



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2022-IV-MV1  
November 17, 2022

**GENERAL LOCATION:** Northwest quadrant of the intersection of Richmond Highway and Groveton Street.

**SUPERVISOR DISTRICT:** Lee

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Mount Vernon Planning District

**SPECIAL PLANNING AREA:**

Richmond Highway Corridor Area; Land Unit D, Beacon/Groveton Community Business Center.

**PARCEL LOCATION:** 93-1 ((1)) 98A

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

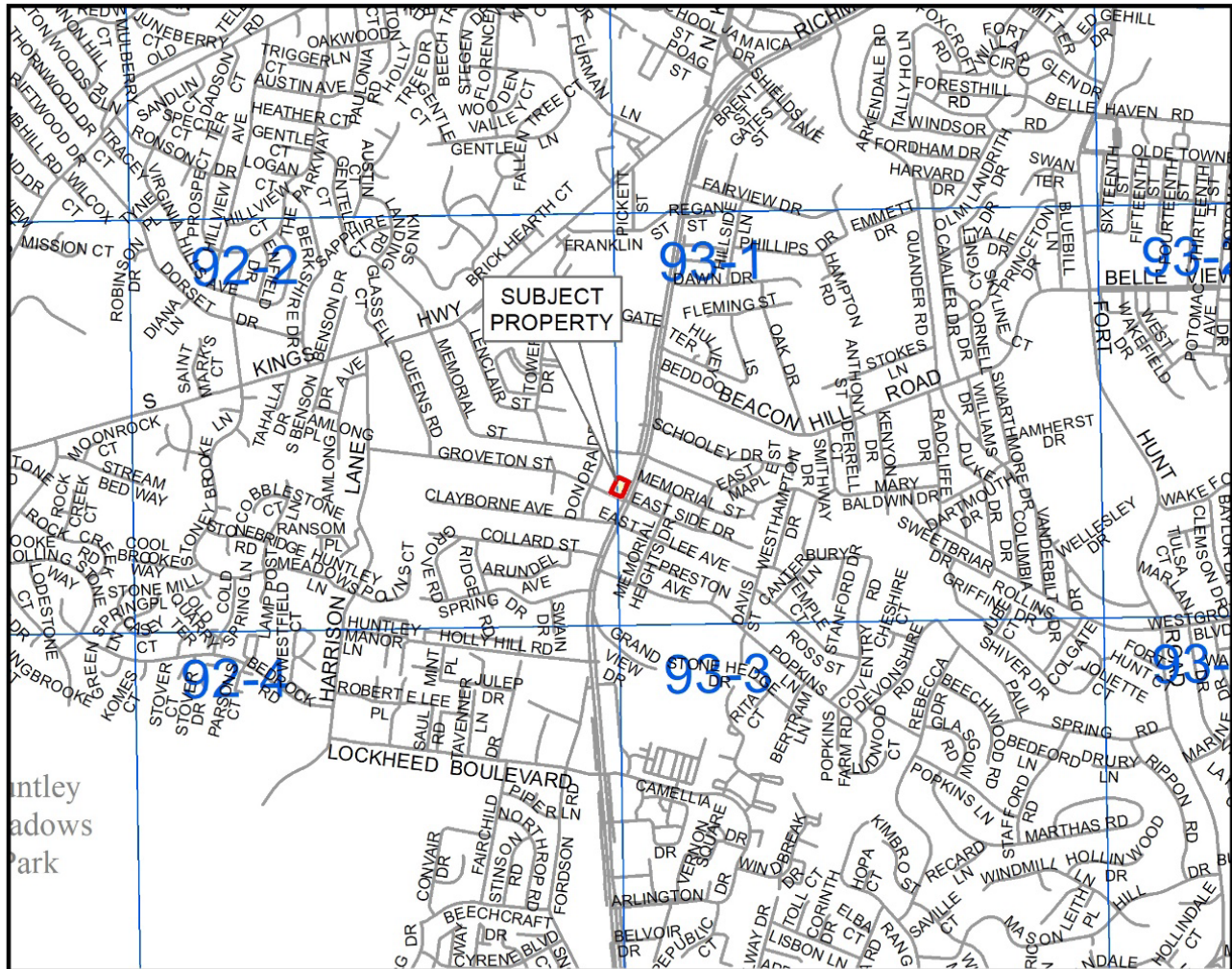
**PLANNING COMMISSION PUBLIC HEARING:**  
Thursday, December 8, 2022 @ 7:30 P.M.

