

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, DECEMBER 3, 2015**

PRESENT: Peter F. Murphy, Springfield District
Frank A. de la Fe, Hunter Mill District
Ellen J. Hurley, Braddock District
John C. Ulfelder, Dranesville District
James T. Migliaccio, Lee District
Julie Strandlie, Mason District
Earl L. Flanagan, Mount Vernon District
Kenneth A. Lawrence, Providence District
John L. Litzenberger, Jr., Sully District
James R. Hart, Commissioner At-Large
Timothy J. Sargeant, Commissioner At-Large

ABSENT: Janyce N. Hedetniemi, Commissioner At-Large

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The meeting was called to order at 8:18 p.m. by Chairman Peter F. Murphy in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

FDPA 2003-LE-025-05 – JEFFREY D. CLINE

(Start Verbatim Transcript)

Commission Migliaccio: Thank you, Mr. Chairman. I have one public hearing this evening. The applicant was unfortunately unable to reaffirm the affidavit; therefore, we have to move the public hearing. Therefore, Mr. Chairman, I move to defer the public – MOVE THAT THE PLANNING COMMISSION DEFER THE PUBLIC HEARING FOR FDPA 2003-LE-025-05 TO A DATE CERTAIN OF JANUARY 21ST, 2016.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of the motion? All those in favor of the motion to defer the public hearing on this application to a date certain of January 21st, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim)

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PCA 75-7-004-03/SE 2015-PR-021 – MERIDIAN SCIENCE 7980, LP

(Start Verbatim Transcript)

Commissioner Lawrence: Mr. Chairman, I have the same thing. I need to move a couple of public hearings and, since they are moving to the same date, I'll say them both together. Mr. Chairman, I MOVE THAT WE DEFER THE PUBLIC HEARINGS FOR PCA 75-7-004-03 AND SE 2015-PR-021 TO A DATE CERTAIN OF JANUARY 13TH.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion of that motion? All those in favor of the motion as articulated by Mr. Lawrence, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim)

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Commissioner Hart announced that the Commission's Environment Committee had met earlier this evening for a discussion with staff regarding building energy. He said that they would be scheduling two additional meetings to be determined at a later date noting that the meetings were also open to the public.

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ORDER OF THE AGENDA

Secretary Hart established the following order of the agenda.

1. FDP 2010-PR-022-02 – TMG SOLUTIONS PLAZA LAND, L.P.
2. CSPA 2006-SU-007 – DISCOVERY SQUARE VENTURES LLC
3. 2232-V15-1 – FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS & ENVIRONMENTAL SERVICES

4. PA 2015-IV-T1 – NEWINGTON ROAD

This agenda was accepted without objection.

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FDP 2010-PR-022-02 - TMG SOLUTIONS PLAZA LAND, LP – Appl. to approve the final development plan for RZ 2010-PR-022 to permit office and retail. Located on the N. side of Leesburg Pike extending to Greensboro Dr., W. and S. of Solutions Dr., on approx. 12.58 ac. of land zoned PTC, TYS, SC, and HC. Tax Map 29-3 ((15)) 4D1, 4E1, 4F1, 4G, 7B1 pt., 7C1 pt., and 7E1 pt. PROVIDENCE DISTRICT. PUBLIC HEARING.

Elizabeth Baker, Applicant's Agent, Walsh, Colucci, Lubeley & Walsh, P.C., reaffirmed the affidavit for FDP 2010-PR-022-02 dated October 26, 2015.

Commissioner Hart disclosed that Hart and Horan, PC, currently had a pending case with Ms. Baker's law firm in which there were attorneys representing an adverse party, but indicated that it would not affect his ability to participate in this case.

Bob Katai, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of application FDP 2010-PR-022-02.

Commissioner Hurley discussed with Mr. Katai the proposed children's play area and who would be utilizing it. He responded that while there were no proposed residential units with this development, located to the immediate north of it was Borough Place which would be a main shopping district with a residential area located nearby and it was anticipated that those children would be using that area.

Commissioner Lawrence pointed out that in the revised Development Conditions dated December 3, 2015, the applicant would oversee the management of loading operations for Building C2 and C3 due to the five entranceways along Solution Drive which could be points of conflict with pedestrian traffic during the morning and evening rush hours. He further explained that Solutions Drive was expected to be a major pedestrian route to the metro station so it was important for the applicant to manage their deliveries to minimize the impact on pedestrians. Commissioner Lawrence stated that the issue of the entranceways with this development was going to be a pattern as the applicant goes through the conceptual plan and files for additional FDP's one at a time and indicated the need for the Commission to monitor this situation.

Following up on Commissioner Hurley's questions, Commissioner Strandlie summarized that before the Commission were several buildings under review for approval and noted that even though these buildings were not a residential use and would not generate children traffic, she questioned if there would be accommodations made for childcare of the workers within these

buildings. Mr. Katai said that there was nothing in the code precluding future tenants from providing childcare and deferred to the applicant for further explanation.

