

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: Located along the east side of Richmond Highway, north of Dart Drive

PLANNING AREA AND DISTRICT:
Area IV, Mount Vernon Planning District

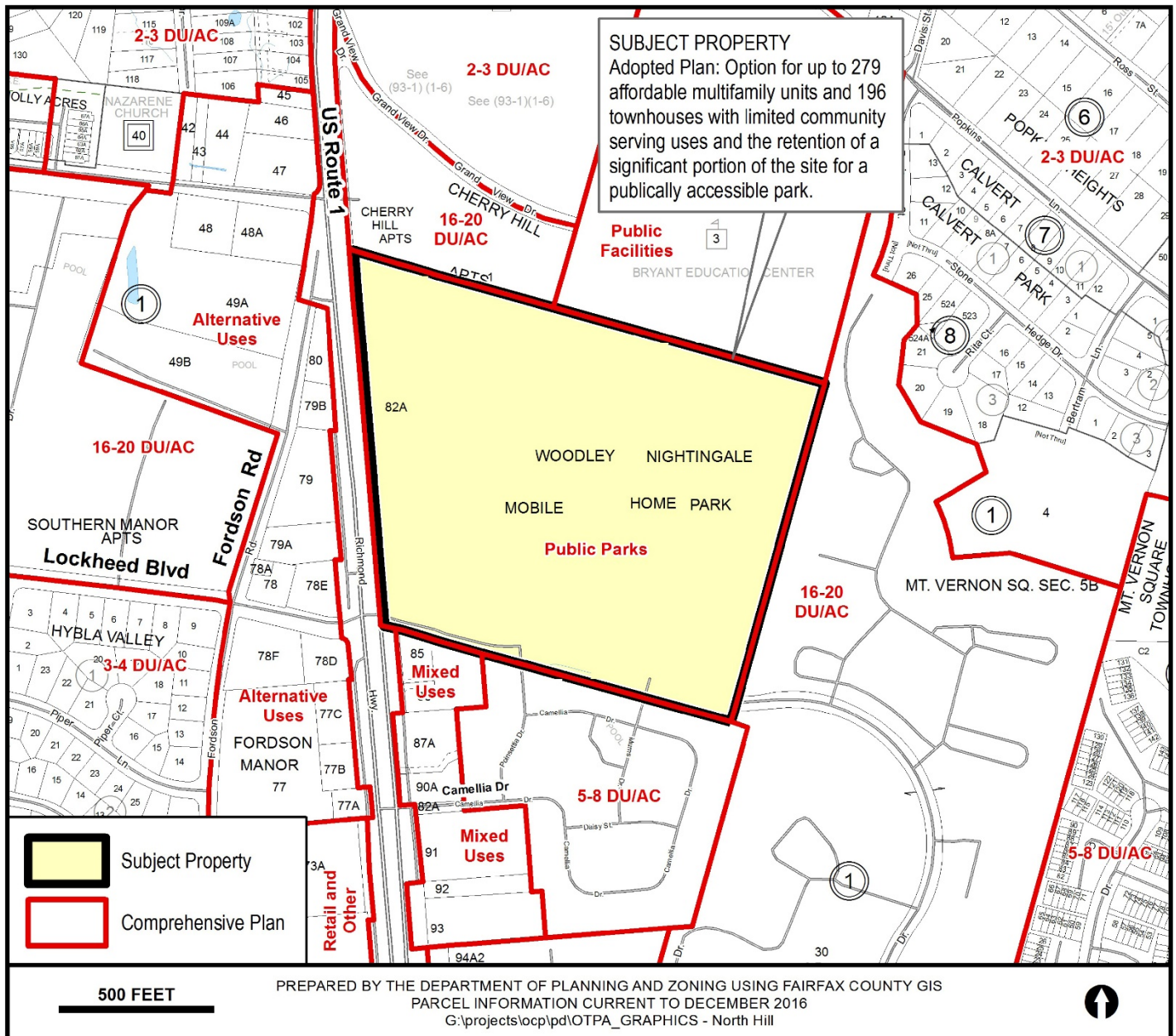
SPECIAL PLANNING AREA: Richmond Highway Corridor, Suburban Neighborhood Areas Between Beacon/Groveton and Hybla Valley/Gum Springs Community Business Centers

