



# CLERK'S BOARD SUMMARY

## REPORT OF ACTIONS

### OF THE FAIRFAX COUNTY BOARD OF SUPERVISORS

*This does not represent an official transcript of the Board Meeting, and is subject to minor change.*

**MONDAY  
JUNE 24, 1991**

(recessed)

Board Package

24-91

AR:AR

The recessed meeting was called to order at 8:45 a.m. with all members being present, with the exception of Supervisor Hyland, Supervisor McConnell, and Supervisor Richards, and with Chairman Moore presiding.

Supervisor Richards arrived at 9:10 a.m.

Supervisor McConnell arrived at 9:30 a.m.

Supervisor Hyland was absent from the entire meeting.

Others present were Richard A. King, Acting County Executive; George A. Symanski, Jr., Senior Assistant County Attorney; Theodore Austell, III, Executive Assistant to the County Executive; William Howland, Assistant to the County Executive; Annie M. Richardson; Susan B. Erskine; Jennifer L. Dickson; and Clarice Morris, Office of the Clerk to the Board of Supervisors.

2. 8:00 A.M. - BOARD DECISION ON THE FAIRFAX COUNTY SOLID WASTE MANAGEMENT PLAN (COUNTYWIDE) (TAPE 1)

(R) (NOTE: The public hearing was held on June 17, 1991 and action taken to defer Board decision until June 24, 1991 when a full Board would be present.)

A Certificate of Publication was filed from the Editor of the Washington Post showing that notice of said public hearing had been duly advertised in that Newspaper in the issues of May 30 and June 6, 1991.

Supervisor Pennino moved that the Board:

- Adopt the Resolution approving the Fairfax County Solid Waste Management Plan; and
- Submit an amendment to the Plan to incorporate supplemental information regarding goals and strategies for further expansion of the waste reduction and recycling programs based on additional coordination with the County's Citizens Advisory Committee for Solid Waste Disposal Matters.

This motion was seconded by Supervisor Alexander.

Supervisor Davis asked that the motion be amended to include the active, coordinated involvement of the Fairfax County Business Recycling Task Force in this ongoing process and this was accepted.

The question was then called on the motion, as amended, which carried by a vote of six, Supervisor McConnell and Supervisor Richards not yet having arrived, Supervisor Hyland being absent.

3. INVITATION TO GENERAL DYNAMICS CORPORATION TO RELOCATE IN FAIRFAX COUNTY (TAPE 1)

Chairman Moore relinquished the Chair to Vice-Chairman Pennino and moved that the Board direct staff to prepare a letter as expeditiously as possible to General Dynamics Corporation reiterating the Board's invitation to them to relocate in Fairfax County, and advising them that they are extremely welcome, with a notation that the County will use all its resources in assisting General Dynamics in finding office space. This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor McConnell and Supervisor Richards not yet having arrived, Supervisor Hyland being absent.

4. ADJUSTMENT OF VARIOUS ELEMENTS IN THE NEW FAIRFAX COUNTY GOVERNMENTAL CENTER AND THE CREATION OF A TASK FORCE TO ADDRESS THESE ISSUES (TAPE 1)

(BACs)  
(Appts)

With reference to her recent memorandum of inquiry to staff regarding an adjustment to various elements in the new Fairfax County Governmental Center, Supervisor Moore announced that she has been advised by the Acting County Executive that the cost to cancel the order for the \$35,000 granite conference table will be \$1,000. She reiterated her support for this cancellation.

Therefore, Supervisor Moore moved that the Board:

- Direct the Acting County Executive to cancel the order for the granite conference table; and
- Return to the Board with a list of options that the Board could follow to reduce the costs of the Center, with the understanding that it is the wish of the Board that the Center work well, but that it doesn't have to be extraordinarily elaborate.

This motion was seconded by Supervisor Bulova.

Supervisor Davis asked that the motion be amended to include the creation of a task force, as expeditiously as possible, to work with staff to see what other savings might be achieved. He suggested that this task force include representatives from:

- The Fairfax County Chamber of Commerce;
- The National Association of Industrial and Office Parks (NAIOP);
- The Federation of Citizens Associations;
- The Citizens Budget Overview Committee (CBOC);
- The Northern Virginia Building and Industry Association (NVBIA); and
- The League of Women Voters.

With the understanding that the task force should include a representative from the Taxpayers Alliance and that the meetings should be open to the public, Supervisor Moore accepted this amendment to her motion.

Following discussion, the question was called on the motion, as amended, which carried by a vote of six, Supervisor McConnell and Supervisor Richards not yet having arrived, Supervisor Hyland being absent.

Vice-Chairman Pennino returned the gavel to Chairman Moore.

5. CERTIFICATES OF APPRECIATION TO MR. JODY SWAIN AND MS. HOLLY JOHNSON (TAPE 1)

Supervisor Davis moved that the Board approve the presentation of Certificates of Appreciation to:

- Mr. Jody Swain, who is retiring as the Director of the Shelter for the Homeless at Bailey's Crossroads; and
- Ms. Holly Johnson, who is retiring as the Manager of the Green Springs Horticulture Center.

This motion was seconded by Supervisor Hanley and carried by a vote of six, Supervisor McConnell and Supervisor Richards not yet having arrived, Supervisor Hyland being absent.

6. 8:00 A.M. - BOARD MARKUP ON THE PROPOSED REVISIONS TO THE PLAN FOR FAIRFAX COUNTY: AREAS I, II, III, AND IV, AND COUNTYWIDE LAND USE AND TRANSPORTATION ISSUES (TAPES 1-2)

Supervisor Alexander moved that the Board:

- Adopt the draft Area IV Plan as amended by the Planning Commission, with the following amendments:

\* ROSE HILL PLANNING DISTRICT

MODIFY Page 52, Land Use Recommendation #1, plan dated 1/91, modify second sentence to read:

"The Park Authority holds an interim use agreement for a portion of the site which contains developed active recreation facilities and plans to pursue conveyance of the entire parcel to expand Park facilities."

MODIFY Draft Area IV Plan Page 53, Land Use Recommendation #4, as amended by the Recommended Changes to the Draft Area IV Plan (dated 4/91) Page 230, Item #551. Modify third bullet to read:

"The exclusion of high trip generation uses that may result in poor or unsafe circulation and access, both on and off the site."

MODIFY Draft Area IV Plan Page 68, Land Use Recommendation #30 (no modifications were made in the addendum). Add the following sentence:

"Elderly housing and related facilities are planned for two areas located on Tax Map 91-1((12)) Parcels J and O, which flank Manchester Lakes Boulevard. Uses such as churches, nursing homes, medical facilities and other public-serving uses such as quasi-public and institutional uses may also be considered on Parcel O subject to achievement of a high standard of design and traffic minimization measures."

MODIFY Page 61, Character, second paragraph, last sentence, as follows:

"Elderly housing or similar uses are planned for an area south of the shopping center and Manchester Lakes Boulevard."

MODIFY Page 71, Land Use Recommendation #41, as follows:

"Beulah Park, the three residential lots (91-3((9)) 1, 2, 3) are planned for continued residential use at 1-2 dwelling units per acre. As an alternative, incorporation into the elderly housing/similar uses development to their immediate east may be considered if all three parcels are consolidated."

MODIFY Recommended Changes to the Draft Area IV Plan (dated 4/91) Page 232 Item #560, third bullet, to read:

"Provision for planned transportation improvements, including the applicable portions of a new interchange at Franconia Road and South Van Dorn Street, so that the site's access points and adjacent highways operate at an acceptable level of service. Access should be only from Villa Street and South Van Dorn Street with right turns only at Franconia Road and Villa Street. An extension of Villa Street to address access needs, provided that environmental issues can be adequately addressed at the time of a rezoning application."

MODIFY Recommended Changes to the Draft Area IV Plan (dated 4/91) Page 233 Item 563, to read:

"The property is planned for private recreation; however, 3-4 dwelling units per acre may be considered on portions of the property if sufficient documentation can be provided to verify that the landfill site is suitable and safe for building."

MODIFY Draft Area IV Plan Page 71, Land Use Recommendation #46 (no modifications were made in the addendum). Delete last sentence and amend Figure 32:

Delete: "Access to such development should be exclusively from Old Telegraph Road (See Figure 32)."

\* MOUNT VERNON PLANNING DISTRICT

Route 1 Corridor Area

ADD Page 254, Planning Commission Recommended Changes to Draft Area IV Plan (dated 4/91) Item #629, new fifth paragraph:

"Protecting adjacent neighborhoods from visual and other impacts of nearby commercial development is a primary objective along Route 1. Development plans for redevelopment or revitalization projects should provide for compatible heights and mitigate visual impacts on adjacent neighborhoods. The determination of compatible building heights along the Route 1 Corridor is guided by provisions in the Policy Plan, (specifically Land Use Objectives 8 and 14), the Concept for Future Development, the Route 1 Corridor Land Use and Urban Design Objectives and site-specific conditions, such as building style, tapering of building heights, building orientation, and screening and buffering requirements."

Penn Daw/North Gateway Community Business Center

MODIFY Page 261, Planning Commission Recommended Changes to the Draft Area IV Plan (dated 4/91) Item #651, Land Unit 1, first paragraph, first sentence:

"The triangle-shaped parcel bounded by Route 1 on the east, South Kings Highway on the west and the Office located at the corner of South Kings Highway and Pickett Street and the Franklin office building at the northwest corner of Route 1 and Franklin Street is planned for community-serving retail or mixed-use up to .35 FAR."

Beacon/Groveton Community Business Center

MODIFY Page 263, Planning Commission Recommended Changes to the Draft Area IV Plan (dated 4/91) Item #657, Land Unit A2, first paragraph, third sentence, to read:

"Additional freestanding uses in front of the shopping center should be discouraged."

Woodlawn Community Business Center

MODIFY Page 280, Planning Commission Recommended Changes to the Draft Area IV Plan (dated 4/91) Item #697, modify second sentence, first paragraph, to read:

"With consolidation of contiguous parcels, a mixed-use development with one-third of the overall development consisting of commercial use up to .35 FAR with the remainder as residential use at 8-12 dwelling units per acre may be considered."