Ms. Baker started her presentation by remarking on the applicant's previous Final Development Plan (FDP) brought before the Commission in September consisting of Blocks A and B of this development which included a Whole Foods grocery and residential with ground floor retail use. She stated that the FDP before the Commission tonight was strictly a commercial one, Block C, and would consist of three new office buildings along with the renovation of three existing buildings. Ms. Baker elaborated that Building C2 would be a mixed use retail and entertainment space located at the corner of Greensboro Drive and Solutions Drive with the second level consisting of a theatre. In response to Commissioner Lawrence's earlier comments, Ms. Baker indicated that this was also the location of the loading entranceways and acknowledged that while the businesses should have good access to parking and loading areas it was important to maintain a safe pedestrian route by minimizing conflicts; therefore, she confirmed acceptance of the proposed development conditions that included management of loading times by the applicant. Ms. Baker stated that building C3, a 480,000 square foot new office building with ground floor retail, would be located directly across the street from the three existing ones and was close to the metro station. She pointed out Magnetic Park which would have a variety of spaces consisting of open lawn areas, a performance stage, and outdoor rooms for adults to play cards or chess, along with water and climbing structures for younger children. Addressing Commissioners Hurley and Strandlie's earlier questions, Ms. Baker stated that the applicant did not currently have a commitment for a childcare provider with this project but noted that it was a permitted use in the PTC District and they would not restrict it. She explained that Block E, which would occur at a later phase of the development, would have a large elevated play area and thought that would be a better location for a child care facility. Ms. Baker also noted that there were two child care facilities located in nearby office buildings and acknowledged the growing need for child care as more offices and residences were developed.

Commissioner Lawrence commented that some of the children visiting the park area could come from the nearby Rotunda development and added that he heard the number of children living at that location turned out to be greater than expected.

In response to questions from Commissioner Hurley, Ms. Baker said the applicant utilized the school board formula for a high rise residential development which was one school age child for every ten units. She said the applicant's entire development was expected to have 1400 units; therefore, they expected to generate about 140 school age children from this use.

Chairman Murphy called for speakers from the audience, but received no response. There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Lawrence for action on this application.

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(Start Verbatim Transcript)

Chairman Murphy: Public hearing is closed; Mr. Lawrence, please.

Commissioner Lawrence: Thank you, Mr. Chairman. Mr. Chairman, I request the applicant send a representative to confirm for the record agreement to the development conditions that are now dated December 3rd, 2015.

Elizabeth Baker, Applicant's Agent, Walsh, Colucci, Lubeley & Walsh, P.C.: The applicant does agree to those conditions.

Commissioner Lawrence: Thank you very much. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION APPROVE FDP 2010-PR-022-02, SUBJECT TO DEVELOPMENT CONDITIONS DATED DECEMBER 3RD, 2015, HANDED OUT TONIGHT AND SUBJECT TO THE BOARD'S APPROVAL OF RZ 2010-PR-022.

Commissioners Litzenberger and Flanagan: Second.

Chairman Murphy: Seconded by Mr. Litzenberger and Mr. Flanagan. Is there a discussion of the motion? All those in favor of the motion to approve FDP 2010-PR-022-02, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim Transcript)

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Commissioner Lawrence thanked everyone involved in this application and added an additional comment about the amount of children expected in the Tysons area. He stated that during the update for the Tysons Plan there was a large passage regarding that issue that came from public comments in the Tysons community so while the Commission must follow what the school board dictates, they would also review it to determine if the predictions need to be altered to accommodate more children than expected.

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CSPA 2006-SU-007 - DISCOVERY SQUARE VENTURES, LLC – Appl. under Sect. 12-210 of the Zoning Ordinance to amend the previously approved Comprehensive Sign Plan associated with RZ 2006-SU-007 to permit sign modifications. Located at 3112 Centreville Rd., Herndon, 20171, on approx. 6.01 ac. of land zoned PRM, WS. Tax Map 24-4 ((1)) 6H. SULLY DISTRICT. PUBLIC HEARING.

Carmen Bishop, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. She noted that staff recommended approval of application CSPA 2006-SU-007.

Sara Mariska, Applicant's Agent, Walsh, Colucci, Lubeley & Walsh, P.C., started her presentation by stating that this application was part of the Timber Ridge Discovery Square, a 67 acre development in the Sully District that consisted of multifamily units and townhouses. She said that the proposal before the Commission tonight pertained to a 342 multifamily unit building which was currently under construction. Ms. Mariska explained that given the size and scope of this development the signage was critical for establishing a cohesive identity within the community along with the ability for people to easily and safely locate it. She indicated that the community had voiced concerns over the appearance of the sign because it was located adjacent to single family neighborhoods along Centreville Road. Ms. Mariska explained that the sign was in proportion with the scale of the building and the lighting would be in conformance with the performance standard in the Ordinance, adding that it would be an internally illuminated sign with shields on the sides to prevent any excessive illumination. She also said the building was set back 110 feet from Centreville Road with a 70 foot berm which obscures some visibility of the building. In closing, Ms. Mariska noted staff's recommendation for approval along with the Sully District Council.

Commissioner Litzenberger noted that during the Land Use Meeting there was significant interest in how intense the lighting would be from the sign and asked Ms. Mariska to further elaborate on how it had been addressed. She reiterated that the applicant would comply with the performance standards in the Ordinance and explained that the sign would have LED lights and be internally illuminated to reduce any spillover effect thereby reducing the impact to the adjacent communities. Commissioner Litzenberger confirmed with Ms. Mariska that the berm with the trees would filter out some of the light while still being able to read the sign from the highway.

Commissioner Hart commented on the proposed development conditions by stating that they appeared to be flexible enough to allow for minor changes if needed without coming back before the Commission for an amendment. He pointed out a misspelled sign in the staff report to Ms. Mariska who stated that the sign plan indicated that the text was illustrative only and the text itself was not meant to be binding.

Commissioner Hurley commented that signs should be easily understood by the general public.

