates

Trip Generation Estimates for Plan Amendment S11-IV-MV1								
Lee District								
Current Comprehensive Plan								
Land Use Type	Sq Ft/Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Single Family (210)	36 Du's	9	26	35	26	16	42	406
Office (710)	25,918	56	8	64	18	90	108	472
Retail (820)	25,918	<u>16</u>	<u>10</u>	<u>26</u>	<u>18</u>	<u>20</u>	<u>38</u>	<u>2,823</u>
Total Trips		81	44	125	62	126	188	3,701
<hr/>								
Option 1								
Land Use Type	Sq Ft/Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Apartments (220)	296 Du's	30	119	149	117	63	180	1,917
Townhouses (230)	127 Du's	11	52	63	49	24	73	792
Office (710)	10,000	26	4	30	15	75	90	227
Retail (820)	70,000	<u>43</u>	<u>27</u>	<u>70</u>	<u>245</u>	<u>256</u>	<u>501</u>	<u>5,386</u>
Total Trips		110	202	312	426	418	844	8,322
<hr/>								
Option 2 and 3								
Land Use Type	Sq Ft/Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Apartments (220)	182 Du's	19	74	93	77	41	118	1,226
Townhouses (230)	121 Du's	10	50	60	47	23	70	759
Office (710)	10,000	34	5	39	16	79	95	297
Retail (820)	70,000	<u>45</u>	<u>29</u>	<u>74</u>	<u>255</u>	<u>266</u>	<u>521</u>	<u>5,593</u>
Total Trips		108	158	266	395	409	804	7,875
<hr/>								
Proposed Plan								
Land Use Type	Sq Ft/Units	AM Peak Hour			PM Peak Hour			Average
		In	Out	Total	In	Out	Total	Daily
Apartments (220)	350 Du's	35	140	175	137	73	210	2,245
Townhouses (230)	150 Du's	<u>12</u>	<u>59</u>	<u>71</u>	<u>56</u>	<u>28</u>	<u>84</u>	<u>915</u>
		47	199	246	193	101	294	3,160
<hr/>								
Net Impact of Proposed Plan								Trips
Above Comp Plan Option 1		-39	17	-22	-134	-215	-349	-3,003
<hr/>								
¹⁾ Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009 ²⁾ 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.								

internal to the site. Efforts should be made to connect internal bicycle/pedestrian facilities with existing and planned County facilities.

Schools

The subject area is within the Riverside Elementary School, Walt Whitman Middle School, and Mount Vernon High School boundaries. Figure 4 shows the existing school capacity and projected enrollment.

Figure 4. Existing School Capacity and Projected Enrollment

	Capacity	Enrollment (9/30/11)	2012-2013 Projected Enrollment	Capacity Balance 2012-2013	2016-17 Projected Enrollment	Capacity Balance 2016-17
Riverside ES	770	673	693	77	836	-66
Whitman MS	1,080/1,121	1,012	1,001	214	1,177	38
Mount Vernon HS	2,435	1,838	1,738	697	1,943	492

Capacity and enrollment are based on the FCPS FY 2013-17 CIP.

** Renovations at Whitman Middle School are anticipated to be completed for the 2012-2013 school year.*

The chart represents a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are updated annually on a six-year timeframe, currently through school year 2016-2017, and are updated annually. At this time, if development occurs within the next six years, Riverside Elementary School is projected to have a capacity deficit. Available capacity is projected for Whitman Middle School and Mount Vernon High School.

A total of 140 students (79 elementary, 20 middle, and 41 high school) is estimated from the residential units proposed in this option. This is greater than the total number of students estimated under any of the existing Plan options, due to the increased number of residential units. This proposed option would further exacerbate the projected capacity deficit at Riverside Elementary School. Additionally, while some capacity will be available at Whitman Middle School, student enrollment projects will be monitored along with pending land use actions on the impact to the middle school's capacity.

