

This Email was sent from: http://www.fairfaxcounty.gov/dpz/fairfaxcenter/submission_form.htm

Proposal Type?: Site-specific

General Location: Stringfellow Road Park and Ride and Surrounding Parcels

Street Address:

Tax Map Parcel Numbers:

Aggregate size of all subject parcels in acres or square feet:

Do you own the subject property or represent the owner of the subject property?: No

If you answered no, what is your relationship to the property?: Transportation Advisory Commissioner for Sully,

Character and type of proposed development: The Stringfellow Road Park and Ride is planned as a future rail stop.

There should be overlays that describe how development should progress around the Park and Ride should have so that the utility of the rail stop isn't subverted by low density development today. See similar planning along the Dulles Corridor for future Silver Line expansion

(for areawide topics) Describe the proposed change and why it should be addressed at an areawide level within the Fairfax Center Area.:

Justification: Address emerging community concerns or changes in circumstance; Advance major policy objectives, such as promoting environmental protection, fostering revitalization of designated areas, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development; Reflect implementation of Comprehensive Plan guidance through zoning approvals; and, Better implement the Concept for Future Development; Respond to or incorporate research derived from technical planning or transportation studies.

Explanation: A) Address emerging community concerns or changes in circumstance; mass transit is a key part of multi-modal plans for I66 C) Advance major policy objectives, in balancing transportation infrastructure and public facilities services with growth and development; D) Reflect implementation of Comprehensive Plan guidance through zoning approvals for areas near the future rail stop; E) Better implement the Concept for Future Development in and around the park and ride F) Respond to or incorporate research derived from transportation studies.

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Would you like to speak with staff about this submission?: yes

If yes, how should we contact you?: E-mail

Additional Questions for Clarification:

Do you mean the parcels immediately adjacent to the park and ride?

Those within a certain radius of the park and ride?

In response to your points above, I would like to see similar planning to what has happened at other proposed metro stops/stations, with densities decreasing as distances to the proposed metro stops/stations increase. I am not in a position to stipulate what they should be, and I would defer to the planning staff's recommendations.

Additionally, could you clarify what you mean by using the word "overlays?"

The Fairfax Center Area used planning overlays when it was established in the 1980s, where increases in density were rewarded with increases in amenities provided. Similarly, I would expect that within the concentric circles described above density overlays would be established that would go into effect when mass transit down I66 becomes a reality. We might allow a certain density when a BRT station was in the offing, another level with light rail, and a third when metro-like service was established.

Would this refer to additional Plan options within the area you have defined?

Yes.