Chairman Murphy called for speakers from the audience, but received no response. There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Litzenberger for action on this item.

(Start Verbatim Transcript)

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Chairman Murphy: Public hearing is closed, Mr. Litzenberger.

Commissioner Litzenberger: Thank you, Mr. Chairman. I request the applicant confirm for the record their agreement to the proposed development conditions dated November 18th, 2015.

Sara Mariska, Applicant's Agent, Walsh, Colucci, Lubeley & Walsh, P.C.: We are in agreement with those conditions.

Commissioner Litzenberger: Thank you. Mr. Chairman, I MOVE THE PLANNING COMMISSION APPROVE CSPA 2006-SU-007, SUBJECT TO THE CONDITIONS DATED NOVEMBER 18TH, 2015.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion of the motion? All those in favor of the motion to approve CSPA 2006-SU-007, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim Transcript)

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2232-V15-1 - FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES – Appl. under Sects. 15.2-2204 and 15.2-2232 of the Code of Virginia to locate a proposed levee, to be generally located in Huntington Park, Alexandria, VA 22303. The Huntington Levee is to be located on Tax Maps 0831 14C 0118A (2219 Fairfax Terrace), 0831 16 0019A (2300 Fairfax Terrace), 0831 16 0019B-C (no address assigned) 0831 16 0020B-C (5634 Fenwick Drive), 0831 16 0013A (5631 Fenwick Drive), 0831 16 0013B (2256 Fairfax Terrace), 0831 16 0014B (5629 Fenwick Drive), 0831 14C 0110A (2251 Fairfax Terrace), 0831 14C 0127A (2121 Fairfax Terrace), 0831 01 0058 (5800 Hunting Creek Road), 0831 14C 0140A (2016 Fairfax Terrace), 0831 14C 0153A (2130 Fairfax Terrace), 0831 01 0042 (no address assigned), and 0831 27 A (no address assigned), in the Mount Vernon Supervisor District, Area IV.
MOUNT VERNON DISTRICT. PUBLIC HEARING.

Henry Clark, Zoning Evaluation Division, Department of Planning and Zoning, presented the staff report, a copy of which is in the date file. He noted that staff recommended approval of application 2232-V15-1.

Aaron Cook, Stormwater Management Division, Department of Public Works and Environmental Services (DPWES), noted that this project was approved by the Fairfax County voters in a 2012 bond referendum and was also in the Capital Improvement Plan as a stormwater management project. He explained that the levee would consist of several trails to include an eight foot wide paved trail on top of the levee and would be built in conformance with the County Wide Trails Plan. Mr. Cook noted that DPWES staff had conducted community update meetings every six months over the last several years to keep the community informed of their progress regarding this project with another meeting scheduled for January 2016. He stated that since they would be required to remove playground equipment as a result of this project, DPWES would replace it nearby in Farrington Park.

Commissioner Lawrence asked Mr. Cook if the edge of the bike trail would be marked for safety reasons due to the slope of the hill on the levee. Mr. Cook agreed to have staff review his request.

Commissioner Hart and Mr. Cook discussed the design, intent and security of the levee; wherein, Mr. Cook explained the following:

- Cameron Run was a “flashing stream” which meant that the water level rises quickly during a big storm and in past years had been the cause of the Huntington neighborhood flooding issues;
- The levee was designed to contain the water up to eight feet above sea level which would be one foot below the nearby residential houses and the pump station would pump it back out to Cameron Run at a different location that would not affect any properties;
- DPWES standard policy was to design levees to the 100 year storm and since there was no data for one in this area it was expected to control flooding situations that had been previously experienced; and
- The pumping station equipment would be housed in a locked building surrounded by an eight foot fence and the trail would be routed around the pumping station.

Following up on Commissioner Hart’s discussion, Commissioner Ulfelder asked if the flooding problem was due to the existence of the Beltway which had caused the water runoff to increase over time and should it continue to increase how that affected the decisions regarding the design of the levee. Mr. Kris Edelman, consultant for DPWES, Arcadis Inc, explained that as part of the design project they had performed data hydraulic modeling of sections of Cameron Run which analyzed the behavior of the water moving under pressure. He also noted that they added

the required the feet of freeboard which would compensate for unknown factors that could contribute to greater flood heights than expected.

Commissioner Ulfelder referred to the concerns raised by the Virginia Department of Transportation (VDOT) and the Fairfax County Park Authority, Attachments I and J of the staff report, in connection to this project and requested information on where staff were with addressing those issues. Mr. Koch said they had resubmitted the hydraulic model calculations with further comments incorporated to VDOT and were in the process of working through it with them. With regards to the Park Authority, Mr. Koch explained that a large portion of the park area would be replaced as ponding area and according to Park Authority regulation only trails were permitted to be built and maintained in a floodplain area; therefore, in addition to the trail over the levee they would also build a meandering trail through the ponding area to maximize open space. He noted they would plant a meadow type of grass which could grow in a wetland environment. Mr. Koch also added that they would replace the playground equipment to a nearby park. Commissioner Ulfelder stated that he did not want a public works project to negatively affect another such as VDOT's public roadways or remove certain things that had been available for public enjoyment for some time.

Chairman Murphy called for speakers from the audience, but received no response. There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Flanagan for action on this item.

(Start Verbatim Transcript)

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Chairman Murphy: Public hearing is closed, Mr. Flanagan.