SPRINGFIELD PLANNING DISTRICT

ADD Adoption of the Planning Commission recommendation to "Designate the Engineer Proving Grounds, the Central Springfield Business District, the Franconia/Springfield Transit Station Area, and the General Services property on Loisdale Road, as a special study area subsequent to the adoption of the Area IV Plan."

Springfield Community Business Center

ADD Page 366, Draft Area IV Plan, Character, first paragraph, a new fifth sentence:

"To achieve this end, the Central Springfield Business District Revitalization Plan was developed in 1989."

REPLACE Planning Commission Recommendation, Addendum Page 294, Item #749, Land Unit A, third paragraph, third sentence to read:

"To link the core area with the area located south of Old Keene Mill Road, creation of an above-ground pedestrian connection, such as a pedestrian bridge across Old Keene Mill Road, should be encouraged."

#### I-95 Corridor Industrial Area

REPLACE Planning Commission Recommendation, Addendum, Page 298, Item #756, Land Unit K, first paragraph, last two sentences to read:

"Development of industrial uses up to .35 Floor Area Ratio (FAR) may be appropriate after sufficient documentation is provided to verify that the landfill site is suitable and safe for building. If found not to be suitable and safe for building, this site should be planned for private recreation use. The landfill site is identified for possible acquisition for public recreational use as shown on Figure 192 in Sector S7."

REPLACE Page 378, Draft Area IV Plan, Land Unit G, and Planning Commission Recommendation, Addendum, Page 298, Item #755, Land Unit G, fourth sentence to read:

"This land unit is located south of Backlick Road, west of Telegraph Road, and east of Cinder Bed Road. A portion is currently used as a topsoil processing site while another portion was formerly used as a landfill. The land unit also contains extensive EQC land. Development of industrial uses up to .35 FAR on the landfill and topsoil processing sites may be appropriate. However, sufficient documentation will need to be provided to verify that the landfill site is suitable and safe for building. If found not to be suitable and safe for building, this site should be



planned for private recreation use. Land should be dedicated for public park use adjacent to existing park land along Accotink Creek."

S7 Springfield East Community Planning Sector  
Franconia/Springfield Transit Station Area

ADD Planning Commission Recommendation, Addendum, Page 306, #796, Land Unit C, add a new sentence to read:

"A transition and effective buffering to residential uses to the east must be incorporated into the site design."

ADD Planning Commission Recommendation, Addendum, Page 306, #797, Land Unit f, sub-unit F1, a new first bullet:

"Complete consolidation within the land sub-unit."

MODIFY Planning Commission Recommendation, Addendum, Page 307, Item #800, Land Unit I, last bullet to read:

"Provision of a shuttle bus and shuttle service between residences in Land Unit I and the Franconia/Springfield Transportation Center."

MODIFY Planning Commission Recommendation, Addendum, Page 300, #768, fifth bullet, to read:

"Other public service uses should be examined for the school site (90-1-((1))62) such as a park-and-ride lot, child care and elder care facilities, and additional playing fields."

DELETE Draft Area IV Plan, Page 438, Areas Outside the Transit Station Area, Item #2, second sentence:

Delete: "Any improvement of Loisdale Road must consider the negative impact of the removal of the trees which currently buffer the Loisdale Estates Subdivision from I-95." [It was noted that these trees have already been removed by Virginia Department of Transportation (VDOT) construction crews.]

The question was called on the motion which carried by a vote of six, \*\*Supervisor Davis\*\* being out of the room, Supervisor McConnell not yet having arrived, and Supervisor Hyland being absent.

Supervisor Alexander moved that the Board:

- Adopt the Draft Area I Plan as amended by the Planning Commission, with the following amendments:

\* BREN MAR PARK COMMUNITY PLANNING SECTOR

MODIFY Page 361, Figure 181, Transportation Recommendations, Draft Area I Plan (dated 1/91) and Planning Commission Recommended Changes to Draft Area I Plan (dated 4/91), Page 130, Item # 178, bullet #4, to read:

"Relocate the two entrances shown for the western portion of the tract to avoid destruction of the steep slopes."

This motion was seconded by Supervisor Bulova and carried by a vote of six, \*\*Supervisor Davis\*\* being out of the room, Supervisor McConnell not yet having arrived, and Supervisor Hyland being absent.

With reference to her concerns regarding the Area IV Plan, Chairman Moore called the Board's attention to the Planning Commission Recommended Changes (dated 4/91), on Page 224, Item #527, for the Van Dorn Transit Station area, Land Unit A, where the staff is suggesting some modifications to the language.

Supervisor Alexander noted that his motions to adopt the Planning Commission Recommended Changes for Area IV, with amendments, have just been adopted by the Board. He reiterated his consistent support for the Citizens' Task Force recommendations which were adopted by the Planning Commission in April 1991, and those adopted by the Board today. Supervisor Alexander emphasized that it is not his intent to make any changes to the citizens' recommendations for that area.

Chairman Moore relinquished the Chair to Vice-Chairman Pennino and asked unanimous consent that she be recorded as being opposed to the recommendations of the Planning Commission and Citizens' Task Force for the Van Dorn Transit Station area. She added that her concern does not involve the land-use recommendation, but, rather, should the State and the Federal Government only agree to the interchange, the County could experience serious problems in that area. Without objection, it was so ordered.

Vice-Chairman Pennino returned the gavel to Chairman Moore.

\*\*Because he was not present in the Board Room at the time, Supervisor Davis asked unanimous consent to be recorded as voting "AYE" on Supervisor Alexander's motions, with the recommended changes, for adoption of the Plans for Area I and Area IV. Without objection it was so ordered.\*\*

Supervisor Alexander expressed his appreciation to Lynda L. Stanley, Director, Planning Division, Office of Comprehensive Planning, and the entire Planning staff for their hard work and assistance with the Area IV Plan.

Following discussion, with input from Shiva K. Pant, Director, Office of Transportation, Supervisor Alexander moved that the Board adopt the following level of service criteria for development review:

- "Non-degradation" approach -  
The non-degradation policy would require developers to ensure that the transportation system affected by the application performs no worse after the project is developed than it would otherwise. This approach is primarily a performance based approach which would require developers to provide improvements or other guarantees to maintain certain performance levels. Presumably these levels would be measured either by levels of service or critical movement volumes.

This motion was seconded by Supervisor Pennino.

In addition, following discussion among Board Members and Mr. Pant, Supervisor Alexander asked that his motion be amended to include the following approach to development, with the understanding that this will be a two-phase approach, depending upon which one is applicable:

- "Offsetting Impact" approach -  
The "offsetting impact" approach would require developers to contribute to transportation improvements. The contributions would be proportional to the traffic generated by the project and the amount of transportation capacity required to accommodate that traffic, presumably based on lane-miles. However, this policy would not ensure that the localized performance of the transportation system would be maintained. Instead, it recognizes that, in some instances, it may be impossible for performance to be maintained or for one individual developer to provide the transportation improvements which may be needed.

This amendment was accepted.

Following further discussion, Supervisor Alexander also agreed to include in his motion Board consideration of a Resolution drafted by staff to address the level of service with the understanding that this Resolution will be presented in written form for adoption by the Board at its next scheduled meeting on July 1, 1991, and this was accepted.

In addition, Supervisor Alexander asked to amend his motion to include Board consideration of language, suggested by the League of Women Voters, as a substitute for the Planning Commission's recommendation on Page 13, Area Plans I, II, III; and, Page xiii of Area Plan IV, which reads as follows:

- Levels of Service - Application of transportation levels of service is intended to be a mechanism for timing development in this Plan. For areas where the appropriate level of service (LOS) is not specified in the Area Plan, it is anticipated that a minimum LOS will be determined through future analyses. These analyses should be performed in a subsequent phase of the Planning Horizons process. The Planning Commission, in conjunction with the staff, should determine the best way to proceed with an appropriate process for analysis and recommended amendments to the Plan. Lower levels of service may be assigned to development centers and cores, where the Plan proposes that growth will be concentrated. Higher levels of service may be demanded in outlying areas, where the spread of development is inimical to an efficient transportation system. Applicants for new development should be required to demonstrate that their proposals will meet the level of service designated for their area. Upon adoption by the Board, these sector-specific levels of service for transportation should be inserted into the Area Plans.

This was accepted.

SBE:SBE

(Tape 3)

Supervisor Bulova asked that the motion be further amended to revise the language "would require developers" to "would enable developers," to read as follows:

- "Offsetting Impact" approach -  
The "offsetting impact" approach would enable developers to contribute to transportation improvements...."

This amendment was accepted.

Chairman Moore relinquished the Chair to Vice-Chairman Pennino and asked that the motion be amended to include the following policy language:

- "It is the policy of Fairfax County that developers be required to ensure that the transportation system affected by the application performs no worse after the project is developed than it would otherwise...."; and
- "...this means that developers would be required to contribute to transportation improvements. The contributions would be proportional to the traffic generated by the project and the amount of transportation capacity required.... However, this policy would not ensure if the localized performance of the transportation system would be maintained."

This amendment was NOT accepted.

Vice-Chairman Pennino returned the gavel to Chairman Moore.

Mr. Zook stated that staff would report with revised language for the Board's consideration on Monday, July 1, 1991.

Supervisor Davis asked that the motion be amended, to revise the language, eighth line from the bottom: "Higher levels of service may be demanded in outlying areas," to read as follows: "Higher levels of service may be recommended in outlying areas and demanded," and this was accepted.

The question was called on the motion, and as amended, carried by a vote of eight, Supervisor Hyland being absent.

7. ABSENCE OF SUPERVISOR THOMAS M. DAVIS, III,  
MASON DISTRICT, AND SUPERVISOR JOSEPH ALEXANDER,  
LEE DISTRICT (TAPE 3)

Supervisor Davis announced that, because of a prior commitment, he would be absent from a portion of the afternoon session.

Supervisor Alexander announced that, because of a prior commitment, he would also be absent from a portion of the afternoon session.

8. RECESS (TAPE 3)

At 10:55 a.m., the Board recessed briefly and, at 11:10 a.m., reconvened in the Board Room with all Members being present, with the exception of Supervisor Hanley and Supervisor Hyland, and with Chairman Moore presiding.