**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, January 24, 2023 @ 4:00 P.M.

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



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



2000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
2022-IV-MV1 Beacon of Groveton

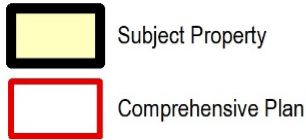




# CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:  
PA 2022-IV-MV1

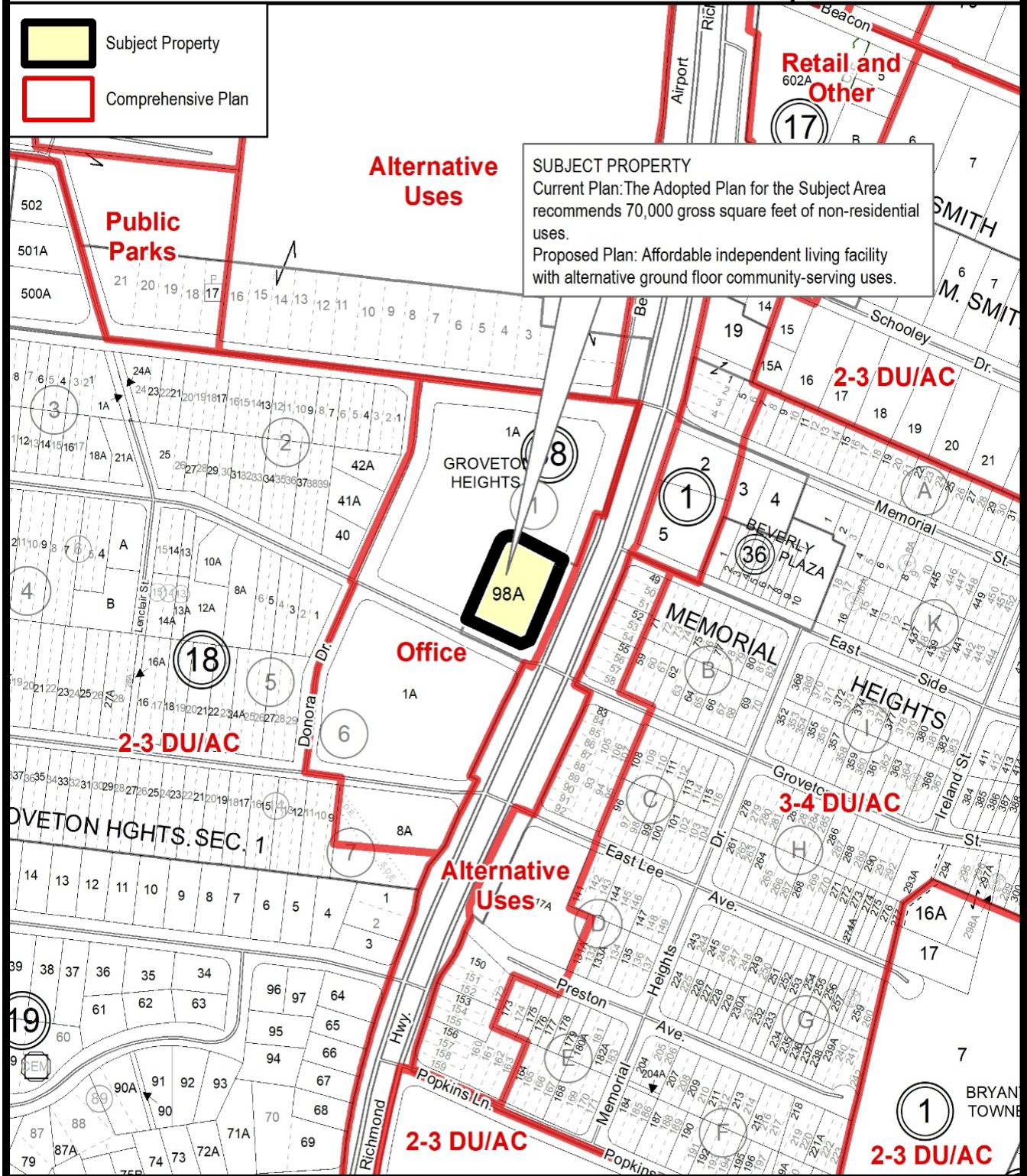


**Alternative  
Uses**

## SUBJECT PROPERTY

Current Plan: The Adopted Plan for the Subject Area recommends 70,000 gross square feet of non-residential uses.