Commissioner Flanagan: Thank you, Mr. Chairman. This project has been a long time coming and I appreciate Commissioner Ulfelder's concerns about the Park Authority and their ability to take care of themselves and the – the – VDOT has not been – been in contact with them to on this project and I think that they are pretty hard people to deal with usually so, with that I'd like to just CONCUR WITH THE STAFF'S CONCLUSION THAT THE PROPOSAL BY THE FAIRFAX COUNTY DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES FOR THE CONSTRUCTION OF THE HUNTINGTON LEVEE AND STORMWATER PUMP STATION, GENERALLY LOCATED AT 2219 FAIRFAX TERRACE, ALEXANDRIA, SATISFIES THE CRITERIA OF LOCATION, CHARACTER AND EXTENT AS SPECIFIED IN *VIRGINIA CODE* SECTION 15.2-2232, AS AMENDED. THEREFORE, MR. CHAIRMAN, I MOVE THAT THE PLANNING COMMISSION FIND THE SUBJECT APPLICATION, 2232-V15-1, SUBSTANTIALLY IN ACCORD WITH THE PROVISIONS OF THE ADOPTED COMPREHENSIVE PLAN.

Commissioner Litzenberger: Second.

Chairman Murphy: Seconded by Mr. Litzenberger. Is there a discussion of the motion? All those in favor of the motion to approve 2232-V15-1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim Transcript)

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PA 2015-IV-T1 - COMPREHENSIVE PLAN AMENDMENT (NEWINGTON ROAD) – To consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22. This Amendment concerns planned improvements for Newington Road, between Cinderbed Road and Telegraph Road, in the Mount Vernon Supervisor District. The adopted Plan for this area recommends widening Newington Road to 4 lanes, from Loisdale Road to Cinderbed Road (including improving an existing one-lane underpass under the CSX railroad tracks) and improving the 2 lane segment, from Cinderbed Road to Telegraph Road. Specific improvements are unidentified but could include widening, straightening, adding turn lanes, sidewalks, or some combination where necessary. The Trails Plan calls for a major paved trail, west of Cinderbed Road, and a minor paved trail to the east. The Board requested that staff consider the removal of all planned improvements for the segment of Newington Road located between Cinderbed Road and Telegraph Road and analyze the potential impacts of removing these planned improvements. MOUNT VERNON DISTRICT. PUBLIC HEARING.

Leonard Wolfenstein, Planning Division, Department of Transportation, presented the staff report, a copy of which is in the date file. He noted that in light of the overarching Fairfax County goals to provide transportation infrastructure that meets current design standards and accommodates the safe use of all modes including walking, biking and transit staff recommended retaining the current comprehensive plan language.

Commissioner Flanagan noted that community written testimony received by the Commission included concerns about a condemnation requirement in order to provide the road improvements. After a discussion with Commissioner Flanagan, Mr. Wolfenstein explained the following:

- There had not been any road improvement design work completed by county staff because there was no planned project along this segment of Newington Road due to cost

and budget restraints; therefore, he could not speak to the issue involving the possibility of land acquisitions resulting from straightening sections of Newington Road;

- VDOT and the Board of Supervisors (BOS) had condemnation powers but he thought it would be incumbent upon the BOS to employ it in this type of instance and noted that condemnation was always a last resort;
- The improvements in the Comprehensive Plan included a shared roadway bike path with safety treatments which could consist of either pavement markings or signage;
- Newington Road was functionally classified as a minor collector's street which by definition should primarily be used for local streets to connect to the arterial road and not for through trips. He added that these types of streets can vary considerably in character depending upon location and environment;
- Page 4, Paragraph B of the Staff Report, cited the Comprehensive Plan history regarding a list of recommended two-lane roads therefore, that language was in a prior version but had since been removed from the current Plan;
- The 2010 traffic count, Page 7 of Staff Report, indicated approximately 4,000 daily trips and did not differentiate between local and cut through traffic. It would require a more complex type of analysis to determine the amount of cut through traffic occurring at this time; and
- Staff interpreted the request by the BOS, regarding the analysis of where traffic would go if it did not use Newington Road, as to whether it would increase the volume of traffic on this road which they would not be able to determine. He added that while it was staff's opinion that it would not increase the volume such a determination could not be made.

Commissioner Hart stated his concern over the plan amendment request and said that the Comprehensive Plan was used as a guide to evaluate certain applications depicting the approximate location, character and extent of some features. He noted that the Commission did not usually hear applications on features shown or 2232's regarding this level of detail on safety road improvements and added that the Comprehensive Plan was not binding on the Virginia Department of Transportation (VDOT). Commissioner Hart thought that the citizens who submitted letters had legitimate questions or concerns but for the most part those had little to do with the plan amendment. He asked Mr. Wolfenstein what type of application would make the Comprehensive Plan relevant to some analysis of these types of improvements. Mr. Wolfenstein explained that the Comprehensive Plan was important to planning transportation improvements when pursuing funding and while it did not go through this Commission it would go through other bodies for approval. He noted that safety improvements to various old rural roads located in what was now a more developed area were put in the Comprehensive Plan to identify the need to address these substandard roads and they remain there at this time. Commissioner Hart noted

that most of the communication the Commission had received was from a compact geographical area immediately around Newington Road and asked Mr. Wolfenstein if there were any outreach beyond the immediate neighborhood performed by staff. Mr. Wolfenstein stated that they had reached out to the immediately affected area but did not perform broader outreach activities. Commissioner Hart replied that a plan amendment such as this one could have county wide implications and noted that these were public roads paid for by the citizens of Fairfax County located in an area that was dependent upon having an effective and efficient multi-mobile transportation system. He cautioned against changing the Comprehensive Plan because the immediate neighbors were requesting it and thought that a broader outreach could also increase objectivity.