9. CONTINUATION OF BOARD MARKUP ON THE PROPOSED REVISIONS TO THE PLAN FOR FAIRFAX COUNTY: AREAS I, II, III, AND IV, AND COUNTYWIDE LAND USE AND TRANSPORTATION ISSUES (TAPES 3-4)

Supervisor Bulova moved that the Board revise the language on Page Two of the Area I, II, and III Plans and Page viii of the Area IV Plan, under Highway and Highway Improvements Affecting Each Planning District, new second and third paragraphs, regarding corridor level studies: "....they may identify alternate and preferred routes and/or modes of travel within the area generally served by the transportation corridor understudy and recommend improvements to the transportation network not over and above," to read as follows:

- "The corridor level study should emphasize consideration of environmental limitations .....etcetera. They may identify alternate and preferred routes and/or modes of travel within the area generally served by the transportation corridor understudy and recommend improvements to the transportation network that differ from...."

Following discussion, with input from Mr. Pant, Supervisor Bulova amended her motion to revise the language on Page Two of the Addendum regarding corridor level studies to read as follows:

- "The corridor level study should emphasize consideration of environmental limitations etcetera. They may identify alternate and preferred routes and/or modes of travel within the area generally served by the transportation corridor understudy and recommend improvements to the transportation network over and above or that differ from...."

Supervisor McConnell seconded the motion, as amended.

The question was called on the motion, and as amended, carried by a vote of eight, Supervisor Hyland being absent.

Supervisor Bulova moved that the Board concur in the recommendation of staff for six lanes on Route 236. This motion was seconded by Supervisor Davis and carried by a vote of eight, Supervisor Hyland being absent.

#### Area I Plan - Transportation

Supervisor Bulova moved that the Board adopt the Planning Commission's recommendations for transportation in the Area I Plan and Addendum in the Braddock District, except for the following, changing Backlick Road from a six lane designation TO a four lane designation:

- Addendum Item 33, Plan Page 22, "District-wide Recommendations": DELETE second sentence in the first paragraph;
- Addendum Item 34, Plan Page 25, Figure Four, "Countywide Transportation Recommendations," third item: DELETE Backlick Road six lane designation north of Braddock Road; and ADD "and south," after "north" (Supervisor Bulova called to the Board's attention that this revision makes Backlick Road four lanes the entire way);
- Addendum Item 47, Plan Page 47, Figure 15, "Transportation Recommendations": CHANGE Backlick Road to four lanes; and
- Addendum Item 71, Plan Page 96, Figure 44, "Transportation Recommendations," Page 84 of the Addendum: REVISE "Woodland Road" to read, "Indicate transition from six to eight lanes on Braddock Road at Woodland Way."

This motion was seconded by Supervisor Alexander and carried by a vote of eight, Supervisor Hyland being absent.

#### Area II Plan - Transportation

Supervisor Bulova moved that the Board adopt the Planning Commission's recommendations for transportation in the Area II Plan and Addendum in the Braddock District, except for the following:

Countywide Recommendations:

- Plan Page 25, Figure 4: Show Braddock Road as a four lane road from Guinea Road to Route 123.

Planning Sector F1:

- Plan Page 43, Figure 12: Show Braddock Road as a four lane road from Guinea Road to Route 123; and
- Plan Page 44, Figure 13: Show Braddock Road as a four lane road from Guinea Road to Route 123.

Planning Sector F7:

- Plan Page 91, Figure 38: Show Braddock Road as a four lane road from Guinea Road to Route 123 and show Route 123 from Braddock Road to the City of Fairfax line as a four lane road; and
- Plan Page 92, Figure 39: Show Braddock Road as a four lane road from Guinea Road to Route 123 and show Route 123 from Braddock Road to the City of Fairfax line as a four lane road.

This motion was seconded by Supervisor Pennino and CARRIED by a recorded vote of five, Chairman Moore voting "NAY," Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent.

Area III Plan - Transportation

Supervisor Bulova moved that the Board adopt the Planning Commission's recommendations for transportation in the Braddock District in the Area III Plan and Addendum. This motion was seconded by Supervisor Pennino and CARRIED by a recorded vote of five, Chairman Moore voting "NAY," Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent.

(Tape 4)

Area III Plan Addendum - Transportation

Supervisor Pennino moved the following actions with regard to the Area III Plan Addendum. Each item was seconded and voted on separately:



- Page 180, Item 365 (Route 50 - Pender Church): DELETE the reference in the second sentence pertaining to the median break opposite the Pender Methodist Church. This motion was seconded by Supervisor Bulova and CARRIED by a recorded vote of four, Supervisor McConnell voting "NAY," Supervisor Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent;
- Page 193, Item 427 (Kay Site and Wiehle Avenue Air Rights): REVISE to read, "In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT); and DELETE the language beginning with the word "consider." This motion was seconded by Supervisor Richards and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent;
- Page 193, Item 427 (Kay Site and Wiehle Avenue Air Rights): ADD the language "continue to study the possibility of a park-and-ride facility using the air rights above the Dulles Toll Road at Wiehle Avenue"; however, this FAILED for lack of a second;
- Page 195, Items 439, 443, 445, 465: REPLACE the word "reserve" with "dedicate" in reference to land for future rail or park-and-ride sites. This motion was jointly seconded by Supervisor McConnell and Supervisor Richards and carried by a vote five, Supervisor Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent;

- Page 201, Item 468: DELETE Page 381, Sector UP4/UP6, New Public Facilities Recommendation 4. This motion was seconded by Supervisor Richards and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent;
  
- Page 206, Item 478: ADD a new second paragraph to Page 393, Sector UP5, "Transportation Recommendations," to read: "Development and redevelopment applicants shall be encouraged to establish or participate in transportation management programs to promote alternatives to single occupancy vehicle use, particularly during peak commuting hours. Transportation management programs include, but are not limited to: flexible and alternative work schedules, telecommuting, transit pass programs, dedicated bus/van shuttles to designated transit centers, parking management arrangements, promotion of ridesharing, bicycling and walking. Applicants will be encouraged to coordinate with and make appropriate contributions to a Transportation Management Association (TMA) where such a TMA has been established. In addition, applicants will be encouraged to require leasee cooperation with an existing TMA or one established in the future. This motion was seconded by Supervisor McConnell and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Chairman Moore being out of the room, Supervisor Hyland being absent;
  
- Page 210, Item 489 (Centreville Road Extended): INCORPORATE the language adopted by the Board of Supervisors at its meeting held on April 8, 1991 regarding Centreville Road:

On April 8, 1991, the Board adopted a Resolution endorsing modifications to the VDOT design plans for widening Centreville Road to construct four

outside lanes (instead of four inside lanes), with curb-and-gutter on both sides and sidewalk and trail in their ultimate locations, within a six-lane right-of-way, as follows:

- \* The alignment of Centreville Road should be located to the west (undeveloped) side of the road as currently proposed by staff and VDOT;
- \* Acquisition of right-of-way for six lanes should move forward;
- \* Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;
- \* Within the VDOT project from West Ox Road to Route 50, construction of the VDOT proposed alternative calling for four outside lanes (permanent construction with outside curb-and-gutter and permanent drainage structures) and a 42-foot wide, graded grass median should be implemented;
- \* At intersections, provisions should be made consistent with the ultimate six-lane design. The need for dual left turn lanes into or out of major residential developments along Centreville Road, such as Franklin Farm Road, should be reevaluated at such time as funds become available for construction of the segment from McLearen Road to Route 50. It is clarified that the citizens will be involved in any reevaluation of the need for dual turn lanes;

- \* The need for widening the entire Centreville Road mainline from four lanes to six lanes should be reevaluated after improvements to Route 28, the Fairfax County Parkway, and West Ox Road are completed. Furthermore, this decision should follow the completion of a transportation and traffic study conducted in accordance with accepted standards; and
- \* Priority should be given to the acquisition of right-of-way for the future six laning of Centreville Road, with a notation that at the time of rezonings, attempts will be made to acquire right-of-way through proffers.

The second was inaudible; however, this motion carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Chairman Moore being out of the room, Supervisor Hyland being absent; and

- Page 213, Item 501 (Lawyers Road Extended): DELETE the language on Page 424, Sector UP8, "Transportation Recommendations," and SUBSTITUTE the following:
  - \* "Extend Lawyers Boulevard (west of Reston) as a four-lane facility from Reston Avenue to Centreville Road. The purpose of this recommendation is to provide an east-west arterial in the south Reston area, linking it with major circumferential routes and particularly the industrial development near Dulles Airport. Without this facility, these trips will be forced onto Fox Mill, West Ox, and Centreville Roads."

This motion was seconded by Supervisor McConnell and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Chairman Moore being out of the room, Supervisor Hyland being absent.

Supervisor Bulova moved that the Board RECONSIDER the previous motion (Supervisor Pennino's) regarding Page 213, Item 501 (Lawyers Road Extended). This motion was seconded by Supervisor McConnell and carried by a vote of six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent.

Supervisor Pennino moved that the Board take the following action with regard to the Area III Plan Addendum:

- Page 213, Item 489 (Centreville Road):  
DELETE the language on Page 424,  
Sector UP8, "Transportation  
Recommendations," and SUBSTITUTE the  
following:

- \* "Extend Lawyers Boulevard (west or Reston) as a four lane facility from Reston Avenue to Centreville Road. The purpose of this recommendation is to provide an east-west arterial in the south Reston area, linking it with major circumferential routes and particularly the industrial development near Dulles Airport. Without this facility, these trips will be forced onto Fox Mill, West Ox, and Centreville Roads."

Mr. Pant clarified that this action deletes Item 501 in its entirety and replaces the language in Item 489.

This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent.