PARCEL LOCATION: 92-4 ((1)) 82A (part)

SUPERVISOR DISTRICT: Mount Vernon

ADOPTED: December 6, 2016 **ITEM NO.** PA 2016-IV-MV1

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, Suburban Neighborhood Area between Beacon/Groveton and Hybla Valley/Gum Springs CBCs, as amended through September 20, 2016, page 55:

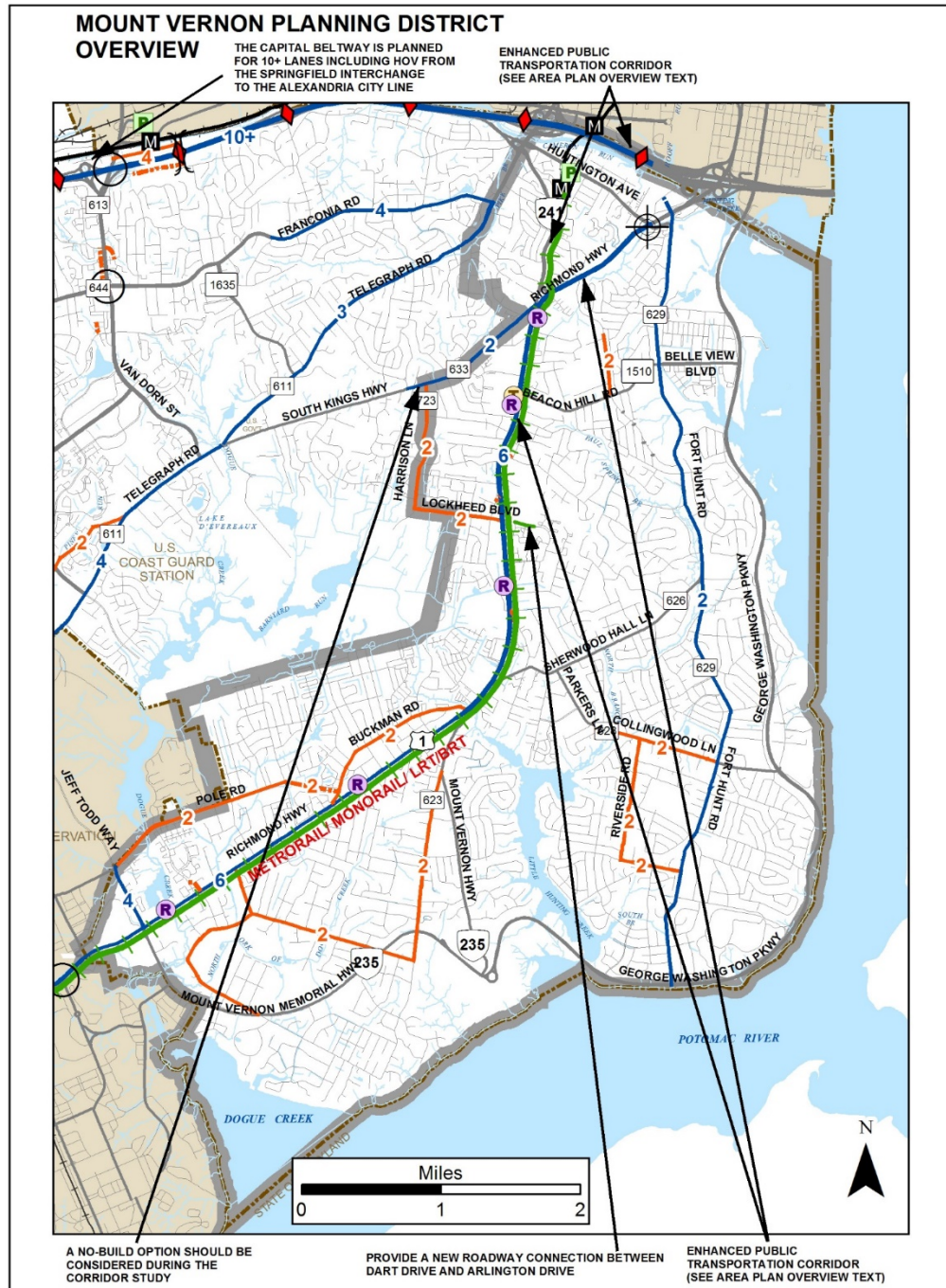
“4. The North Hill, a part of the former Woodley Nightingale Redevelopment Area (approximately 33 acres) located on the eastern side of Richmond Highway north of the Hybla Valley/Gum Springs Community Business Center and the Woodley Hills Estates Mobile Home Park, is planned for public park for passive recreational use. As an option, the site may be appropriate for up to 279 workforce and affordable multifamily units, which may include affordable independent living units, and up to 196 townhomes with limited community serving uses and the retention of a significant, contiguous portion of approximately 11 acres of the site for a publicly accessible park. Any development should be supported by a geotechnical study that shows how slopes and problem soils will be addressed. In addition, the following conditions should be met:

- The residential development should be oriented to Richmond Highway and Dart Drive.
- Buildings facing Richmond Highway should provide pedestrian entrances and direct access to the Richmond Highway frontage to the extent feasible in consideration of site constraints, topography and/or the safety and welfare of residents. If parking structures are planned in the ground floor of buildings, appropriate screening of parking should be achieved in order to avoid adverse impacts to the public realm.
- The walkability and multi-modal connectivity of the redevelopment should be enhanced through the addition of sidewalks, streetscape and bicycle facilities. Adequate right-of-way and streetscape improvements should be provided in line with the design guidance for the corridor, including secondary streets such as Dart Drive. Development should dedicate 89 feet from the centerline of Richmond Highway for planned transportation improvements. The right-of-way dedication along Dart Drive should be extended to the east property line to accommodate a future multimodal connection to Arlington Drive.
- On-site bicycle and pedestrian circulation should be provided and connect to off-site bicycle, pedestrian and transit facilities.

- Several points of physical access should be made to connect the public park with the planned community and the existing surrounding neighborhoods.
- Planned development of the property should include clean-up and restoration efforts focused on the portion of the site to remain as a public park so that it is safe for park visitors.
- Residential development should provide vehicular access and parking to serve the public park and should provide an ADA accessible route from the parking into the park.
- In addition to the public park, one or more well-designed, publicly accessible community gathering areas should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance of the Urban Parks Framework. The southwest corner of the property is well-suited for a civic plaza that would serve as a community gathering space for future residents and those waiting for a bus. Active recreation facilities should be provided onsite to meet the needs of future residents.