Commissioner Sargeant confirmed with staff that these road improvements had been in the Comprehensive Plan for about 25 years. He noted that there had been a buildup of cut through traffic causing safety concerns on a road not meant for that and asked staff if there was another avenue that the community could pursue to alleviate this scenario. Mr. Wolfenstein explained that his department had a cut through program to place controls such as speed humps to discourage such traffic. He said that it must originate from the community through their district supervisor's office and noted that had occurred on this stretch of road a few years ago resulting in a two way stop sign being installed at Newington Road and Ona Drive along with a "pork chop" in the middle of the road. Commissioner Sargeant stated that he thought the challenge along this stretch of Newington Road was uniting the long term vision and relevance of the Comprehensive Plan to the problems faced today with the objective of improving safety by reducing the cut through traffic in this area. He asked Mr. Wolfenstein if alternative routes had been considered that would reduce that type of cut through traffic while still being mindful of the long term comprehensive vision. Mr. Wolfenstein stated that staff did not look into such alternatives with this plan amendment due to the nature of the compressed request and added that there were still additional cut through tools that the community could utilize.

Following up on Commissioner Sargeant's questions, Commissioner Migliaccio confirmed with Mr. Wolfenstein that the improvements in the Comprehensive Plan were only for safety reasons and not for additional lanes. He asked if the community could request another traffic calming measure and referred to a transportation study from I95 to Richmond Highway that resulted in three recommended improvements, noting that they had not been implemented as of yet, but asked if they would help in alleviating the cut through traffic on Newington Road. Mr. Wolfenstein explained that once a traffic calming mechanism was selected and approved by the BOS there was a two year moratorium on further requests; however, he thought that time limit had passed for this community so they could make an additional request if they chose. He said during discussions with the community they felt the traffic congestion on the Fairfax County Parkway was contributing to the cut through traffic so those improvements could possibly assist in reducing traffic that was finding alternate routes. Commissioner Migliaccio commented that instead of a plan amendment it might be a better alternative to have more traffic enforcement done correctly to prevent trucks from using prohibited roads as a cut through.

Commissioner Ulfelder, Ms. Clara Johnson, Planning Division, Department of Zoning and Evaluation, and Mr. Wolfenstein discussed the densities along this stretch of Newington Road, wherein the following was determined:

- This section of Newington Road consisted of R1 (Residential District – 1 Dwelling Unit per Acre) and R2 (Residential District – 2 Dwelling Units per Acre);
- R8 (Residential District – 8 Dwelling Units per Acre) to the west;
- R5 (Residential District – 5 Dwelling Units per Acre) further south;
- There were approximately 50 lots located in this area and the residents located on the north side of the community's only option for access was from Newington Road. The south side residents had other alternative roadways to access their community; and
- If the BOS removed the proposed language from the Comprehensive Plan VDOT could still decide to do road improvements for safety or other reasons on Newington Road.

Chairman Murphy confirmed with Mr. Wolfenstein that these road improvements were a result of Planning Horizons conducted in 1989-90. Chairman Murphy further noted that he thought there was a large amount of input regarding the transportation system during that process which lasted three years before the final plan was approved; therefore, this language was vetted prior to going into the Comprehensive Plan.

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The Commission went into recess at 9:49 p.m. and reconvened in the Board Auditorium at 10:04 p.m.

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Chairman Murphy called the first listed speaker and recited the rules for testimony.

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Amy Best, 6700 Newington Road, Lorton, spoke in opposition to staff's recommendation to retain the current Comprehensive Plan language. She stated she was a social scientist and professor at George Mason University and said that social science research had found that street widening erodes everyday social interaction in strong communities. Ms. Best thought that widening Newington Road would allow more cars and large truck traffic to speed and cut through the neighborhood noting that there was a posted speed limit of 25 mph; however, based on Fairfax County survey records the average speed of vehicles traveling through was 42 mph. She added that there were 28 private driveways off of Newington Road with some of the residents not having a turnaround area located on their property which required them to back out

onto Newington Road; increased traffic would heighten the risk for accidents. In closing, Ms. Best asked the Commission to consider the unintended consequences of the proposed street planning which would cause a negative environmental impact due to the removal of large, established trees that offset carbon emissions from vehicles, increased noise pollution, weakened social ties, and comprised traffic safety.

Chairman Murphy stated that for clarity purposes he wanted the speakers to state whether they were or were not in support of staff's recommendation not to recommend this item for change.

Ms. Best reiterated that she was not in support of staff's recommendation and wanted the Newington Road safety improvements removed from the Comprehensive Plan.

Matt Szramoski, 8309 Accotink Road, Lorton, also voiced opposition to staff's recommendation and added the following:

- He had served on the Mount Vernon Comprehensive Plan Task Force several years ago and they were advised to use the plan as a guide and to also look at the individual area as well. He noted that the majority of the decisions made by the task force were in support of the communities;
- The character of the neighborhood was suburban with a semi-rural feel and thought it was a safe route for vehicles to travel through since he was not aware of any accidents along this stretch of Newington Road since he had moved there in 2001;
- He characterized Newington Road as a residential street and not a major road noting that there was only one industrial use that backs up to the road and it was a county vehicle facility that had a locked gate and was only used during emergencies;
- He referred to an article in the Virginia Hills Civic Association newsletter, *The Virginia Hills Echo* dated September 2015, that cited Supervisor McKay discussing "road diets" and how he thought that in Fairfax County reducing traffic could be achieved by narrowing the roads; and
- Comparing this application to a similar one in the Great Falls area, he said that the community had raised similar issues regarding opposition to road improvements and noted that the Commission and BOS had supported them by removing it from the Comprehensive Plan.