Supervisor Pennino continued with the following actions. Each item was seconded and voted on separately:

- COORDINATE the design of Lawyers Boulevard between Reston Avenue and the Fairfax County Parkway with residents of Fox Mill Estates and other communities. This motion was seconded by Supervisor McConnell and carried by a vote of six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent;
- CONSTRUCT an interchange at Route 28 and Frying Pan Road. Actual staging of intersection/interchange construction is to be determined based on traffic volumes and the extent to which commitments to complete the interchange exist. This motion was seconded by Supervisor Richards and carried by a vote six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent;
- DELETE the indication of a grade-separated interchange at Old Courthouse Road and Route 123 in any text and map references. This motion was seconded by Chairman Moore and carried by a vote of six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent;
- DELETE the extensions of Springhaven Drive and Lowe Street in any text and map references. This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor Davis being out of the room, Supervisor Hyland being absent;
- CHANGE the Hunter Mill Road designation from four lanes TO two lanes improved from Vale Road to Baron Cameron showing turning lanes and shoulders, except the area between Sunset Hills Road and Sunrise Valley Drive which is presently under construction for widening. This motion was seconded by Supervisor Richards and CARRIED by a recorded vote of four, Chairman Moore voting "NAY," Supervisor

Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent; and

- CHANGE the Lees Corner Road designation from four lanes TO two lanes improved from Route 50 to Centreville Road. This motion was seconded by Supervisor McConnell and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

10. LUNCHEON RECESS (TAPE 4)

At 12:10 p.m., the Board recessed briefly for lunch and, at 1:18 p.m., reconvened in the Board Room, with all Members being present, with the exception of Supervisor Alexander, Supervisor Davis, Supervisor McConnell, and Supervisor Hyland, and with Chairman Moore presiding.

JLD:JLD

11. CONTINUATION OF BOARD MARKUP ON THE PROPOSED REVISIONS TO THE PLAN FOR FAIRFAX COUNTY: AREAS I, II, III, AND IV, AND COUNTYWIDE LAND USE AND TRANSPORTATION ISSUES (TAPES 5-7)

Chairman Moore announced that the Board would be continuing with the transportation issues, with action already taken on the issues in the Lee, Annandale and Centreville Districts.

Supervisor Richards announced that she would be addressing the Dranesville District transportation issues later in the meeting when the other items for Dranesville District were considered.

Area II Plan - Transportation

Supervisor Hanley noted that several items were approved by the Planning Commission, but were omitted from the Commission's recommendations and; therefore, she moved that the Board take the following actions regarding the Area II Plan:

- Jermantown Road Metro Station

Page 23, District-wide recommendations, MODIFY to read: "The I-66 travel corridor is to become an enhanced Public

Transportation Corridor, with the possible addition of a metrorail line. The provision of a rail station between the existing Vienna station and the easternmost station in the Fairfax Center area may be necessary in order to ensure the viability of high quality metrorail service in this corridor. In order to allow for preservation of land for a metro station in this area, an enhanced corridor study should be undertaken that will consider the requirements of metrorail service in the entire I-66 corridor, identify the need for stations west of Vienna, and locate potential sites for rail stations. Site recommendations should be consistent with the policy of preserving low-density residential land use in the headwaters of Difficult Run."

- Jermantown Road Metro Station

Page 25, Figure 4, DELETE Jermantown Road Metro Station from the Transportation Plan.

- Hunter Mill Extension

Page 323, Figure 113, DELETE the connection of Hunter Mill north of Route 123 to Hibbard Street.

This motion was seconded by Supervisor Pennino.

Following discussion among Board Members, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley explained that the following modification would provide protection to individuals in the residential corridor who are concerned about the future following the current Virginia Department of Transportation (VDOT) plan for the widening of Lee Highway. She further noted that the plan details four lanes with a center turn lane and she moved that the Board modify the language as follows:



- Lee Highway Corridor Study

Page 293, Transportation, second paragraph, INSERT "If Lee Highway, between Cedar Lane and Nutley Street, is to be widened from four through-lanes with a center turn lane, a corridor study must be undertaken. Any widening should preserve a service drive south of Lee Highway extending from White Rose Lane east to Ellenwood Drive. There should be no encroachment on the cemetery on the south side of Lee Highway just east of the Nutley Street intersection."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

It was the consensus of the Board to proceed with its consideration of the items in the Annandale District.

#### Area I Plan - Annandale Planning District

Supervisor Bulova moved adoption of the Planning Commission recommendation for the Area I Plan, Annandale Planning District, Planning Sectors A-5, A-6, A-7, and A-10 as shown in the Draft Area Plan and Addendum with the following modifications:

- North Springfield Community Planning Sector A-5

Pages 80 and 82 as amended in the Addendum, Paragraph 1 of Land Use Recommendation, MODIFY to read: "The North Springfield Community Planning Sector contains stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14"; and

Paragraph 2, Sentence 1 of Land Use Recommendation Number 1, MODIFY to read: "Except for townhouses at the southwest corner of the intersection of Braddock Road and Backlick Road and the

institutional use located at the corner of Woodland Drive and Backlick Road, the Leewood area consists of single-family detached homes and some large vacant lots, most with substantial trees."

● Wakefield Chapel Community Planning Sector A7

Page 94, new Land Use Recommendation Number 5, Annandale Planning District, ADD to read:

"Tax Map Parcels 58-4 ((1)) 43, 44, 45 and 47 are planned for residential use at 1-2 dwelling units per acre.

As an option, the parcels may be appropriate for public facilities use which may include a nursing home, elderly day care, and adult home as an expansion of the Little River Glen elderly housing facility if the following conditions are met:

- \* Acquisition and consolidation of Parcels 58-4 ((1)) 43, 44, 45, and 47 by the Fairfax County Redevelopment and Housing Authority;
- \* Substantial screening and buffering is provided along the eastern, western and southern borders; and
- \* The new facility is functionally and aesthetically integrated with the Little River Glen facility through pedestrian linkages, and compatible architectural scale, design and massing.

Single family residences may be incorporated into the development at a maximum density of 1.7 dwelling units to provide transition to the adjacent existing single family neighborhood.

Page 93, Land Use Recommendation Number 1, MODIFY to read: "The Fairfax Hills area, south of Route 236, east of Accotink Parkway, north of Mockingbird Drive and Accotink Stream Valley Park including the western side of Woodlark Drive, is planned for residential development up to 2 dwelling units per acre."

Page 93, Land Use Recommendation Number 2, MODIFY to read: "Special exceptions and special permit uses which would have the effect of altering the low-density residential character of this area shall not be permitted."

This motion was seconded by Chairman Moore and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Area II Plan - Fairfax Planning District

Supervisor Bulova moved adoption of the Planning Commission recommendations for the Area II Plan, Fairfax Planning District, Planning Sectors F1 and F7 as shown in the Draft Area Plan and Addendum with the following modifications:

- Addendum Item 185

Plan Page 23, Major Objectives, 6th Objective, ADD to read: "Protect environmental resources associated with all stream valleys"; and

Plan Page 27, Figure 5, Proposed Assisted Housing Sites, CHANGE number of units from 97 IQ 72.

- Addendum Item 197

Plan Page 41, Sector F1, Land Use Recommendation Number 1 (northeast quadrant of the intersection of Roberts Road and Braddock Road), REMOVE the new paragraph following the four conditions as this is in error and MOVE that paragraph to Land Use Recommendation Number 2 [12-acre Parcel, Tax Map Number 58-3 ((1)), Parcel 2].

- Addendum Item 199

Plan Page 42, Sector F1, Land Use Recommendation Number 6, RESTORE the word "only" in the paragraph and in bullet Number 1.

- Addendum Item 231

Plan Page 88, Sector F7, Land Use Recommendation Number 3 (land on east side of Route 123 between School Street and University Drive), DELETE "and all adjacent parcels in Fairfax City fronting on School Street," in the first bullet of the Addendum approved by the Planning Commission on Page 147.

This motion was seconded by Supervisor Hanley and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

### Area III Plan - Pohick Planning District

Supervisor Bulova moved adoption of the Planning Commission recommendations for the Area III Plan, Pohick Planning District, Planning Sector P2 as shown in the Draft Area Plan and Addendum with the following modification:

- Addendum Item 396

Plan Page 263, MODIFY to read, "The parcel between Bonnie Brae Elementary School and the Southern Railroad tracks should be planned for the right-of-way of the Guinea Road extension to Ox Road. The remainder of this parcel should be planned as parkland to connect with the existing stream valley."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

It was the consensus of the Board to proceed next with the recommendations on issues in the Providence District.

Supervisor Hanley noted an error in the graphic on Page 322 of the "big book," whereby Number 6 is shown to be east of Idlywood Road. Page 324 of the text is correct and reads, "...parcels along Route 7 West of Idlywood Road...". Supervisor Hanley stated that Number 6 is located in the West Falls Church Transit Area and requested that the graphic be corrected to reflect this.

Supervisor Hanley noted that staff had recommended editorial changes to be made in Dunn Loring; however, she did not consider the changes to be simply editorial and stated that she did NOT concur in the staff recommendation.

Supervisor Hanley moved that all documentation relating to the name of the Dunn Loring station be consistent and that the station now be referred to as the Dunn Loring Transit Station. This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Area I Plan

Supervisor Hanley moved the following modifications to the language for the Area I Plan:

- Yorktown Square

Page 242, Land Unit K, REPLACE the Planning Commission language appearing on Page 119, Item 127: "As an option, redevelopment for residential densities greater than 20 dwelling units per acre may be considered. Redevelopment would allow for a reconfiguration of the existing development, provide for a variety of unit types, more open space, and setbacks from I-495. Alternatively, this land unit may be considered for office or mixed use development comparable in intensity to surrounding office development and subject to criteria applicable to Sub-unit K2."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley noted that modifications are necessary to Pages 252-256, Land Unit L, Sub-units L2 and L3, and Land Unit M of Area I and Page 121, Item 133 of the Planning Commission language to reflect the options which were exercised in the land-use proposals approved for build-out of the area. The modifications will ensure that the Plan reflects the current status of the area.

Supervisor Hanley moved that the Draft Area I Plan, Page 252, Sub-units L2 and L3 be **COMBINED** into a new L2; the Merrifield Suburban Center Maps (Figures 114 and 124) be revised to reflect the new sub-unit; and the language be **MODIFIED** as follows:

- "Sub-unit L2

Sub-unit L2 is planned for residential development at a density of 8-12 dwelling units per acre, well buffered from existing residential and industrial development to the east and south, as well as Route 29 to the north. Development of this sub-unit should provide pedestrian access between Sub-unit L2 and adjacent existing and proposed development."