Proposed Plan: Affordable independent living facility with alternative ground floor community-serving uses.



300 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO JANUARY 2022

G:\projects\ocpl\pd\OTPA\_GRAPHICS\S22\_items\2022-IV-MV1 Beacon of Groveton\REV\_DRAFT\_2022-IV-MV1 Beacon of Groveton\_CURRENT\_&\_PROPOSED\_MAP.mxd



# **STAFF REPORT FOR PLAN AMENDMENT 2022-IV-MV1**

## **BACKGROUND**

On January 25, 2022, the Board of Supervisors (Board) authorized Plan Amendment (PA) 2022-IV-MV1 for Tax Map Parcel 93-1 ((1)) 98A located at 6858 Richmond Highway, Alexandria, 22306. This proposed Plan amendment considers an affordable, independent living facility with alternative ground-floor uses on a site that is approved for office and retail uses and developed as an interim park space. The entitlement for office and retail uses, as well as the interim park space were approved with the adjacent Beacon of Groveton apartments to the north and west of the subject property, under RZ 2004-LE-012. The office and retail uses remain unbuilt.

The review of the Plan amendment is concurrent with Proffer Condition Amendment (PCA), Conceptual Development Plan Amendment (CDPA) and Final Development Plan Amendment application (FDPA) [2022-LE-00055](#) submitted by the property owner to accommodate 52 age-restricted, multifamily dwelling units as an independent living facility and approximately 1,000 square feet of commercial use, as of April 27, 2022 (See Attachment I). The subject property of the zoning application is the same as the Plan amendment subject property. Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning applications and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

## **CHARACTER OF THE SITE**

The site is located at the northwest quadrant of the intersection of Richmond Highway and Groveton Street and is 0.63 acres in size. The site is approved for 70,000 square feet of non-residential uses and currently developed as an interim park. The site is planned for up to 70,000 square feet of nonresidential uses within Land Unit D of the Beacon/Groveton Community Business Center (CBC) and. The subject property is zoned PRM Planned Residential Mixed-Use District.

## **CHARACTER OF THE AREA**

The subject property abuts the Beacon of Groveton Apartments and its associated parking structure on the north and west, which is planned for medium intensity office use at the base plan level with an option for residential mixed-use development of 290 residential units. This optional level of development has been implemented. The site is approximately a ¼ mile from a planned bus rapid transit (BRT) station located at the intersection of Richmond Highway and Beacon Hill Road, and half a block from the Beacon Center shopping center and adjacent Target shopping center, which is planned for retail and office uses up to 1.1 million square feet of development at the base Plan level, with an option for mixed-use development consisting of up to 3,500 dwelling

units and 720,000 square feet of nonresidential uses. The Beacon Center is zoned C-6 Community Retail Commercial District. To the east of the subject property are single-family detached homes and commercial uses, which are planned for townhouse-style office use and/or retail use within Land Unit E of the Beacon/Groveton CBC and zoned R-3 Residential District and C-8 Highway Commercial District. To the south are commercial uses planned for office use within Land Unit D of the Beacon/Groveton CBC and zoned C-8 Highway Commercial District.

## **PLANNING HISTORY**

On December 6, 2004, the Board adopted PA S04-IV-MV2, adding an option for high density residential use with office and support retail uses at an overall intensity up to 1.8 floor area ratio (FAR) for Tax Map Parcels 93-1 ((1)) (1) 1A and 93-1 ((1)) 98A. As mentioned previously, the office and retail components were entitled on the subject property with the adjacent multifamily residential building as part of PCA/FDPA 2004-LE-012 on February 18, 2009 but has not yet been constructed. The subject property is currently developed as an interim park until the office and retail building is constructed on the property.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use – Appendix 1, amended through 6-28-2022, pages 13-14.

### “Guidelines for Multifamily Residential Development for the Elderly

...

1. Public transportation and community services should be located within a reasonable walking distance and should be accessible via paved walkways that are lighted, secure, and well maintained. Crosswalks should be delineated, and adequate provisions should be made for crossing heavy traffic (e.g., pedestrian crossing signals). If neither public transportation nor community services are located within a short walking distance (i.e., a 5-7 - minute walk), the elderly housing development should provide shuttle bus service which can offer residents comparable access to community services.
2. The topography of the site, and that between the site and nearby destinations, should be taken into consideration when siting residential development for the elderly. Pedestrian facilities should not be located on slopes greater than 5-8%, and such maximum slopes should not be continuous for more than 75 feet.
3. Safety and security are of particular concern to the elderly. To the extent possible, the architecture and site design for multifamily residential development for the elderly should incorporate features which reduce the potential for crime and enhance the security of residents.”