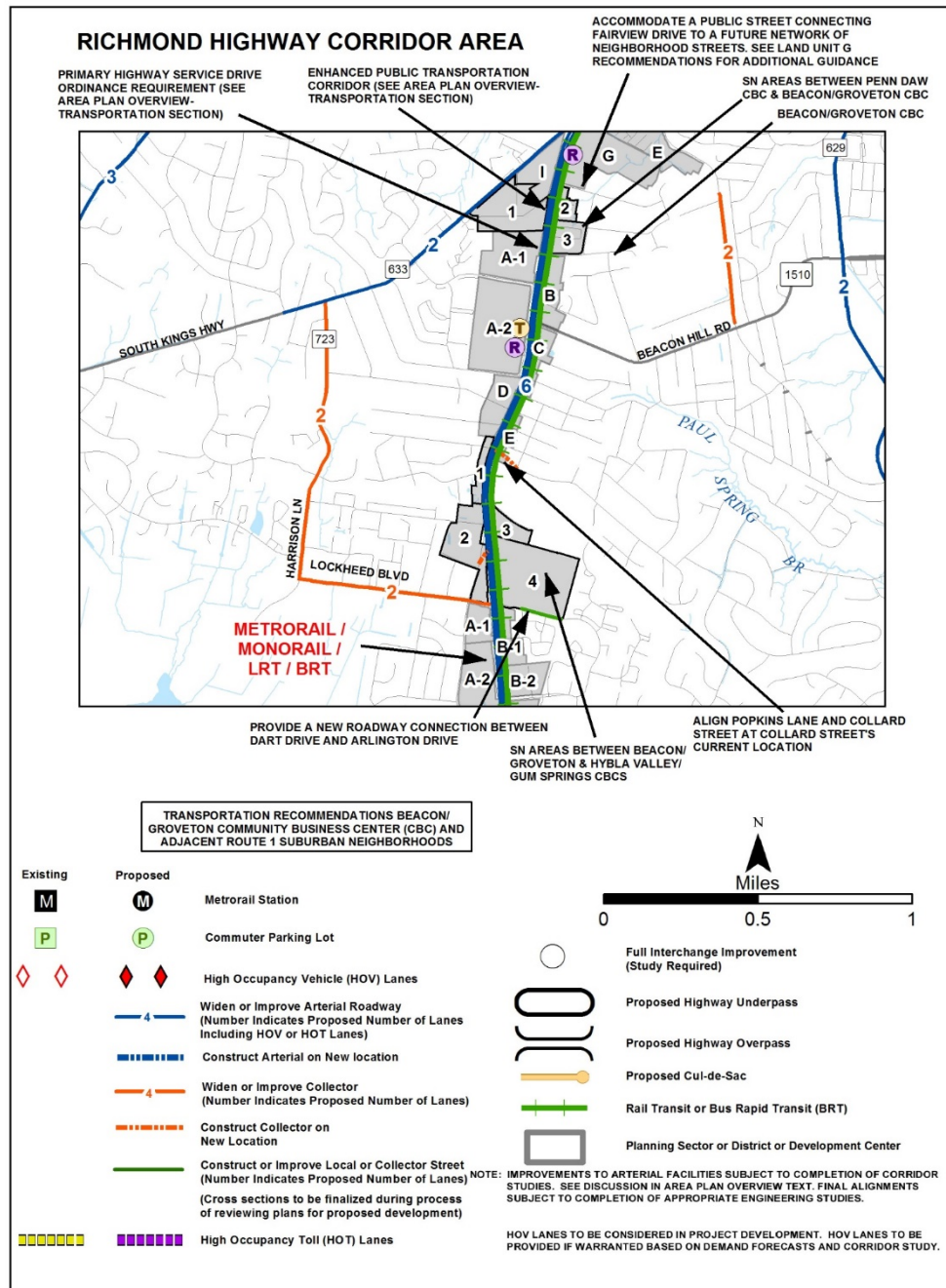
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, Figure 2, "Mount Vernon Planning District, Countywide Transportation Recommendations", page 6, to add a hashed line to show the planned multimodal connection between Dart Dr. and Arlington Dr.:



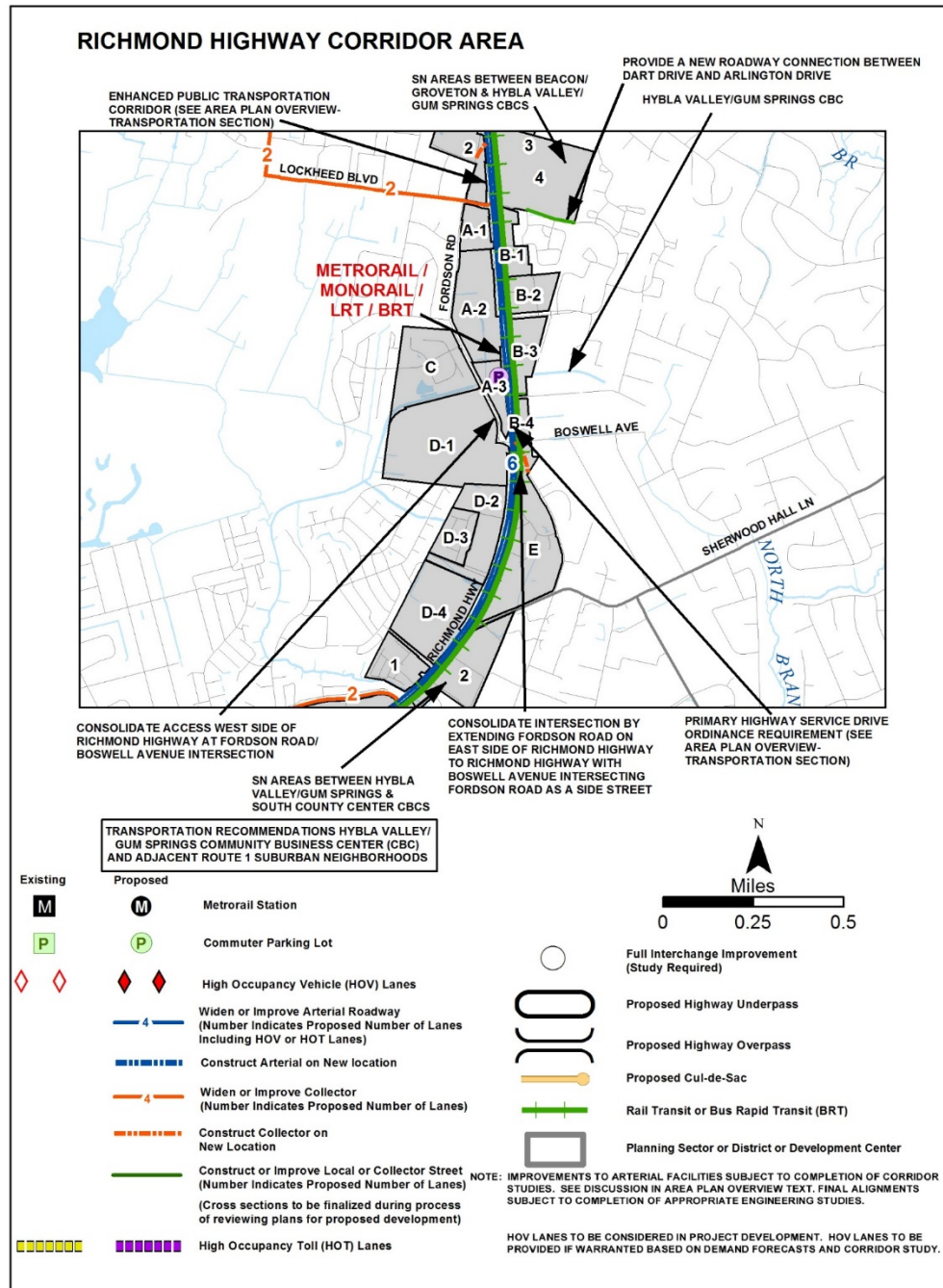
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-18-2016, Richmond Highway Corridor, Figure 14, "Transportation Recommendations, Beacon/Groveton CBC and Adjacent Richmond Highway Suburban Neighborhoods", page 82, to add a note, which reads "Provide a multimodal connection between Dart Drive and Arlington Drive." and arrow:



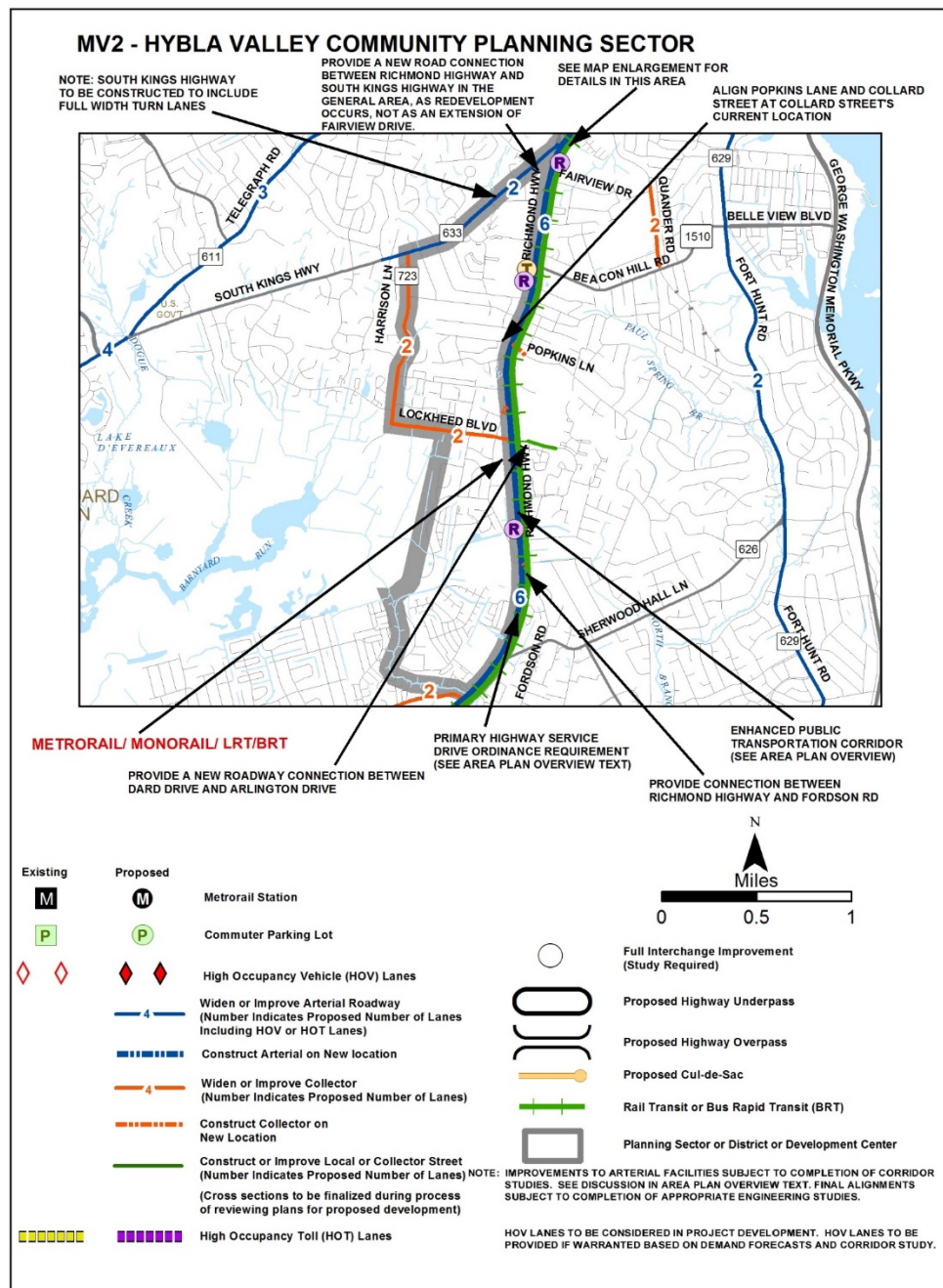
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-18-2016, Richmond Highway Corridor, Figure 16, “Transportation Recommendations, Hybla Valley/Gum Springs CBC and Adjacent Richmond Highway Suburban Neighborhoods”, page 83, to add a note, which reads “Provide a multimodal connection between Dart Drive and Arlington Drive.” and arrow:



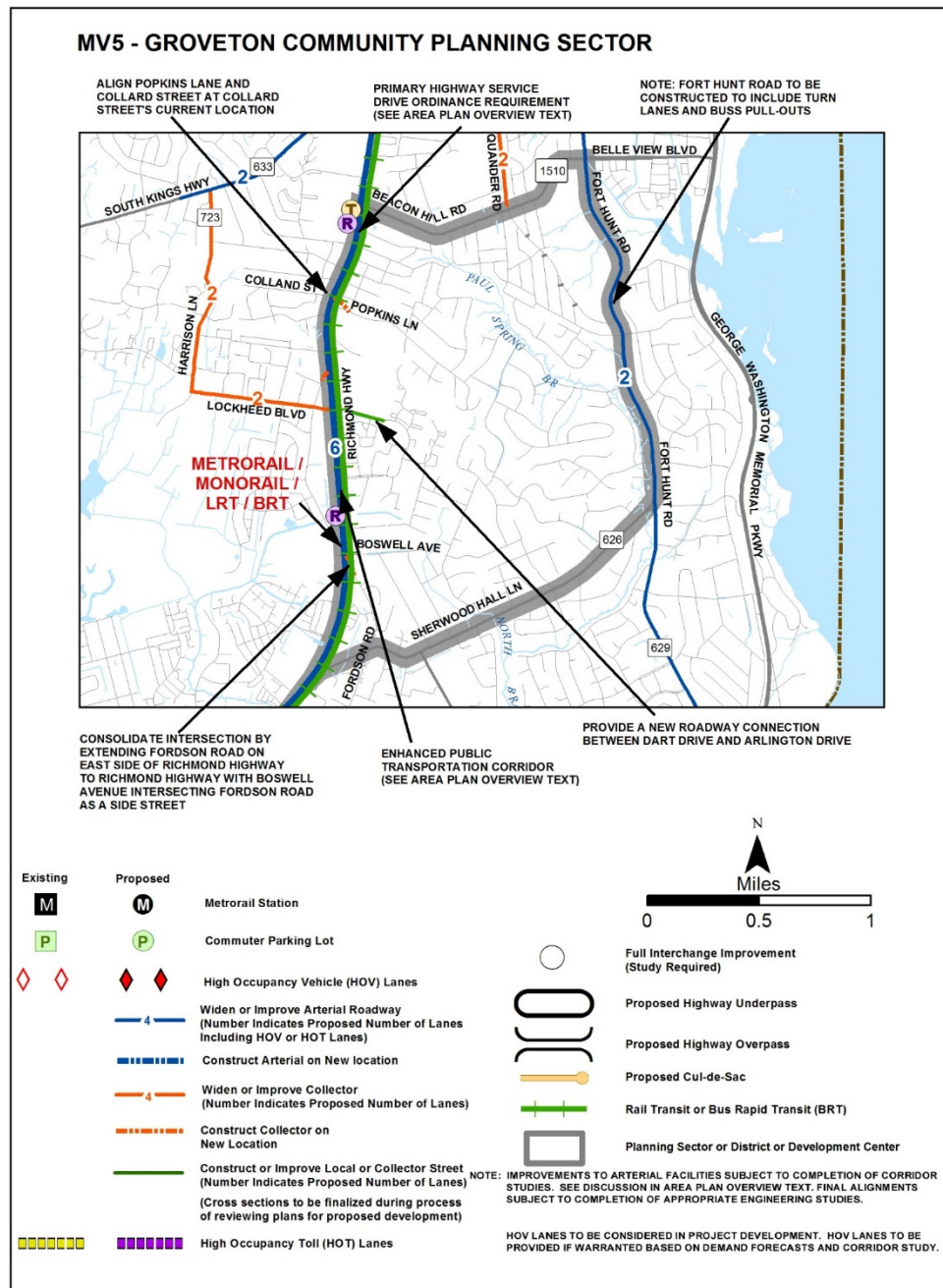
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-18-2016, MV2 Hybla Valley Community Planning Sector, Figure 36, "Transportation Recommendations", page 138, to add a note, which reads "Provide a multimodal connection between Dart Drive and Arlington Drive." and arrow:



**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, amended through 10-20-2015, MV5-Groveton Community Planning Sector, Figure 50, "Transportation Recommendations", page 161, to add a note, which reads "Provide a multimodal connection between Dart Drive and Arlington Drive." and arrow:



COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan map will be modified slightly to adjust the public parks recommendation with the subject property boundary and the residential use for 5-8 du/ac would be removed.

TRANSPORTATION PLAN MAP:

The Transportation Plan map will not change.