Supervisor Hanley further moved that on Pages 252-256 of the Draft Area I Plan, the entire recommendation for Land Unit M (Southeastern Quadrant) be replaced with the following text and that the Merrifield Suburban Center Maps (Figures 114 and 124) be revised to reflect the incorporation of Sub-units M1 through M6 into Land Unit M:

- "Land Unit M (Southeastern Quadrant)

Recommendations

Land Use

1. The 178-acre southeastern quadrant of the I-495/Route 50 interchange should be consolidated for the purpose of development of an employment center and related uses, and for residential development.
2. Nonresidential uses should be limited to that portion of the site west of Holmes Run stream valley. The site design of the nonresidential portion of the quadrant should have

substantial landscaped open space provided throughout the site and particularly to the south to eliminate any impact upon nearby stable residential communities. At least 35 percent of the area west of the Holmes Run stream should be preserved as landscaped open space. Underground or multilevel structured parking is encouraged to preserve the maximum amount of undisturbed open space.

3. The Holmes Run stream valley should be preserved as a stream valley park in accordance with the County's adopted stream valley policy.
4. In order to limit its impact on the surrounding residential communities acknowledging the capacity of the Route 50/I-495 road network with improvements as noted in the transportation section which follows, any proposal for an employment center on the southeastern quadrant of the I-495/Route 50 interchange should have no more than 2.25 million square feet of nonresidential development on the area west of Holmes Run stream valley. The nonresidential development should consist of 1.9 million square feet of office space, 50,000 square feet of retail commercial space and a hotel. As an option, residential space for up to 250 dwelling units may be substituted for approved non-residential gross floor area.
5. That portion of the quadrant east of Holmes Run, north and northwest of Falls Church High School is planned for residential development not to exceed 400 dwelling units. Residential uses in this area should be limited to three stories in height. The vacant portion of the

quadrant south of Falls Church High School is planned for residential development at 3 to 4 dwelling units per acre.

6. Approximately 3 to 5 acres of parkland should be provided (preferably contiguous to the Providence District Recreation Center) to serve the future residents of this site.
7. Hotel/motel uses should be internal to the site and be integrated with the design and layout of the site.
8. Retail commercial uses should be provided to serve primarily the demand for other nonresidential uses on the site and integrated with the overall design and layout of the site.
9. A substantial open space buffer of no less than 250 feet, with 300 feet desirable, consisting of the existing tree cover and supplemented with additional landscaping should be provided along the southern perimeter of the site to eliminate an adverse visual impact upon the detached single-family residences to the south of the site. This buffer should be dedicated to the County, if appropriate, and maintained in its natural state. It is understood that a portion of this area may be needed for stormwater management.
10. The height of all structures in the southern portion of the site should be limited to six stories so as to be visually unobtrusive to the stable low-density residential communities to the south and east of the site.
11. The provisions of lighting on the site and its structures should be visually unobtrusive to and



compatible with all nearby residences and adjacent communities. As a general rule, parking lot lighting should not exceed 13 feet in height.

12. The small tract immediately south of the Route 50 corridor is recommended for residential development to occur at the lower end of the proposed density range (8 dwelling units per acre) and development should be buffered from Route 50.

#### Transportation

1. Vehicular access for planned nonresidential uses should be separate from access provided for residential activity. Specifically, nonresidential uses should access the site from Route 50 only, and such access should be located west of Holmes Run stream valley. Vehicular access to residential uses in the northern portion of the site (north and northwest of the Falls Church High School) should be via Jaguar Trail, while vehicular access to residential uses in the southeastern portion of the site should all be via Camp Alger Avenue. Jaguar Trail, Marc Drive and Camp Alger Avenue should be improved as necessary to accommodate the additional residential traffic from this site. Camp Alger Avenue should not connect with Marc Drive to the north; nor cross the Holmes Run stream valley.
2. No on-site vehicular circulation across the Holmes Run stream valley should be permitted.
3. Any developer under this option should abide by existing covenants running with the land to neighboring civic associations, which covenants prohibit vehicular access to residential communities south and east of the site.

4. In addition to the conditions stated above, all proposals for vehicular access to this site should meet with approval of Fairfax County and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate. It is imperative that any vehicular access design for this land unit should be compatible with a solution for vehicular access to both the northeastern and the southeastern quadrants. The primary basis of review should be the impact of the proposal on (a) the safe and efficient operation of Route 50 and I-495, and (b) the level of service on Route 50, I-495, and the ramps of the Route 50/I-495 interchange. In particular, the level of land use activity planned under this option is conditional upon the provision by the developer(s) of all transportation improvements and transportation strategies (e.g., carpools, van pools, mass transit use) deemed necessary by Fairfax County, and the Virginia Department of Transportation and the Federal Highway Administration, as appropriate, to accommodate the level of traffic generated by each phase of the development of this site. A traffic monitoring program should be undertaken and maintained by the developer to ensure the effectiveness of the transportation strategies.
5. The implementation of these transportation improvements and strategies is to be phased such that the site is adequately served during all stages of development without adversely affecting the safe and efficient operation of Route 50 and I-495.
6. Route 50 should not be designed to exceed six through lanes east of Jaguar Trail.

Environment

1. The Holmes Run stream valley should all be preserved as a stream valley park under the provisions of the County's adopted stream valley policy and protected from adverse impact both during and after the development of the site.
2. Nonvehicular access to and through the Holmes Run stream valley should be provided via this site.
3. A substantial portion of the existing tree cover should be preserved as a natural open space screen and buffer, particularly along the periphery with I-495 and Route 50.
4. In order to control stormwater runoff from this site, any development proposal must include a stormwater management plan which meets the requirements and objectives of Fairfax County for stormwater management in the Upper Holmes Run watershed. The prospective developer(s) should provide for the control of any post-development peak discharge in excess of the pre-development peak discharge. In addition, the utilization of Best Management Practices (BMP) is strongly encouraged.
5. All federal, state and local air and noise standards should be strictly complied with as a result of development on this site."

This motion was seconded by Supervisor Bulova.

Following discussion among Board Members the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley noted that an area had been omitted from the Master Plan and she moved the following two recommendations:

- Jefferson Planning District, Sector J4

ADD the following recommendations to Page 285 and REVISE Figure 138, J4 General Locator Map on Page 286 accordingly:

"The area located generally east of the Holmes Run stream valley and southwest of the Falls Church High School and St. Philip's Church is recommended for residential development at a density of 3-4 dwelling units per acre as shown on the Plan Map."

"The area located generally north of Holmes Run Drive and west of Holmes Run stream valley is planned for residential use at a density of 2-3 dwelling units per acre as shown on the Plan Map."

This motion was seconded by Supervisor Pennino.

Following Supervisor Hanley's notation that this would come out of the I-495 study and into J-4, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved that the Planning Commission language be revised as follows:

- Mobil Corporation

Pages 256-261 of the Draft Area I Plan and Page 122, Item 135, of Land Unit N (Southwestern Quadrant), REVISE to read: "This 130 acre site is approved for office and accessory uses (day care, restaurant, services, etcetera) to serve employees at an intensity of up to 1.75 million gross square feet. The site is currently the world headquarters of the Mobil Corporation. In order to maintain the site as a viable headquarters property, owners may wish to seek an amendment to the existing zoning approval to address

future needs. Any amendment to the existing zoning approval for this site shall be required to proceed through normal land development procedures including review by the surrounding civic association(s), Fairfax County Planning Staff, and the Planning Commission, but without the necessity of a Comprehensive Plan amendment.

Development of the site has and will provide for effective, wooded buffered areas and landscaping. Road improvements have been provided to accommodate the approved zoning for the development of up to 1.75 million square feet on the site. Development of the site beyond that which is currently zoned for development should not adversely impact vehicular or pedestrian access to Fairfax Hospital and will minimize traffic impact on Gallows Road."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley called to the Board's attention the issue on Pennell Street, Land Unit Q, Pages 262-264 of the Master Plan. She explained that there is an area along Pennell Street which has not been part of any land use consolidation or redevelopment and that several parcels remain which have not been consolidated. Supervisor Hanley noted a recommendation, with which area residents concur, that an Out-of-Turn Plan Amendment would be appropriate for future proposals for residential uses and redevelopment for this area.

Supervisor Hanley called to the Board's attention and distributed several letters she had just received from residents of Area J.

Supervisor Hanley moved that before final publication of the Area Plans to be adopted by the Board, language in all of the Area Plans stating projected population figures be corrected to reflect the actual census numbers. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### **Area II Plan**

Supervisor Hanley noted several technical corrections necessary to the text of Area II:

- Page 70, Paragraph 6 - the text should be CORRECTED to reflect that the Pender Franklin School has now been named the Waples Mill School. Also, one sentence which includes the phrase "...will be constructed..." should be CHANGED to "...is being constructed..."; and
- Page 265 - the sentence that includes the language "...near the Gallows/I-66 intersection..." should be CORRECTED with language appropriate to reflect that the two roads do not intersect.

Supervisor Hanley moved that the language on Page 284, Parcel H, the Vienna Metro Study, which states that the buffer should be on the western boundary should be CORRECTED to reflect that the buffer should be on the eastern boundary. She further moved that the word "substantial" be DELETED from the text. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved that the language on Page 23 of the Draft Area II Plan, third bullet, be CHANGED from "Encourage pedestrian access..." to "Provide pedestrian access from residential and employment areas to retail areas..." This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved that the following paragraph be ADDED on Page 28 of the Draft Area II Plan before Heritage Resources:

- "The headwaters of several major watersheds, Accotink Creek, Pohick Creek, Difficult Run and Popes Head Creek, are environmentally sensitive areas located in the Fairfax Planning District. The flood plains and parks associated with these creeks and their tributaries form the basis for the environmental quality network in this Planning District. The protection of these stream valleys, wetlands and their associated wildlife habitat is essential."