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Richmond Highway Corridor Area, amended through 2-23-2021, Community Business Centers, Beacon/Groveton Community Business Center, pages 122-123.

“Land Unit D

The land unit comprises approximately 10 acres of land between Richmond Highway and Donora Drive, extending from Memorial Street south to midway between Clayborne Avenue and Collard Street, and has been designated the Groveton Redevelopment Area.

*Base Plan*

The land unit is appropriate for redevelopment to medium intensity office use up to approximately 305,000 gross square feet of development. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning, and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

*Redevelopment Option*

Tax Map Parcels 93-1((38)) (1)1A and 93-1((1))98A have been approved and partially developed through an option for residential mixed-use development for 290 residential units and 70,000 square feet of non-residential use. If the land approved for non-residential development is dedicated as parkland, the development potential may be transferred to another land unit within the Beacon/Groveton CBC.”

## **PROPOSED PLAN AMENDMENT**

The Plan amendment considers an option for 70,000 square foot, affordable, independent living facility on the subject property with alternative, community-serving ground-floor uses, as an alternative to the non-residential use recommendation.

## **ANALYSIS**

### **Land Use**

The proposed Plan amendment would not change the current maximum planned development potential of 70,000 square foot on the property but considers an alternative to the planned non-residential land use recommendation for the property of age-restricted multifamily residential use as an affordable, independent living facility with ground-floor non-residential uses.

### *Office Market*

The Fairfax County Economic Development Authority (EDA) released a study of the Richmond Highway Corridor’s real estate market by Partners for Economic Solutions (PES) on November

16, 2020. The evaluation of the Beacon/Groveton CBC office market states that there is only one Class B building and the remainder of the inventory consists of Class C buildings. These types of buildings are designed for office users consisting primarily of attorneys, real estate agents, insurance agents, doctors, dentists, and other professionals that typically serve a local customer base, rather than a regional or national market. The report also states that the planned and approved office building scheduled to be incorporated into the Beacon at Groveton residential development would need to wait for a turn in the market cycle to begin construction.<sup>1</sup>

#### *Age-Restricted Multifamily Housing (Independent Living Facility)*

The proposed Plan amendment would support age-restricted residential use, as an independent living facility, which is not widely available on the corridor currently. The location of the proposed amendment would be within a 5–7-minute walk from bus stops along Richmond Highway, the Beacon Center shopping center, and the planned BRT station located at the intersection of Richmond Highway and Beacon Hill Road. The location aligns with Comprehensive Plan guidance for Multifamily Housing for the Elderly recommending transit and service proximate locations for such uses. The sloping topography and grade changes to these places along Richmond Highway may challenge accessibility for those with mobility concerns and would need to be reviewed carefully with the concurrent rezoning application, per the Policy Plan guidance.

#### *Affordable Housing*

The proposed Plan amendment considers 100 percent affordable housing on this site that would serve low to moderate income, older adults. The Policy Plan, Housing element states that serving the housing needs of special populations such as low- and moderate-income seniors is an important need in the county. The Area Median Income (AMI) ranges to be served should be determined during the review of the rezoning application; however, a particular need would be for older adults with incomes of 60% or below AMI.

#### *Urban Design*

The urban design guidelines within the areawide guidance for the Richmond Highway Corridor Area include recommendations for building design and the Richmond Highway Design Guidelines<sup>1</sup> would provide sufficient guidance regarding building and site design. The utilization of these urban design guidelines within the Richmond Highway Corridor Area Plan would ensure a building design that would be high-quality and enhance the future appearance of the area. In accordance with the design guidelines for Richmond Highway, for example, the building façade along Richmond Highway should not have blank walls facing the street. The majority of this frontage should be lined with active uses such as retail uses or recreational spaces for the residents with windows. Any parking garage facades should include architectural treatments such as windows above eye level (clerestory windows). The building zone between the right-of-way and building should include a row of landscaping and trees. The building zone should be activated with ting, public art, lighting, and landscaping to make them pedestrian

---

<sup>1</sup> Volume II District Design Guidelines: Richmond Highway, March 2020, <https://www.fcrevite.org/richmond-highway/design-guidelines>



oriented spaces, as appropriate based on the ground-floor use. The detailed implementation of the recommendations would be addressed during the review of the concurrent rezoning application.