Commissioner Ulfelder commented on Mr. Szramoski's last remark that had referred to a decision made by the BOS concerning Georgetown Pike that went through the Great Falls area. He explained the transportation map had shown that Georgetown Pike could be expanded to four lanes but the decision was to keep it to two lanes due to other factors: 1) It was the first scenic byway selected in Virginia and 2) It was listed on the National Register of Historic Places due to

it being one of the first engineered roadways in the United States. Commissioner Ulfelder said that because of those mitigating circumstances, he thought this application was quite different.

James Valzesis, 6736 Newington Road, Lorton, spoke in opposition to staff's recommendation by stating that he thought any improvements to Newington Road would cause property values to decrease due to additional traffic and speed. He said there were streams underneath this area which caused poor drainage on Newington Road and nearby properties, noting that some residences had to install special drainage systems, and could make any future improvements costly and difficult. In closing, Mr. Valzesis stated that he had been a resident since 1996, and has witnessed traffic quadruple due to cut through traffic.

Diane Bungato, 8232 Franklin Drive, Lorton, also voiced opposition adding that her family picked this neighborhood specifically for its uniqueness due to the narrow winding roads, tree cover, posted no through access, and the large property lots which she thought the road improvements would destroy.

Michal Anderson, 6820 Hamilton Road, Lorton, spoke in support of staff's recommendation for maintaining the road improvements in the Comprehensive Plan. He stated that Newington Road was unsafe for the following reasons: no space allocated for pedestrians and bicyclists, poor vehicular sight distance, and the high volume of cut through traffic. Mr. Anderson said within the last five years some minor improvements were made on Newington Road from Ona Drive to Cinderbed Road by adding additional turn lanes and sidewalks for school safety. In closing, Mr. Anderson pointed out that the road improvements in the Comprehensive Plan would widen the existing lanes for safety reasons and not add additional lanes for capacity. He reasoned that since there was no planned project nor funds available in this area for safety transportation improvements at this time why not maintain them in the Comprehensive Plan as a future option.

Brian Talbot, 6728 Newington Road, Lorton, spoke in opposition aligning himself with the previous opposition speakers. He stated that he had his house placed on his property so there would be a buffer between his residence and Newington Road and was concerned that road improvements would remove that buffer.

The following spoke in opposition to the amendment, aligning themselves with remarks from Ms. Best and citing traffic safety as a main concern against the road improvements:

- Robert King, 6808 Newington Road, Lorton;
- Deborah Davis, 6739 Newington Road, Lorton; and
- Jeff Deem, 6701 Newington Road, Lorton.

Commissioner Hart stated his appreciation to the speakers for voicing their concerns. He said that while the Commission was sympathetic to the problems neighborhoods have associated with

cut through traffic and enforcement he thought there could be other possible avenues to address some of these concerns that were more directly relevant to the traffic issues for the community.

Cynthia Smith, representing Newington Civic Association, 6713 Catskill Road, Lorton, spoke in opposition to staff's recommendation explaining that she thought the situation goes beyond a traffic calming activity and referred to her submitted document from the Newington Civic Association dated November 16, 2015, Attachment 1, which detailed the Comprehensive Plan history regarding Newington Road. Ms. Smith pointed out that in the Comprehensive Plan there were two segments of Newington Road, the residential section between Cinderbed Road and Telegraph Road planned for two lanes total; however, on the more industrial side from Cinderbed Road to Loisdale Road it was planned for four lanes total which included a one lane underpass for the railroad bridge that has also served as a traffic calming device for many years. Ms. Smith was concerned about those improvements causing a deluge of cut through traffic from that underpass due to Newington Road's connection to Loisdale Road. She thought the money could be better spent on improving Cinderbed Road and the Fairfax County Parkway because they did not function as they should with the high volume of traffic. Ms. Smith said her association represented the Hunter Estates and Hunter Woods communities who were also concerned about road improvements causing possible stormwater issues with drainage, steep driveways, and land acquisition. Addressing the connectivity for pedestrians and bicyclists, she thought it could be achieved with what already existed on Newington Road. In closing, she said their community felt they would rather keep the character of their neighborhood than sacrifice it for road improvements.

Commissioner Ulfelder asked Mr. Wolfenstein about the right of way limits along this segment of Newington Road; wherein, he responded that staff had not verified the limits since there was no project planned. Mr. Wolfenstein agreed that if a shoulder or any width was added to this roadway then the road would need additional pavement added in order to achieve this.

Commissioner Ulfelder clarified with Ms. Smith what she meant by her reference to Newington Road being widened. She explained that she thought for safety reasons they would possibly need to make each lane wider to include an area for bicycles and sidewalks and they were opposed to that. Ms. Smith added that she thought the utility poles were located where the property easement ends and wondered how a construction project, which could possible involve relocating utilities, would impact the residents who had no alternate routes besides Newington Road.