Parks and Recreation

The proposed Plan amendment is located within the Richmond Highway Corridor Area and is envisioned to have a more urban form. As such, it is appropriate that urban parks be incorporated within the development. The urban park service level standard of 1 acre per 1,500 persons plus 1 acre per 10,000 employees is used to quantify the appropriate amount of open space to be integrated in urban developments. The urban park service level standard was established subsequent to the last Plan Amendment for this site. Based on the County's average household size in the Mt. Vernon Planning District of 2.49 persons per household, 1,142 residents would be added in this area under this proposal. Using an increase of 1,142 new residents, the proposal generates a need for 1.71 acres of urban park land.

Park land alone will not serve the recreation needs of new residents without appropriate facilities. Plan recommendations state "Neighborhood Park facilities should be provided in conjunction with new residential development." Typically, neighborhood park facilities include picnic use, open play areas, courts, playgrounds, trails, and gathering areas. Because the nature of the proposed development is approaching an urban scale, urban park features such as plazas, gathering places, special landscaping and street furniture and pedestrian-oriented connections are appropriate features that should be integrated into the site and to surrounding areas.

Existing nearby parks meet only a portion of the demand for park facilities generated by residential development in this area. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include courts, playgrounds, athletic fields, picnic shelters, a small-scale skate park and trails.

The closest local park to the site within the Woodlawn Community Planning Sector is seven-acre Mount Vernon Woods Park, located one-half mile from this site. Facilities at this park include two tennis courts, one unlit diamond field, playground, tot lot, trails and picnic areas. Based on the density of population in the area, that park serves only a small percentage of the Woodlawn Planning Sector.

Additional local parks that serve this sector include Muddy Hole Farm (13 acres), Pole Road (50 acres) and Woodlawn (11 acres) all of which are between one and two miles away. Muddy Hole Park is in closest proximity to the subject property and includes one diamond and one rectangle athletic field, basketball and tennis courts, trails, picnic and playground/tot lot. Woodlawn Park is adjacent to Woodlawn Elementary School and includes a basketball court, picnic area, playground, and tot lot. Pole Road Park has tennis courts and is heavily constrained by wetlands and floodplain areas. Based on the density of population in the area, these parks serve only a small percentage of the planning sector.

George Washington RECenter serves this area's indoor active recreation needs such as fitness, cardiovascular training, classes and aquatics. This facility is the smallest RECenter in the County park system with constraints on expansion. Grist Mill District Park, located two miles away, also serves this area and offers a dog park, garden plots, playgrounds, two grass rectangle fields, one 90' diamond field, two 60' diamond fields, two basketball courts, trails, on-site parking and an historic barn. None of these facilities are lighted.

All of these existing park facilities are currently at or beyond their service capacities. An additional 1,142 residents in this area will further exacerbate the service levels at these facilities. The provision of recreation facilities and open space will contribute to the mitigation of these impacts.

Park and Recreation conditions should reflect the urban park standard of 1.7 to 2.0 acres provided on site that is publicly accessible. Consolidation and integration of the urban park within the development with high quality design and materials is encouraged. Appropriate circulation via connecting trails and paths among the development elements and to surrounding pedestrian facilities will enhance the accessibility of the space and ease of use. Provision of urban park features such as plazas, highly visible social gathering spaces, street furniture, special landscaping and small-scale recreation facilities are also encouraged. Contributions to offset off-site public park facility service level impacts should be made within the service area of the subject property, commensurate with the impact of development approved.

Noise

Noise impacts are a heightened concern with the proposed conversion of commercial uses to residential uses fronting Richmond Highway. Richmond Highway is a major thoroughfare that will generate substantial levels of noise close to the roadway. As recommended by Objective 4 of the Environment element of the Policy Plan, residential development should not occur in areas with a projected noise level above 75 decibel Day-Night Loudness (dBA DNL). Additionally, residential development in areas with noise levels between 65 and 75 dBA DNL will require structural mitigation, and interior noise within residential units should be reduced to 45 dBA DNL or lower. Finally, outdoor activity areas should not exceed 65 dBA DNL.