### *Building Height*

The adopted Plan recommends a maximum building height of five stories, which reflects building heights from approved rezoning application for the site. A moderate increase in building height to six-stories<sup>2</sup> particularly if supporting podium parking would remain compatible with the surrounding uses and buffered from the neighborhood to the west by the existing Beacon of Groveton apartment building.

### **Transportation**

The subject property fronts on Richmond Highway, which carried approximately 55,000 annual-average daily traffic (AADT) in 2019 (pre-pandemic). Memorial Street (5,500 AADT in 2019), Groveton Street (3,300 AADT in 2019), and Beacon Hill Road (9,600 AADT in 2019) are nearby roads. Richmond Highway is designated as an Other Principal Arterial roadway in Fairfax County's Comprehensive Plan designed to carry through-traffic at peak travel times and provides a high level of mobility. Nearby arterial and local roads provide access to nearby shopping, entertainment, and employment, as well as regional transportation routes. The Capital Beltway (I-495) is roughly two miles to the north of the site and provides regional mobility. The following transportation section discusses transportation issues related to the proposed Plan amendment in terms of transit, bicycle, pedestrian, and vehicular trip considerations.

#### *Bus Rapid Transit Project*

The Comprehensive Plan recommends construction of BRT in the median of Richmond Highway. As mentioned previously, a BRT station is planned near the site at the intersection of Beacon Hill Road and Richmond Highway. The site is within the ½-mile service area of the station, which is typically considered a 10-minute walk. BRT would provide more frequent and reliable access to Fort Belvoir, Woodlawn, Gerry Hyland Government Center, Hybla Valley/Gum Springs, Penn Daw, and Huntington Metrorail Station compared to existing bus service. The current BRT design would close the median at Groveton Street-Richmond Highway, in front of the subject property.

#### *Additional Transit Services*

In addition to the planned BRT, there are five nearby local bus routes, Fairfax Connector Routes 151, 152, 159, 161, 162, and 171, which run along or cross Richmond Highway with bus stops near or within the vicinity of the subject property. The transit service would be able to provide access to critical needs and services to potential new residents from the proposed Plan amendment from early morning until late evening. The following describes the routes and destinations of these routes:

---

<sup>2</sup> Fairfax County Comprehensive Plan, 2017 Edition, Richmond Highway Corridor, as amended through 2-23-2021, page 114, Figure 41, Conceptual Building Heights, Beacon/Groveton CBC

- Route 151 provides regular bus service to and from Huntington Metrorail Station, George Washington's Mount Vernon Estate, and destinations on the Richmond Highway corridor. Route 159 is similar to 151 but with limited stops.
- Route 152 provides access to Huntington Metrorail Station, George Washington's Mount Vernon Estate, INOVA Mt. Vernon Hospital, and Belle View.
- Routes 161 and 162 provide access to Huntington Metrorail Station, Kings Crossing Shopping Center, Mount Vernon Estate, and INOVA Mt. Vernon Hospital.
- Route 171 provides access to Huntington Metrorail Station, Mount Vernon Plaza, and Lorton Virginia Railway Express Station..

The Fairfax County Transit Development Plan (TDP) (FY16-FY22), a fiscally constrained vision plan for the expansion and enhancement of Fairfax Connector and Metrobus service, recommends several service changes for Routes 161, 162, and 172 to expand service in this area.

#### *Active Transportation (Bicycle, Scooter, and Pedestrian)*

Currently, multimodal facilities for bicyclists, pedestrians, and shared mobility users are limited in the area; however, there are plans for certain improvements. Richmond Highway generally has four-foot concrete sidewalks, which are not considered an accessible bicycle facility for all ages and abilities. However, because of the lack of alternative north/south routes, these pedestrian facilities are often used by cyclists. On the side roads near the subject property, a bicycle sharrow, which indicates that cars and bicycles must share a roadway, is present on Memorial Street and a climbing lane on Beacon Hill Road. Most nearby roads including Groveton Street, have low speed and volumes (less than 25 MPH and 3,000 AADT) and are comfortable for many cyclists. One company, *Bird*, is currently licensed to operate scooters in Fairfax County. Their data shared with Fairfax County Department of Transportation (FCDOT) for March, April, and May of 2022 indicates minimal activity in the vicinity of the site.