This motion was jointly seconded by Supervisor Bulova and Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved to ADD Langhorne Acres and Westchester to the list of communities cited in the last sentence of Land Use Recommendation Number 3, Page 141, Item 206 of the Planning Commission addendum, which is Page 53, Mantua Sector F2 of the Draft Area II Plan. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Discussion ensued among Board Members on Planning Commission recommendation 207 which states "...sufficient consolidation..."

Subsequent to an explanation on the following language modifications, Supervisor Hanley moved that Land Use Recommendation Number 2, Sector F4, on Page 71, of the Big Book and the Planning Commission's Recommendation Number 221 be REVISED as follows:

- "If the vacant commercial parcels zoned C-2 along the west side of Hunter Mill Road opposite the Oakton Shopping Center [Tax Map Number 47-2((1)) Parcels 20, 21, 25 and part of 22] are developed with gravity sewer they should be consolidated and developed as neighborhood-serving townhouse offices up to .25 FAR and a building height not greater than three stories. Additional development conditions that should be met are the following:
  - \* Provision of coordinated vehicular access and internal circulation;
  - \* Provision of a substantial landscaped buffer to help minimize any potentially adverse impacts from commercial activity upon adjacent existing or planned residential development; and
  - \* Provision of signs, whose size, character, and location are compatible with, and result in no adverse visual impact upon, adjacent existing and planned residential development.
- Land located east of Oakborough Square, north of Hunter Mill Plaza and west of land zoned for commercial use along the

west side of Hunter Mill Road [Tax Map Number 47-2((1)) Parcels 19, Pt. 22, Pt. 27E, and 24] that can be served by public sewer without expansion of the sewer service area may develop at a density up to 4-5 dwelling units per acre if parcels are completely consolidated, access is coordinated and screening and buffering is provided to adjacent residential and commercial land. Potentially adverse traffic impacts on the immediate vicinity are mitigated through transportation improvements including coordinated access and circulation improvements. If these conditions are not met, residential development at .5-1 dwelling unit per acre is appropriate.

- As an option, this entire area may be considered for neighborhood-serving retail and low intensity townhouse office use not to exceed a maximum overall FAR of .25. This option can be considered only if the following conditions are met:
  - \* All parcels listed above, including the land zoned C-2 along the west side of Hunter Mill Road, are consolidated and can be served by public sewer without expansion of the current sewer service area;
  - \* Office use on this site should not exceed one-third of the gross square feet and should be integrated with the retail development. There should be no free-standing or automobile-oriented retail uses;
  - \* Pedestrian access should be provided to existing commercial areas;
  - \* Potentially adverse traffic impacts on the immediate vicinity are mitigated through transportation improvements including coordinated access and circulation improvements;
  - \* Potentially adverse noise, visual and lighting impacts on adjacent residential land are mitigated;



- \* Substantial buffering and screening is provided adjacent to residential land in excess of zoning ordinance requirements. Adjacent to the Oakborough Square community this buffer should be at least 150 feet, recognizing the possible need to reduce this buffer to allow approximately 25 feet for access to Miller Road; and,
  - \* Design and architectural features, particularly building heights and materials, are harmonious with the community.
- A library facility may be appropriate as part of the development of this site under any development option."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved that the Board CONCUR in the language recommended by staff for Page 9, sewer service area recommended for the Fairfax Planning District. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Following discussion among Board Members, Supervisor Hanley moved that the first page of all of the Area Plans be MODIFIED similarly to the preceding motion. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved that the Planning Commission recommended language on Page 160, Item 276 (Page 290 of the "big book," Thompson property) be MODIFIED as follows:

"Parcels between the east side of Bear Branch and Chichester Lane, between Routes 29 and 50 are planned for 2-3 dwelling units per acre, as shown on the Plan Map. Development of these parcels (a) should be laid out in such a way as to

avoid cut-through traffic between Route 50 and Route 29, (b) should provide active recreation facilities and (c) should ensure preservation of all environmental and cultural resources. Development consistent with the Plan recommendation will require substantial consolidation of the parcels in this area."

This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley announced that, in addition to the following transit station area motion, she would have additional motions later in the meeting or at tomorrow's mark-up.

Supervisor Hanley noted that the following motion corrects a technical error and ensures that the Plan will reflect the existing approvals. Subsequently, she moved that the language on Page 281, Land Unit A, Vienna Metro Station area, of the Draft Area II Plan and Page 157, Item 269 of the Planning Commission recommendation be **MODIFIED** as follows:

- "This land unit is planned for mixed-use development to include multifamily residential units, office uses up to .50 FAR and ancillary uses including support retail and a day-care center. 350 housing units should be provided in the mixture in the range of 30-40 dwelling units per acre for the residential portion of the site;
- Buildings should be sited so that building heights, in general, do not project more than 10 feet above the existing ridge line vegetation; the Environmental Quality Corridor (EQC) should be preserved, covered paths to the Metro station and a minimum 50-foot landscaped or natural buffer to the residences on Fairlee Drive (Land Unit I) should be provided; and
- Because of the site's topography, development should be integrated with the land forms to reduce visual impacts to adjacent residential areas."

This motion was seconded by Supervisor Pennino and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved to:

- DELETE from Page 285 of the Draft Area II Plan the entire Land Unit J from the Transit Station Area;
- DELETE Planning Commission Recommendation Number 272, Page 159; and
- REVISE Page 280 of the Draft Area II Plan, Figure 92, Vienna Transit Station Area Map, removing Land Unit J.

Supervisor Hanley explained that this action would result in everything east of Nutley Street returning to Sector VI, which is not part of the transit station area.

This motion was seconded by Supervisor Pennino.

Following discussion among Board Members, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley further moved that after taking Land Unit J out of the Vienna Transit Station Area, the following modifications be made to Page 292 of the Draft Area II Plan, Vienna Planning District, Sector VI, Recommendations 6, 7 and 8:

- REPLACE Recommendation Six with the following:
  - \* "Vacant land and land subject to redevelopment fronting the north side of Lee Highway between Old Lee Highway and Hunter Road should develop in residential uses at a density range not to exceed 4-5 units per acre. Townhouse uses at this density should not be permitted unless enough parcels can be assembled to ensure developments large enough to provide amenities needed (5 acres and above). Townhouse uses should be buffered

from adjacent commercial and single-family residential uses. Where land assembly for townhouse use is not feasible, development of single-family detached housing using reverse frontage or local residential street orientation would be appropriate."

"Vacant land and land subject to redevelopment fronting along the north side of Route 29 between Nutley Street and Hunter Road should develop in coordinated residential uses at a density of 4-5 units per acre. Consolidation of parcels to a four-acre minimum is encouraged, with a substantial, landscaped open space buffer provided to complement existing topography and vegetation along that portion of the land adjacent to Route 29. Such a buffer shall eliminate any potential for adverse visual impact from Route 29 or nearby commercial activity. Residential units shall be sited in such a manner as to minimize any highway noise impact, with vehicular access from residential development coordinated with currently planned intersections along Route 29."

"In view of the impact of highway noise from nearby Route 29, new development must provide adequate noise attenuation measures including acoustical treatment of all units in order to reduce the interior and exterior noise levels to County accepted levels or standards";

- REPLACE Recommendation Seven with the following:
  - \* "Residential infill in the portion of the sector east of Nutley Street and north of frontage property on Lee Highway should be limited to residential uses at a density of 1-2 units per acre"; and

- **DELETE Recommendation Eight.**

Supervisor Hanley noted that the above motion is the equivalent of the existing Master Plan language.

This motion was seconded by Supervisor Pennino.

Following discussion, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley noted for the record that the Providence District Task Force had recommended inclusion of the L and M community in the transit station area with redevelopment at a density of 16-45 dwelling units per acre. She continued to explain that the Planning Commission did not recommend similar action and that a portion of the property owners want to be included in the transit station area, but consensus on the level of development has not been reached. Supervisor Hanley suggested that if a consensus is reached in the future, this area would be appropriate for an Out-of-Turn Plan Amendment.

#### Area III Plan

After an explanation of the Fairfax Farms Subdivision area in Area III, Supervisor Hanley noted that at the time when the interchange at Waples Mill Road and Route 50 is completed, she believes it will then be appropriate for an Out-of-Turn Plan Amendment to place the opening of Valley Road on the Master Plan.

Supervisor Hanley moved the following modification to the language on Page 171 of the Draft Area III Plan:

- Fairfax Farms: Page 171

Sub-units C1 through C8 (Includes PC language):

"These sub-units contain the stable Fairfax Farms Subdivision which should be buffered and preserved. The easternmost part of Sub-unit C5, and Sub-units C7 and C8 contain low density residential areas adjacent to Fairfax Farms and should reflect that land use, density and character. West and north of Difficult Run the area is planned for .5-1 dwelling unit per acre. East of Difficult Run it is planned for .5-1, .1-.2 dwelling unit per acre, private open space or stream valley park. The area adjacent to Fairfax

Farms Road is planned for private open space or stream valley park and 1-2 dwelling units per acre. Redevelopment to higher densities or intensities should not occur. Infill of vacant lots in the subdivision and in adjacent areas should be compatible with existing development in terms of use, intensity, and dwelling unit type. Fairfax County should continue to exercise its best efforts to protect the residential neighborhood of Fairfax Farms. For development of parcel 42 above the baseline level, substantial screening from the adjacent townhouse development and appropriate site design and other measures to mitigate traffic noise should be provided."

This motion was seconded by Supervisor Pennino.

Following discussion, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Hanley moved the following modifications to the language on Pages 182 and 184 of the Draft Area III Plan:

- Governmental Center: Page 182

Sub-unit H2, Second paragraph:

"The eastern portion of Sub-Unit H2 is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of

Primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit H2, to include a greater proportion of residential uses to encourage increased housing opportunities in this area."

- Governmental Center: Page 184

Sub-unit I4, Third paragraph:

"The portion of Sub-unit I4 located south of Fair Lakes Parkway is planned for office mixed-use at a maximum intensity of .45 FAR. It should be part of a unified development with the entire Government Center tract. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the Government Center complex should be compensated for by a concurrent square footage reduction on the remaining portion of the property located south of I-66 for an overall FAR of .35. As an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit I4, to include a greater proportion of residential uses to encourage increased housing opportunities in this area."