Basic calculations show a projected noise contour of 75 dBA DNL for approximately 27 feet outward from Richmond Highway. The 65dBA DNL contour extends approximately 268 feet outward from Richmond Highway. At the time of rezoning review, it should be demonstrated that no residential development is constructed beyond the 75dBA DNL contour and that full mitigation is demonstrated for units between the 65 and 75dBA DNL contours to reduce interior noise levels to 45 dBA DNL or below, and to 65 dBA DNL or below for outdoor activity areas.

Tree Preservation

Objective 10 of the Environment element of the Policy Plan recommends the conservation and restoration of tree cover on developed and developing sites. Given the existing amount of tree cover onsite, particularly near the Buckman Road/Richmond Highway intersection, where possible, tree preservation should be an environmental priority, preserving the suburban neighborhood character of the area.

Green Buildings

Objective 13, policy c of the Environment element of the Policy Plan recommends that proposals for residential development qualify for the ENERGY STAR Qualified Homes designation, where such zoning proposals seek development at the high end of the Plan density range and where broader commitments to green building practices are not being applied. Any residential

development under the proposed option would be at the high end of the Plan density range; therefore rezoning applications under this option would be expected to achieve Energy Star, Earth Craft, or comparable qualifications for residential dwellings.

Water Quality and Stormwater Management

The subject area is within the North Little Hunting Creek subwatershed of the Little Hunting Creek watershed, sub-basin LH-LH-0002. The North Little Hunting Creek subwatershed has an area of approximately 1,384 acres and contains the north portion of the Little Hunting Creek main stem. This subwatershed drains mainly commercial and high-density residential areas located near Richmond Highway. The subwatershed has one of the highest levels of imperviousness within Fairfax County (34 percent), and the current stormwater management facilities in the subwatershed are not enough to manage the runoff from the existing impervious surfaces. Overall, the quality of Little Hunting Creek and its tributaries has been degraded by high imperviousness due to development and the lack of stormwater controls. Biological monitoring within the watershed continues to report Poor conditions. There are no perennial streams or wetlands located within the subject property.

It is proposed that all stormwater runoff generated from the site will be managed through underground storage. Though underground storage does detain the quantity of stormwater runoff leaving the site, it does little to improve the quality of the water. The above information clearly identifies that the Little Hunting Creek watershed is degraded and every opportunity to improve both water quality and quantity should be considered. Water quality on this site should be emphasized through incorporating Low Impact Development practices, particularly through the minimization of impervious surfaces, preserving tree cover, maximizing open spaces throughout the development, and providing stormwater best management practices. Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all redevelopment. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream conditions.

CONCLUSION

The Plan amendment proposes a level of development similar to what has already been adopted for the subject property. By replacing existing Options 2 and 3, the proposed option would allow for more unified redevelopment of the subject property. Option 1 will be retained, as the recommendations contained within this option provide the basis for the current zoning of a majority of the subject property. An all-residential redevelopment option will reinforce the policy of concentrating nonresidential uses in the CBCs and encouraging residential development in between these nodes. Additional quality residential development in this area will create a stronger market for the existing commercial development

on Richmond Highway, thereby strengthening the economic vitality of this corridor.

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~~.

REPLACE: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through 6-21-2011, Richmond Highway Corridor, pages 57-60:

“As a second option, development of residential use at a density of up to 30 dwelling units per acre may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and the following conditions are met. Redevelopment would consist of approximately 350 multifamily residential units and 150 townhome units, but flexibility in unit type may be appropriate to achieve Comprehensive Plan objectives. Construction of the residential units may be phased.

Design:

- Complete parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements contained in the Urban Design Recommendations for the Richmond Highway Corridor are incorporated.
- Buildings provide appropriate transition in scale and mass from Richmond Highway towards existing adjacent residential areas along Buckman Road and Janna Lee Avenue.
- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the residential structures.
- All buildings are designed to provide an attractive appearance on all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.
- Trees determined to be of value by the Urban Forester are preserved to the maximum extent possible. Preservation of existing trees within proposed open space areas is encouraged.
- Low Impact Development (LID) practices should be incorporated to the maximum extent possible.