Sidewalks are present along most roads, and crosswalks, ramps, and pedestrian beacons are present at most signalized intersections. The Areawide guidance for the corridor seeks to address concerns with the long block lengths along Richmond Highway (1,000-2,000 feet), long crossing distances (more than 100 feet), and lack of street trees and other pedestrian amenities make walking less attractive and comfortable. Beacon Center is located within walking distance from the subject property (less than 1/3 mile), and would attract pedestrian trips.

There are several safety concerns near the site, which would need to be addressed during the development review and as part of the corridor improvements, if new residents with limited mobility would be living on site. The intersection of Groveton Street and Richmond Highway is not signal controlled. Instead, there are stop controls on Groveton Street and an open median that enables turn movements. This may result in more conflicts between vehicles or between vehicles and pedestrians compared to a closed median. A median closure is proposed with the BRT improvements. The Virginia Department of Transportation's Pedestrian Safety Action Plan (PSAP) identifies Richmond Highway from Quander Road to Lockheed Boulevard as a corridor with elevated risk of pedestrian crashes and a high priority for pedestrian safety improvements at the level of state policy.



Fairfax County plans and policies suggest several potential infrastructure improvements relevant to this site and area, which would improve multimodal access for potential new residents resulting from the Plan amendment and could be addressed either through the development review on the subject property or with the corridor improvements. These potential improvements may include:

- Implement Transit Boulevard cross section along Richmond Highway frontage, in coordination with BRT project design, including wider sidewalks separated from a Cycle Track for bicyclists.
- Implement Local Street cross section along Groveton Street frontage.
- Consider pedestrian safety measures compatible with BRT design, per PSAP, such as high-visibility crosswalks on roads adjacent to Richmond Highway.

The Active Fairfax Transportation Plan effort is ongoing during 2023 and may result in recommendations for active transportation infrastructure that differ from the current Countywide Trails Plan and Bicycle Master Plan.

#### *Vehicular Trip Generation Comparison*

The proposed land use alternative of senior adult multifamily housing with supportive community-serving use (considered retail use for the purpose of this evaluation but could be another non-residential use) would generate significantly fewer overall weekday and weekday peak period trips than the adopted Plan of office and retail use, as shown on Table 1. The proposed alternative would produce fewer weekday vehicle trips, overall (-1,371), and during the morning (AM) (-89) and evening (PM) (-178) peak hours, relative to the currently planned land uses. This would reduce impacts to vehicle operations around the subject property compared to the planned condition. The change in land use could be accommodated by the planned road network, but more detailed operational analysis during rezoning would be warranted. In accordance with the Richmond Highway Corridor Area Plan, it would be desirable to prioritize transit, pedestrian, and bicycle modes in any potential improvements to the road network, with improvements mentioned in the previous section. Transportation issues associated with redevelopment of the subject property, particularly those associated with bicycle and pedestrian amenities, site access, and safety would need to be adequately addressed as part of the rezoning review process.

Development Type	Quantity	Unit	Daily	In	Out	Total	In	Out	Total
<b>Current Plan</b>									
General Office Building (710)	50,000	SF	542	67	9	76	12	60	72
Strip Retail Plaza (822)	20,000	SF	1,074	27	18	45	63	64	127
<b>Total</b>			<b>1,616</b>	<b>94</b>	<b>27</b>	<b>121</b>	<b>75</b>	<b>124</b>	<b>199</b>
<b>Proposed Plan</b>									
Senior Adult Housing MF (252)	52	DU	175	3	7	10	7	6	13
Strip Retail Plaza (822)	1,282	SF	70	2	1	3	4	4	8
<b>Total</b>			<b>245</b>	<b>5</b>	<b>8</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>21</b>
<i>Net (Versus Current Plan)</i>			<i>-1,371</i>	<i>-89</i>	<i>-19</i>	<i>-108</i>	<i>-64</i>	<i>-114</i>	<i>-178</i>
<small>* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share</small>									

**Table 1. Trip Generation**

\*The ground-floor retail uses in Multifamily buildings do not have a specifically corresponding land use designation in Institute of Transportation Engineers (ITE). Therefore, the Strip Retail Plaza (ITE 822) use is selected for trip generation calculation purposes.