Following discussion among Board Members, with clarification from Ms. Stanley, this motion was seconded by Supervisor Pennino and CARRIED by a recorded vote of four, Chairman Moore abstaining, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

It was the consensus of the Board to proceed with Supervisor McConnell's transportation issues.

Area IV Plan

Following clarification by Supervisor McConnell, she moved to AMEND Planning Commission Recommendation Number 765, Page 299 of the Addendum to the Area IV Plan, on the lane designation for Old Keene Mill Road, in the S3 Country Club Community Planning Sector and S1 Cardinal Forest Community Planning Sector, from six lanes to the existing four lanes from Rolling Road east to Accotink. Additionally, she moved that the text which currently reads: "Before Old Keene Mill Road is widened, a corridor study should be undertaken," be REVISED with "Before Old Keene Mill Road is improved, a corridor study should be undertaken to determine the best way to increase corridor capacity..." This motion was seconded by Supervisor Bulova.

Following discussion among Board Members, the question was called on the motion which carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

It was the consensus of the Board to next proceed with the recommendations for issues in the Dranesville District.

Area II Plan

Following discussion among Board Members, Supervisor Richards moved adoption of the Planning Commission's recommendations for Area II subject to the following amendments:

- Page 130 of the Draft Area II Plan, McLean Community Business Center Subarea Guidelines, Subarea 3, Planning Objectives, REPLACE the last sentence:

"Commercial uses have been allowed by special exception of special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special use permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond one year from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved."



- Page 138 of the Draft Area II Plan, McLean Community Business Center Subarea Guidelines, Subarea 10, Planning Objectives, **NEW** last sentence:

"Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special use permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond one year from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved."

- Page 139 of the Draft Area II Plan, McLean Community Business Center Subarea Guidelines, Subarea 11, Planning Objectives, **NEW** last sentence:

"Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special use permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond one year from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved."

- Page 154 of the Draft Area II Plan, McLean Community Business Center Subarea Guidelines, Subarea 23, Planning Objectives, **REPLACE** last sentence:

"Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To

encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special use permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond one year from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved."

- Page 155 of the Draft Area II Plan, McLean Community Business Center Subarea Guidelines, Subarea 24, Planning Objectives, REPLACE last sentence:

"Commercial uses have been allowed by special exception or special permit for residentially-zoned properties within this sub-unit as an interim use. To encourage redevelopment of this sub-unit to be in conformance with the Plan, existing special use permits or special exceptions for commercial uses issued for this area should not be approved for extensions or renewals beyond one year from the date of adoption of the Plan. No new special use or special exception permits for commercial use should be approved."

Supervisor Richards added that staff be given the flexibility to incorporate this additional language into the text of the Draft Area Plan in such a way as to produce minimal disruption to the number of pages requiring reprint.

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that the reference to Emerson Avenue as a "Pedestrian street type E" on Pages 138-141, Subareas Number 10, Number 11, Number 12 and Number 13 of the McLean CBD, be CHANGED to the designation of a "Commercial street type C." This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that the modification in Area II, on Page 172, Figure 57, which shows Haycock Road as four lanes north of I-66, be DELETED. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

Supervisor Richards requested that staff clarify whether language to make Route 7, between Herndon junction and Tysons Corner, an expressway was recommended by the Planning Commission. Ms. Stanley responded that such language had not been adopted by the Planning Commission.

Supervisor Richards moved that Planning Commission Recommendation 427 (which is a new last sentence to Page 325 of the District Wide Recommendations, Recommendation Number 8), on Page 193, Area III, be AMENDED to read as follows:

- "In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative technology."

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

#### Area III Plan

Supervisor Richards moved that Planning Commission Recommendation 436 (which adds a new last sentence to the second to last paragraph on Page 335, Reston-Herndon Suburban Center, Land Use Recommendations, of the Draft Area III Plan) on Page 195, Area III, be AMENDED to read as follows:

- "Other potential transit facilities are planned including potential rail stations at Wolftrap (Dulles Toll Road at Trap Road); Sunset Hills Road west of Hunter Mill Road; Dulles Toll Road west of Reston Parkway; and Dulles Toll Road at the Center for Innovative Technology."

This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Planning Commission Recommendation 445 (which adds a new last paragraph to Page 343, Reston-Herndon Suburban

Center, Land Unit G, of the Draft Area III Plan), on Page 196, Area III, be DELETED. This motion was seconded by Supervisor Davis and carried by a vote of five, Supervisor Alexander, Supervisor Hanley, and Chairman Moore being out of the room, Supervisor Hyland being absent.

Following discussion among Board Members, with input from Mr. Moore, Supervisor Richards moved that Planning Commission Recommendation 460 (which modifies Page 365, Figure 124, Transportation Recommendations), on Page 198, Area III, be AMENDED to show Hunter Mill Road as four lanes south of Sunset Hills Road and not south of Crowell Road. This motion was seconded by Supervisor Bulova.

Following additional discussion among Board Members and staff, the question was called on the motion which carried by a vote of five, Supervisor Alexander, Supervisor Hanley, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards noted that on Figure 124 which shows language on deletion of grade separated interchanges at Hunter Mill Road and the Dulles Airport Access Road is an error and should be deleted.

Supervisor Richards moved that Planning Commission Recommendation 464 (which modifies Page 372, Sector UP4/6, Land Use Recommendation 4) on Page 199, Area III, be amended to DELETE the last bullet, which reads: "With consolidation of all parcels, a maximum FAR of .35 may be appropriate if all above conditions are met." This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Planning Commission Recommendation 465 (which adds last sentence to first paragraph, Page 375, Sector UP4/UP6, Land Use Recommendation Number 6) on Page 199, Area III, be DELETED. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards noted that the language regarding the CIT/KAY site, on Pages 374, 375, etcetera, remain as adopted by the Board on April 8, 1991.

Supervisor Richards moved that Planning Commission Recommendation 468 (which adds a new Public Facilities Recommendation 4 to Page 381, Sector UP4/UP6) on Page 201, Area III, be DELETED. This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Planning Commission Recommendation 471 (which adds second and third sentences to Page 389, Sector UP5, Land Within the Planned Community of Reston, Recommendation 5), on Page 201, Area III, be DELETED. This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Planning Commission Recommendation 479 (which replaces Public Facilities Recommendation 4, Page 393, Sector UP5) on Page 206, Area III, be amended to DELETE the reference to the Wiehle Avenue air rights and also delete the language, "Consider constructing a fourth parking facility on the Kay site near the Center for Innovative Technology." Subsequently, Recommendation 479 is MODIFIED to read as follows:

- "Construct three additional commuter park-and-ride facilities, one at Lawyers Road and Reston Parkway, the second at Sunset Hills Road west of Hunter Mill Road and the third at Monroe Street at the toll road. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking)."

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that the last paragraph of the Planning Commission Recommendation 480 on Page 207, Area III, be REVISED to read as follows:

- "Show Hunter Mill Road as a four-lane facility from the Dulles Toll Road north to Sunset Hills Road, six lanes south of the Dulles Toll Road to Sunrise Valley Drive, and four lanes south of Sunrise Valley Drive."

Following discussion regarding the motions made earlier in the meeting, Supervisor Richards AMENDED her motion for the Planning Commission Recommendation 480 to read:

- "Show Hunter Mill Road as a four-lane facility from the Dulles Toll Road north to Sunset Hills Road, four lanes south of the Dulles Toll Road to Sunrise Valley Drive, and two lanes south of Sunrise Valley Drive."

Chairman Moore requested that this motion be voted on seriatim.

The question was then called on the first portion of the motion: "Show Hunter Mill Road as a four-lane facility from the Dulles Toll Road north to Sunset Hills Road, four lanes south of the Dulles Toll Road to Sunrise Valley Drive,..." which carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

The question was then called on the second portion of the motion: "...and two lanes south of Sunrise Valley Drive," which CARRIED by a recorded vote of four, Chairman Moore voting "NAY," Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Page 315 of Area III be AMENDED to state that the area bounded by Georgetown Pike, Leesburg Pike and Walker Road be planned as low density residential instead of Suburban Neighborhood, with the text to read as follows:

- "In the portion of the Upper Potomac Planning District that is north of the Dulles Airport Access Road, Suburban Neighborhoods are located in the vicinity of Reston and Sugarland Run (the area of the County surrounding the Town of Herndon). The area bounded by Georgetown Pike (Route 193), Leesburg Pike (Route 7) and Walker Road (Route 681) is planned as low density residential. South of the Dulles Airport Access Road, the Suburban Neighborhoods border on the two suburban centers (Reston-Herndon and Dulles East - Route 28 Corridor), Difficult Run, Route 50 and Fairfax Center. A wide range of housing types occurs in these areas."

This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Page 356 of Area III IDENTIFY the Grange and the Old Great Falls Post Office as Heritage Resources for UP2. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

At the request of staff, Supervisor Richards concurred in staff's suggestion to recommend that the Grange and the Old Great Falls Post Office be considered for designation on the Historic Resources Survey, if they are not already listed.

Supervisor Richards moved that the following language be ADDED to Page 356, after the first paragraph on transportation, and to the figure on Page 358 of Area III:

- "The grade-separated interchange at the intersection of Route 7 and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities."

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Recommendation Number 9 on Page 364 of Area III be AMENDED to read as follows:

- "Uses requiring special permits and special exception approval should be rigorously reviewed and permitted only when the use is of a size and scale that will not adversely impact adjacent land uses and the overall low density residential character of the corridor to prevent commercial or quasi-commercial encroachment."

This motion was jointly seconded by Supervisor Davis and Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that language similar to the previous motion be INSERTED for similar corridors throughout the Master Plan countywide. This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards clarified her previous motion for staff: where the specific language in Recommendation Number 9 on Page 364 appears elsewhere in the Plan, it be replaced with the language of her previous motion.

Following discussion among Board Members, Supervisor Bulova moved a follow-up motion to Supervisor Richards' motion: that the language proposed by Supervisor Richards NOT replace text in the Plan where specific language has been stated to address a specific community.