Parks and Recreation:

- Well-designed, publicly accessible urban parks should be integrated to enhance the recreational options and sense of place for the development, consistent with the Urban Park Framework document, as modified by the Fairfax County Park Authority. Contributions to offset off-site public park facility service level impacts should be made commensurate with the impact of development approved.

Transportation and Pedestrian Circulation:

- Development should provide for the improvement of Richmond Highway to a six-lane section as depicted on the Countywide Transportation Plan, and associated improvements to address projected traffic congestion and relieve capacity issues at the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas."

THE PLAN MAP: The Comprehensive Plan Map will not change.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Mount Vernon Planning District, as amended through June 21, 2011, Richmond Highway Corridor Area, pages 55-60:

**“SUBURBAN NEIGHBORHOOD AREAS BETWEEN
HYBLA VALLEY/GUM SPRINGS AND SOUTH COUNTY CENTER CBCS
(Refer to Figure 10 for recommendations 1-10)**

...

4. The area fronting on the west side of Richmond Highway south of its intersection with Buckman Road to Janna Lee Avenue is planned for townhouse-style office and neighborhood-serving retail use up to .25 FAR to provide a transition to the adjacent single-family neighborhoods. The remainder of the land unit is planned for residential use at 2-3 dwelling units per acre. As an option, a mix of predominantly residential use up to 25 dwelling units per acre with 50,000 – 80,000 square feet of use consisting of office and ground floor retail may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan “Guidelines for Neighborhood Redevelopment,” and all of the following conditions are met:

Phasing and Land Use:

- The non-residential component of the project is constructed and completed with the first phase of the development to ensure its compatible integration. A minimum of 70,000 square feet of commercial space comprised of a minimum of 60,000 square feet of office use and a minimum of 10,000 square feet of retail use is desired. Retail uses should be located on the ground floor of office buildings. Freestanding retail uses are discouraged.

Design:

- Complete parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements contained in the Urban Design Recommendations for the Richmond Highway Corridor are incorporated.
- Buildings provide appropriate transition in scale and mass from Richmond Highway towards existing adjacent residential areas along Buckman Road and Janna Lee Avenue.
- A mix of unit and building types including mid-rise structures are provided to create open space.

- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the commercial and residential structures.
- All stacked townhouses and multi-family units are designed such that they include doors, windows, and recessed balconies in the front and rear elevations to ensure an attractive “front door” appearance from all sides. Commercial buildings designed to provide an attractive appearance on all sides. Building materials of the highest quality should be used.

Environment:

- Residential development is not located in any portion of the site with projected highway noise exposures exceeding DNL 75 dBA, and outdoor residential recreation areas are not located in areas with projected noise levels in excess of DNL 65 dBA. Full mitigation should be achieved through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.
- Trees determined to be of value by the Urban Forester are preserved if feasible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of 2.5 to 4 acres, if provided on-site, or 3 to 4 acres, if provided off-site. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Capacity issues associated with the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection are resolved with the dedication of right-of-way for an interchange. If right-of-way for an interchange is not provided, Richmond Highway should be improved to a six-lane divided highway with a raised median between Janna Lee Avenue and Buckman Road.
- Primary access is provided via Janna Lee Avenue and Buckman Road. Vehicular access from Richmond Highway is limited to one right turn in and one right turn out access point only with a possibility of a pick up/drop off area along the highway frontage.

- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.

As a second option for a subset of Area 4 (Tax Map Parcels 101-2((1))22,23; 101-2((5))(2) 13-15; and 101-2((5))(3) All), development of residential use at a density of 8-12 dwelling units per acre may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan "Guidelines for Neighborhood Redevelopment," and the following conditions are met. Construction of the residential units may be phased.

Design:

- Substantial and logical parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements are incorporated.
- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to structures.
- All townhouses are designed to ensure an attractive "front door" appearance from all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the

Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.