## Parks and Recreation

### *Level of Service Impacts*

Existing nearby parks include Lenclair Park, Groveton Heights Park, North Hill Park, and White Oaks Park. These parks meet only a portion of the demand for parkland generated by residential development in the service area of the proposed Plan amendment. In addition to parkland, the recreational facilities in greatest need in the Mount Vernon Planning District include playgrounds, rectangle fields, sports courts, adult softball, and trails.

The proposed amendment would support a potential increase in residents within the Richmond Highway Corridor Area by approximately 110 individuals, who may have limited mobility. The new residents would need access to park and recreation facilities on site or nearby, including facilities that would be appropriate and accessible for all ages and abilities. On-site access to recreation space would be especially important for the well-being of older residents with limited mobility. The removal of the current interim park onsite would impact park access for the community. Dedication of new parkland and enhancements to nearby parks and pedestrian amenities should be considered, including enhancements that increase access for people of all ages and abilities.

In addition to the residential development impact on recreational services and facilities, there would also be impacts from the proposed alternative ground floor community-serving uses. Community members and employees could benefit from access recreational amenities during typical hours of operation, as well as at lunchtime or after work. Opportunities to link the proposed ground floor community-serving use with an adjacent, complementary outdoor park or plaza should be considered. Community members also would benefit from the opportunity to combine trips for the community uses with park and recreational activities.

Development of park space in alignment with the guidance in the Urban Parks Framework within the Policy Plan should be encouraged and should include park features and amenities that are appropriate for all ages and abilities. Integration of publicly accessible urban parks in the overall development design would be critical to providing onsite recreation resources within the subject

property will enhance the desirability of the project, contribute to redevelopment efforts, and contribute to a sense of place.

## **Environment**

### *Noise*

The Comprehensive Plan recommends that new residential development is expected to protect people from unhealthful levels of transportation noise. *“New development should not expose people in their homes, or other noise sensitive environments, to day-night average noise levels in excess of DNL 45 dBA [decibels, A-weighted], or to noise in excess of DNL 65 dBA in the outdoor recreation areas of homes. To achieve these standards new residential development in areas impacted by highway noise between DNL 65 and 75 dBA will require mitigation. New residential development should not occur in areas with projected highway noise exposures exceeding DNL 75 dBA.”* (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 11-9-2021, Page 12). Further, the Richmond Highway Corridor Area Plan notes that *“Where residential or other noise sensitive uses are proposed near Richmond Highway, such proposals should only be considered with the provision of a noise study during the review of the development, commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study.”* The provision of a noise study should be addressed during the review of any rezoning application.

### *Tree Preservation*

The Comprehensive Plan anticipates that new development would include an urban forestry program and be designed in a manner that retains and restores meaningful amounts of tree cover, consistent with planned land use and good silvicultural practices. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 11-9-2021, Pages 17-18). Tree cover requirements should be addressed during the review of any rezoning application.

### *Green Buildings*

Within Community Business Centers, Objective 13, Policy b ensures that any rezonings for multifamily development incorporate green building practices sufficient to obtain certification through the LEED-NC program or an equivalent program specifically incorporating multiple green building concepts (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 11-9-2021, Page 21). The proposed plan for an independent living facility would be considered a residential use under the Green Building policy. Green building techniques should be addressed during the review of any rezoning application.

### *Water Quality, Soils, and Stormwater Management*

The site is located within the Little Hunting Creek Watershed. The soil on the majority of the site is classified as type 7, Beltsville, which is characterized by slow permeability and a high-water table. The soils on the southwestern portion of the property are classified as type 76, Matapeake, which is characterized by good infiltration and a lower water table. There is no floodplain or Resource Protection Area (RPA) on the site.

Any development on the subject property would be expected to optimize stormwater management and water quality controls through the use of innovative Best Management Practices and infiltration techniques, nonstructural Best Management Practices and bioengineering practices, and infiltration landscaping. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 11-9-2021, Pages 7-10). The Richmond Highway Corridor Area Plan recommends specific stormwater management strategies to be incorporated into development proposals including Low Impact Development (LID) techniques as an integral component of stormwater design. The Plan recommends that projects that result in an intensity of 1.0 FAR (or equivalent residential density) and/or result in a 20% or more increase in impervious cover on the site, provide stormwater management performance targets, such as reducing the runoff volume leaving the site by at least an inch from impervious surfaces and reduction in discharges leaving the site to levels that would minimize stream erosion; attainment of the LEED-NC or LEED-CS Rainwater Management credit of the most current version of LEED; or stormwater measures consistent with the adopted watershed management plan(s) applicable to the site.