Following additional discussion, Supervisor Richards restated her previous motion: language similar to that proposed in her previous motion should be inserted for similar corridors throughout the Master Plan countywide. She further explained that in corridors where a succession of special exceptions and special permits have been granted, a change in the character of the corridor results. Therefore, the exceptions become the rule.

Supervisor Bulova WITHDREW her follow-up motion.

CM:CM

(TAPE 8)

#### Forestville Elementary School

Supervisor Richards asked unanimous consent that the Board direct staff to DELETE the reference on Page 364 of the Area III Plan to provide a six classroom addition to the Forestville Elementary School since this addition has already been built. Without objection, it was so ordered.

#### Public Facilities

Supervisor Richards moved that the following language be ADDED to the Transportation heading on Page 365 of the Area III Plan as a new paragraph:

- "Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and acceleration lanes should be discouraged and curb cuts not be allowed unless no other alternatives exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Scenic and Historic By-Way.



Major changes in alignment, or to widen the road, would damage the Scenic and Historic By-Way character and historic integrity and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this historic and scenic by-way."

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Hickory Community Planning Sector

Supervisor Richards moved that the Hickory Community Planning Sector be **DEFINED** as Low Density Residential Areas in the Concept for Future Development. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved to amend Page 376 of the Area III Plan draft to **ADD** a new Number Eight as follows:

- "Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study."

This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that the Transportation Map be **AMENDED** to show the Monroe Street Park-and-Ride facility at the southeast intersection of the Dulles Road and Monroe Street. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved that Page 379 of the Area III Plan Map be **AMENDED** in the appropriate locations to show the portions of the Dulles Toll Road extension that is located in Fairfax County. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards further moved that the arrows on Page 379 of the map showing the cut-through from Parcher Avenue to Route 66 be removed. This motion was seconded by Supervisor Pennino and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Richards moved to ADD the following sentence to Page 393 regarding the construction of the three additional commuter park and ride facilities:

- "Work with Loudoun County officials to establish a park and ride site west of Route 28 and north of the Dulles Toll Road."

This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Pennino moved that language adopted by the Board on March 14, 1988, regarding the alignment of Sunset Hills Road, Application 87-CW-T3 and Amendment 86-A-25, be INCORPORATED into the Transportation Plan on Page 393. This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Area I Comprehensive Plan Mark-up

Supervisor Davis moved that the Board adopt the draft Area I Plan as amended by the Planning Commission for the Mason District with the following amendments:

#### COLUMBIA PLANNING SECTOR

MODIFY Page 60, Land Use recommendation Number 2, "Land within the northwest quadrant of the intersection of Route 236 and Roberts Avenue, Tax Map parcels 71-2((5))9-15, is appropriate for single-family residential development at 2-3 dwelling units per acre.

The property is developed as a single family residential structure which has functioned as an office by special permit use and subsequently a special exception. Although residential use is preferred, office use may be appropriate if the structure and the lot are maintained so as to retain the residential character of the area and the following conditions are met:

- The appearance of the structure, site layout, access, lighting, operational characteristics, buffering and screening provided to adjacent residential areas, mitigates any impacts on adjoining residences; and
- Vehicular access is provided to a median break on Route 236."

Pine Ridge Community Planning Sector

MODIFY Page 101 Land Use recommendation Number 5 to read:

- "Should the vacant parcel at the Pine Ridge High School site be designated as surplus consideration should be given to future use as a permanent park site or other public facility need according to established County procedure. The site is presently being used for park purposes in a cooperative use agreement between the School Board and the Park Authority. It is the policy of the County that the existing ballfields are a desirable use and should remain.

Bailey's Crossroads CBC

MODIFY Page 149 Land Use recommendation Number D-9. Add second sentence to read:

- "Overall residential densities should not exceed 36 units per acre, as currently approved."

Seven Corners CBC

MODIFY Page 160, C-6 to read:

- "The McIlvaine Building Parcels 51-3 ((23)) B, C, and C1, at 6201 Leesburg Pike are planned and developed for office use to it's existing density. Similarly, L & T is planned for retail use at it's current density."

Commerce Park Community Planning Sector

MODIFY Page 179 Number 1 retain current plan language to read:

- "The Virginia Heights neighborhood, located west of South George Mason Drive of Hamilton Drive, is planned for residential use at 2-3 dwelling units per acre. The density range is compatible with the contiguous single-family residential areas in Alexandria and Arlington, which together with Virginia Heights, function as a unified neighborhood."

Barcroft Community Planning Sector

MODIFY Page 202 Number 3 last sentence to read:

- "Residential density within ((39)), ((1)), and ((14)) may vary from 2-3 dwelling units to a rang of 30-40 dwelling units per acre."

This motion was seconded by Supervisor McConnell.

Chairman Moore relinquished the Chair to Vice-Chairman Pennino and moved to amend the motion to eliminate the C-7 Portion of Bailey's Crossroads Plan and to instead install townhouses at 5-7 units per acre. This motion to amend died for lack of a second.

Vice-Chairman Pennino returned the gavel to Chairman Moore.

Chairman Moore stated for the record that she opposed the C-7 designation and the Bailey's Crossroad Plan and instead called for residential townhouses on that property.

The question was then called on the motion which carried by a vote of six, Supervisor Alexander and Supervisor Hanley being out of the room, Supervisor Hyland being absent.

AREA II OF THE LAND USE PLAN

Supervisor Pennino moved the Planning Commission recommendations with the following amendments:

- MODIFY Page 267, Major Objectives, to the first objection add the word "residential" between the words "established" and "neighborhood", so that it reads "established residential neighborhoods."

This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

ADD to Page 267, Major Objectives, the following new objectives:

- "Protect stable low-density residential neighborhoods in the vicinity of the Vienna Metro Station;
- Limit the development in the vicinity of the Vienna Metro Station to ensure that a minimum level of service D is maintained on the surrounding road network;

- Prevent further westward expansion along the Route 123 Corridor of office and commercial land use within the Vienna Planning District; and
- Maintain the existing low density residential uses in the Route 123 Corridor between Oakton and Vienna, and east of Vienna."

This motion was seconded by Supervisor Hanley and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

### Environmental

MODIFY Page 271, second paragraph, last sentence to read "The district should benefit from attention to preservation."

This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

DELETE from Page 279 under concept for future development, first paragraph, seventh line, the phrase "while still maintaining the viability of existing nearby land uses" and replace it with the phrase "in a manner that is compatible with existing nearby land uses."

This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

DELETE from Page 312, paragraph 5, second sentence, the word "generally."

This motion was seconded by Supervisor Bulova and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

### CENTRAL BUSINESS DISTRICT, AREA II

Supervisor Richards moved to modify Page 239 of Area II Plan, referring to replacements for paragraphs 2, 3, and 4 to read:

REPLACE Paragraphs 2 and 3 with the following:

- "Single-family detached residential use at 1-2 dwelling units per acre is planned for the area north of Lewinsville Road south of Elmwood Estates and west of Balls Hill Road, except for those parcels having frontage on Balls Hill Road where a range of 2-3 dwelling units per acre is planned. Development throughout this area should be at the low end of the planned density range to foster compatibility with existing development."

AMEND Paragraph 4 so that the first part is eliminated and it would read:

- "Land in the Spring Side subdivision between Webb Lane and the Langley School is planned for residential use at 2-3 dwelling units per acre."

This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Route 28 Tax District

Supervisor Pennino moved that the Board approve the staff recommendation for various changes for Bull Run Planning District as reflected in Page 20 of the revised summary document dated June 6, 1991. The second to this motion was inaudible. The motion carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Reston Herndon Suburban Center, Land Unit B

Supervisor Pennino moved adoption of the Planning Commission recommendation on Page 34 of the revised summary. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

#### Reston Herndon Suburban Center, Land Unit B

Supervisor Pennino moved adoption of the Planning Commission recommendation on Page 35 of the revised summary with the following amendment:

- CHANGE "if the entire subdivision is consolidated" to read: "if property owners representing 90 percent of the land area in the subdivision agree to consolidate."

The motion died for lack of a second.

Reston Herndon Suburban Center, Land Unit D

Supervisor Pennino moved adoption of Staff recommendation number five, Page 38 in the revised summary document dated June 6, 1991. This motion was seconded by Supervisor Hanley and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Modified Text for Crippen's Corner Area

Supervisor Pennino moved adoption of "Modified text for Crippen's Corner Area" dated June 20, 1991, revised summary Page 39, UP-3, Land Use Recommendation 10 and Page 42, UP5, Land Use Recommendation 8. This motion was seconded by Supervisor Richards and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Pennino moved adoption of staff's recommendation as reflected in the revised summary dated June 6, 1991, page 45, UP-5 of the Land Use Recommendation 14. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Supervisor Pennino moved adoption of the staff recommendation as reflected in the revised summary dated June 6, 1991, Page 46, UP-9 of the Land Use Recommendation 14. This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

DRAFT AREA III PLAN

Supervisor Pennino moved to MODIFY Page 432, UP-9, paragraph four, second paragraph, first sentence to delete the words: "are not appropriate" and change it to read: Additional free-standing, auto-oriented retail commercial and financial uses "should be limited to less than ten percent of the total Floor Area Ratio (FAR) for the shopping center." This motion was seconded by Supervisor Bulova and carried by a vote of five, Supervisor Alexander, Supervisor Davis, and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

Land Unit G

Supervisor Pennino moved to MODIFY Page 342, to read: This land unit is planned for a mix of office R and D and industrial, and add: "flex space uses up to .5 FAR." This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

On Page 343, Land Unit G, second bullet related to parcel 18-3((1)) 7 and 11 east of Drassage Drive, Supervisor Pennino moved to DELETE: "Structured heights should taper down to three or four stories to minimize visual impacts on the adjacent residential areas and to reflect that the maximum building heights should not exceed eight feet." This motion was seconded by Supervisor Davis and carried by a vote of six, Supervisor Alexander and Supervisor McConnell being out of the room, Supervisor Hyland being absent.

12. RECESS (TAPE 8)

At 4:15 p.m. the Board recessed until Tuesday, June 25, 1991 at 9:00 a.m.