Commissioner Hart reiterated that he thought other avenues could address the concerns raised by the community for instance: additional traffic calming options, police enforcement of traffic, and interaction with the district supervisor's office. He noted that until there were funds available for the project a road design would not be done so there was no information available regarding the specifics of the width or elevation. Commissioner Hart also mentioned the Capital Improvements Program (CIP) as an option for citizen input since some transportation improvements were listed by priority over a long period of time in that program. In closing, Commissioner Hart mentioned the Pleasant Valley Road project that was completed

approximately 10 years ago regarding road improvements. He noted that because the road was a scenic byway that traveled through a rare forest of trees it was done through a design process that involved interaction with the citizens and completed with the minimum amount of work done to slightly widen portions and raise the road to reduce flooding.

Commissioner Migliaccio clarified how Ms. Smith characterized Newington Road from a safety standpoint. Ms. Smith stated she thought for a motorist the roadway was safe; however, it was not for a pedestrian.

Commissioner Sargeant and Ms. Smith discussed her earlier comments about the utility easement issue; wherein, she explained that the community was developed in phases with the original homes built in the 1960's, then heavy infill development occurred in the mid 1990's, and finally spot infill development in the subsequent years. Ms. Smith said she did not know where the easements were located but noted that the older portion of the neighborhood properties had shallow front yards and they were concerned about improvements potentially involving a significant portion of their properties and could also require the taking of properties.

Commissioner Flanagan advised that he would be making a motion to propose how to address many of the issues brought up by the community through another avenue. He pointed out that a few years ago staff was asked to identify all of the unfunded transportation projects in Fairfax County, see attachment 5, Countywide Dialogue on Transportation submitted by Ms. Smith, and explained that there were a total of 214 projects identified with an estimated cost of 4.5 billion; therefore, some of the projects could not be funded anytime in the near future. He proposed a study to be conducted to find alternatives that can address community concerns while improving safety that does not require the 19 million dollars in funding. Commissioner Flanagan mentioned that the width of Newington Road varied with some sections being very narrow; therefore, it was not uniform from end to end.

The following spoke in opposition to staff's recommendation aligning themselves with Ms. Smith's comments:

- Michelle Hodges, 6721 Bulkley Road, Lorton;
- Jack Thorson, 8601 Accotink Road, Lorton; and
- Marty Brennan, 8225 Higham Road, Lorton.

Brandon Farlander, 6908 Trestle Court, Lorton, president of Newbury Station HOA, spoke in opposition to staff's recommendation and was in support of the Newington Civic Association's submitted comments. He said their community consisted of 182 townhome units which fronts Newington Road from Ona Drive to Cinderbed Road. Mr. Farlander said over the years there had been rumors about the possibility of Newington Road being widened from two to four lanes which their community did not support citing the issue of additional cut through traffic causing further safety issues for their residents. He said that their community was also involved with the

traffic calming request and noted that the stop sign had helped but there was still an issue with speeding through their neighborhood. Mr. Farlander agreed with Ms. Smith's earlier comments regarding the road improvements to the Fairfax County Parkway and added that he thought they were not sufficient to keep up with the expansion at Fort Belvoir.

Greg Butnick, 8309 Telegraph Road, Lorton, spoke in opposition to staff's recommendation and said that he was an engineer who had designed these type of streets in the county for 31 years and he thought that while there were a few safety issues on Newington Road that should be addressed it did not require 19 million dollars worth of improvements. He said currently there were pedestrian and bicycle options from the Newington Road area by utilizing Ona Drive, Hamilton Road, and Accotink Road to get to Telegraph Road; therefore, he thought those issues had been addressed. In closing, he referred to the Fairfax County Vehicle Services garage also located on Newington Road that had been granted a waiver approximately 15 years ago from widening the approved two lane section along with a section on Cinderbed Road which he thought supported the community's viewpoint of not wanting the roadway widened.

There were no further comments or questions from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Flanagan for action on this case.

(Start Verbatim Transcript)

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Chairman Murphy: Public hearing is closed, Mr. Flanagan. You're on, as they say in show business.

Commissioner Flanagan: And it's before midnight.

Chairman Murphy: And it's wonderful, very good public hearing, thank you.

Commissioner Flanagan: Well, thank you, Mr. Chairman, for the opportunity to make a motion here. In –in my opinion tonight, neither the Plan Amendment 2015-IV-T1, nor the current plan resolves the Newington Road underlying primary problems of cut-through traffic and lack of truck ban enforcement, nor assures the distant availability of funds for planned improvements. But it does present the opportunity to do a small local study of Newington Road to consider alternatives that can resolve the problems. In that regard, I intend tonight to defer Plan Amendment 2015-IV-T1, for the time being with a follow-on motion to recommend a small local study of the problems disclosed by your testimony. I THEREFORE MOVE THAT THE PLANNING COMMISSION DEFER CONSIDERATION FOR PA 2015-IV-T1, UNTIL THE COMMUNITY, STAFF, AND THE PLANNING COMMISSION HAVE THE BENEFIT OF THE RESULTS OF THE TRANSPORTATION STUDY FOR THE NEWINGTON ROAD AREA.

Commissioner Litzenberger: Second.

Chairman Murphy: Seconded by Mr. Litzenberger and I presume the motion is to defer this indefinitely until we reach that conclusion.

Commissioner Flanagan: Yes, until the study is done.