The guidance in the adopted Plan is sufficient to address water quality and stormwater needs. Any related zoning application should provide a stormwater quantity and quality proposal consistent with Plan recommendations found in both the Environment Element and the Richmond Highway Corridor Area. Adequacy regarding any applicable stormwater regulations of the proposed development would be assessed by Land Development Services (LDS).

### **Sanitary Sewer Service**

The County's existing allocation at the AlexRenew treatment plant can handle the projected sewage flow through 2045 for the proposed Plan amendment. The impact from proposed development on the existing sanitary sewers would be evaluated during the review of the rezoning application.

### **Water Service**

Existing water service facilities are sized appropriately to meet the proposed increase in demand. Water main sizing and alignments, and fire flow requirements would be determined during the review of the rezoning application.



## CONCLUSION

The proposed Plan amendment addresses an important need in the County for age-restricted housing for low and moderate-income households. The Plan amendment for age-restricted multifamily residential use, as an independent living facility, would retain the same intensity as the adopted Plan. The Richmond Highway Corridor Area areawide guidance includes detailed recommendations for transportation improvements, park and recreation needs, affordable housing, environmental concerns, urban design, and others that the proposed Plan amendment should address. Staff supports adoption of the proposed Plan amendment.

## RECOMMENDATION

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

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Richmond Highway Corridor Area, amended through 2-23-2021, Community Business Centers, Beacon/Groveton CBC, Land Unit D, pages 122-123:

### “Land Unit D

The land units comprise approximately 10 acres of land between Richmond Highway and Donora Drive, extending from Memorial Street south to midway between Clayborne Avenue and Collard Street, and has been designated the Groveton Redevelopment Area.

### *Base Plan*

The land unit is appropriate for redevelopment to medium intensity office use up to approximately 305,000 gross square feet of development. This development should be attractive, well-landscaped and be made compatible with adjacent residential uses through attractive building design, site planning, and architectural treatments as well as effective landscaping and buffering. Building height should be compatible with the adjacent community. In order to mitigate impacts on the community, there should be a decrease in building height from Richmond Highway to the west.

### *Redevelopment Option*

Tax Map Parcels 93-1((38))(1)1A and 93-1((1))98A have been approved and partially developed through an option for residential mixed-use development for 290 residential units and 70,000 square feet of non-residential use. If the land approved for non-residential development (Tax Map Parcel 93-1 ((1)) 98A) is dedicated as parkland, the development potential may be transferred to another land unit within the Beacon/Groveton CBC. As a second option for Tax Map Parcel 93-1 ((1)) 98A, a 70,000 square foot, 100-percent affordable, independent

living facility may be appropriate with alternative, ground-floor non-residential uses. Additional bonus density for the housing beyond the 70,000 square feet is not appropriate.”

**MODIFY FIGURES:**

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Richmond Highway Corridor Area, as amended through 2-23-2021, Figure 38, “Conceptual Plan Beacon/Groveton CBC,” page 110 to change the green square depicting the interim park to grey on the subject property to depict non-park uses.

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Richmond Highway Corridor Area, as amended through 2-23-2021, Figure 40, “Building Form, Massing, And Planned Uses Beacon/Groveton CBC,” page 112, on the View from the east figure, change the color green depicting the interim park on the subject property to grey depicting non-park development.

Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Richmond Highway Corridor Area, as amended through 2-23-2021, Figure 41, “Conceptual Building Heights Beacon/Groveton CBC,” page 114, change the number of stories on the subject property to six stories from the current five stories depicted.

**COMPREHENSIVE LAND USE PLAN MAP**

The Comprehensive Land Use Plan Map will not change.

**COUNTYWIDE TRANSPORTATION PLAN MAP**

The Countywide Transportation Plan Map will not change.

## Attachment I

**Illustrative Concept Plan from Concurrent Rezoning Application RZ 2022-LE-00055  
(as submitted April 27, 2021)**

The inclusion of this graphic is provided as an illustrative concept for potential development on the site but does not suggest a favorable recommendation for the specific design. Elements of this layout may differ from the final design based upon future review of the proposed rezoning application. The proposed building is shown in blue. The existing Beacon of Groveton building is shown as gray.