- Trees determined to be of value by the Urban Forester are preserved if feasible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of a proportional share of the total 2.5 to 4 acres to be dedicated in the first option for Area 4, if provided on-site, or a proportional share of 3 to 4 acres, if provided off-site. Any on-site dedication should be located such that it can be expanded upon at the time the remainder of Area 4 redevelops. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be integrated within the site, such as gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Primary access is provided via Rolling Hills Avenue.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway, Janna Lee Avenue and Buckman Road. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.

As a third option for a subset of Area 4 (Tax Map Parcels 101-2((1)) 24; and 101-2((5))(2) 1,2,5-7,8A,8B,9-12,16), development of residential use at a density of 20-30 dwelling units per acre with up to 80,000 square feet of office and ground floor retail use may be appropriate if the area is redeveloped in accordance with Appendix 8 of the Land Use section of the Policy Plan "Guidelines for Neighborhood Redevelopment," and the

following conditions are met. Limited stand-alone retail uses, such as a bank or a coffee shop, may be appropriate.

Design:

- Substantial and logical parcel consolidation is desired. If total consolidation is not achieved, the development plan should demonstrate how the unconsolidated parcels could be integrated within the project at a later date, and buffered from the development in the interim.
- High quality, pedestrian-oriented architectural and landscape design, and other elements are incorporated.
- Buildings provide appropriate transition in scale and mass from Richmond Highway towards adjacent residential areas along Buckman Road and Janna Lee Avenue.
- Useable, well-landscaped open space is provided throughout the site.
- Landscaping is employed to offset the effect of parking lots, driveways and pavement areas adjacent to the commercial and residential structures.
- All buildings are designed to provide an attractive appearance on all sides. Blank walls should be avoided. High quality building materials should be used.

Environment:

- Noise should be mitigated consistent with guidance outlined in the Environment element of the Policy Plan through appropriate design of the site, and the design and construction of buildings. Noise walls along Richmond Highway are not appropriate.
- Trees determined to be of value by the Urban Forester are preserved if feasible.
- Low Impact Development (LID) practices should be incorporated to the maximum extent possible.

Parks and Recreation:

- The existing park and recreation deficiencies are offset through provision of neighborhood park land through a dedication to the Park Authority of a proportional share of the total 2.5 to 4 acres to be dedicated in the first option for Area 4, if provided on-site, or a proportional share of 3 to 4 acres, if provided off-site. Any on-site dedication should be located such that it can be expanded upon at the time the remainder of Area 4 redevelops. As a substitute, funds may be dedicated to the Park Authority for off-site land acquisition and/or facilities. Appropriate neighborhood park recreation facilities should also be provided. In addition, urban park features should be

integrated within the site, such as plazas, gathering spaces, special landscaping, street furniture, and pedestrian amenities.

Transportation and Pedestrian Circulation:

- Development should provide for the improvement of Richmond Highway to a six-lane section as depicted on the Countywide Transportation Plan, and associated improvements to address projected traffic congestion and relieve capacity issues at the Buckman Road/Mt. Vernon Highway/Richmond Highway intersection.
- Primary access is provided via Janna Lee Avenue. Vehicular access from Richmond Highway is limited to one right turn in and one right turn out access point only with a possibility of a pick up/drop off area along the highway frontage.
- Janna Lee Avenue between Richmond Highway and Buckman Road is improved and modifications of the Janna Lee/Richmond Highway intersection are made to achieve efficient circulation patterns.
- Continuous sidewalks and trails within a streetscape consistent with the Richmond Highway Corridor guidelines are provided along Richmond Highway and Janna Lee Avenue. Hard surface material that enhances the corridor's urban character should be used. Within the site, trails and sidewalks are provided to create a pedestrian friendly environment and to connect the site with transit services along the Richmond Highway corridor and surrounding areas.
- An effective Transportation Demand Management (TDM) program applicable to residential and non-residential uses that utilizes a combination of measures as deemed appropriate by the Department of Transportation is provided. These measures may include shuttle services, transit subsidies, vanpool or carpool matching services and bus shelters as well as telework office space with advanced telecommunication systems. The program should be monitored periodically.”