Chairman Murphy: All those in favor of the motion to defer this item indefinitely, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Flanagan: My – as a planning follow-on motion, I ALSO MOVE THAT THE PLANNING COMMISSION recommends – RECOMMEND THAT THE FAIRFAX COUNTY BOARD OF SUPERVISORS AUTHORIZE A LOCAL TRANSPORTATION STUDY OF ROAD, BICYCLE, AND PEDESTRIAN IMPROVEMENTS PLANNED FOR NEWINGTON ROAD, CINDERBED ROAD, BACKLICK ROAD, AND THE FAIRFAX COUNTY PARKWAY IN ORDER TO ANALYZE LOCAL VERSUS THROUGH TRAFFIC PATTERNS, THE COST BENEFIT OF THE FOUR-LANE NEWINGTON AND CINDERBED SEGMENTS, AND ALTERNATIVE DESIGNS TO MINIMIZE CUT-THROUGH AND CUT TRAFFIC ON NEWINGTON ROAD BETWEEN CINDERBED ROAD AND TELEGRAPH ROADS.

Commissioner Litzenberger: Second.

Chairman Murphy: Seconded by Mr. Litzenberger. Discussion of the motion?

Commissioner Hart: Mr. Chairman?

Chairman Murphy: Mr. Hart.

Commissioner Hart: Yes, thank you. I – I think I understand the spirit of the follow-on motion. I – I have some concerns about the wording and I wonder, just off the top of my head, the – the area involved is somewhat imprecise and – I mean, the Fairfax County Parkway extends from Route 7 to – to Route 1 and I'm not sure that really – we just got this handed out tonight. We haven't really had a chance, I think, to reflect on the wording and, with maybe a short deferral of the decision on the follow-on motion we might tighten this up. And I think also, secondly, there – there probably – it says a small – you said a small local study and I think it – there may be some broader implications for outreach or whatever we might want to make clear, the extent of who is going to be involved. So, I – I would suggest a short deferral may be helpful to improve the wording of the follow-on motion.

Commissioner Flanagan: Is there anything that you would suggest in the way – way of deleting any of the text or changing any of the text of the motion?

Commissioner Hart: Mr. Chairman, I think it's hard to start editing at twenty after eleven.

Commissioner Flanagan: That's fine, okay. Well, I don't see any problem with that particular one.

Chairman Murphy: Okay.

Commissioner Lawrence: Mr. Chairman? Mr. Chairman?

Chairman Murphy: Well, hold on a minute. Yes, Mr. Lawrence.

Commissioner Lawrence: Suggestion: perhaps the maker of the motion can agree to hear friendly amendments of changes to the wording of the motion at a – at a date certain. That would give us time to look it over. Maybe that might - - date certain would be a couple of weeks from now on that motion. Does that make sense?

Chairman Murphy: Okay, I think we have a solution here.

Commissioner Migliaccio: Mr. Chairman?

Chairman Murphy: Mr. Migliaccio.

Commissioner Migliaccio: Mr. Flanagan, if – if WE could, MAKE A MOTION TO TABLE WHAT YOU ARE DOING UNTIL NEXT WEEK AND THEN WE CAN WORK WITH COUNTY TRANSPORTATION STAFF AND MARIANNE GARDNER AND OTHERS TO GET CORRECT WORDING ON THIS, because we just had a study on the Fairfax County parkway from I-95 to Richmond Highway. So, we want TO MAKE CERTAIN THAT ALL OF THE LANGUAGE THAT WE HAVE IN HERE WILL BE AS PRECISE AS WE NEED TO BE WITHOUT GOING over- – OVERBOARD.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. All those in favor of the motion to table Mr. Flanagan's second motion to Wednesday?

Commissioner Flanagan: A date of – well, the next meeting is the 9th.

Chairman Murphy: Thursday, let's do it Thursday.

Commissioner Flanagan: Thursday – Thursday would be the 10th.

Chairman Murphy: Yeah, the 10th right? - - to a date certain of –

Commissioner Hart: We are meeting both nights.

Chairman Murphy: We are meeting both nights, we'll give you an extra night, okay? To a date certain of December 10th, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? The motion carries to table the second motion. I'm a famous made armchair quarterback and I can't help but saying Mr. Flanagan's motion was spot on and, in my opinion, that's where we should have started this process, rather than authorizing an out-of-turn plan amendment, to take something off the Plan which – there's something on the Plan could be improved without going through all this public hearing tonight with a hinny penny kind of situation – the trees come down, the road gets widened. We should have started with the study first, in my opinion. Our public hearing was very meaningful but I think it would have been more meaningful if we had the study before us first, before we went into an out-of-turn plan amendment which, as Mr. Hart so eloquently said, did take a lot of time from staff from doing Fairfax Forward. And we have a process here that's been kind of decelerated because of staff commitments. So, thank you very much for coming. It was a meaningful public hearing. I think it could have been more meaningful if we had something before us this evening that makes some improvements to that road possible and we could have commented on that.

The motion carried by a vote of 11-0. Commissioner Hedetniemi was absent from the meeting.

(End Verbatim)

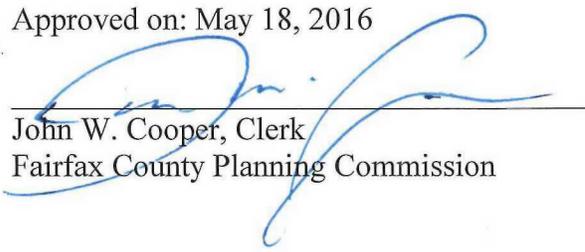
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The meeting was adjourned at 11:22 p.m.
Peter F. Murphy, Chairman
James R. Hart, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Teresa M. Wang

Approved on: May 18, 2016



John W. Cooper, Clerk
Fairfax County Planning Commission