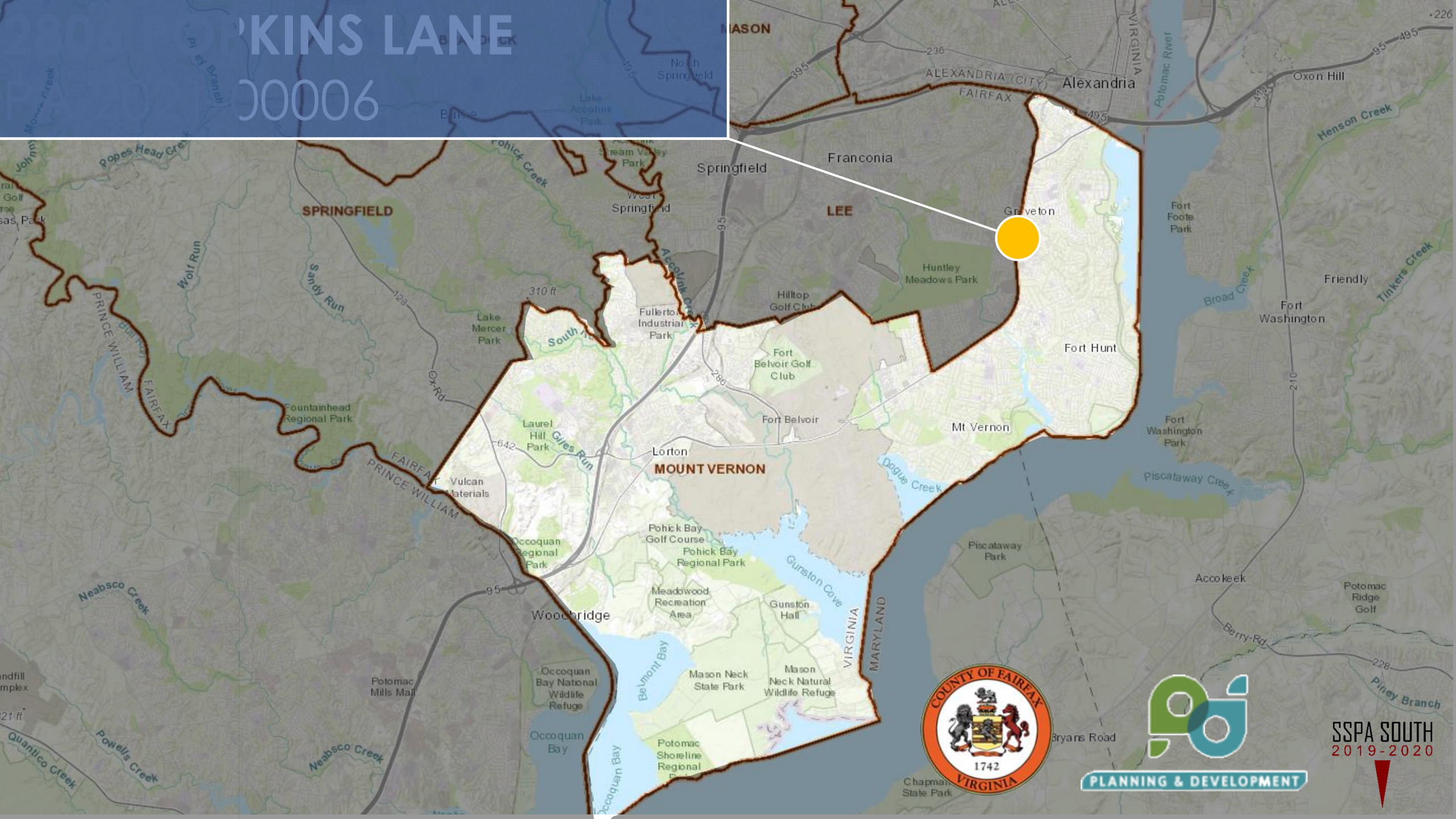


OPKINS LANE 22000



PLANNING & DEVELOPMENT

SSPA SOUTH
2019-2020



2806 Popkins Lane

Current Uses



- 1.3 acres utilized as an existing switching station for Verizon
- 4.2 acres vacant undeveloped land
 - Heavily wooded site - one of the few sites with substantial tree canopy coverage along the Richmond Highway Corridor
 - Tree canopy and woodland area have numerous environmental benefits

2806 Popkins Lane

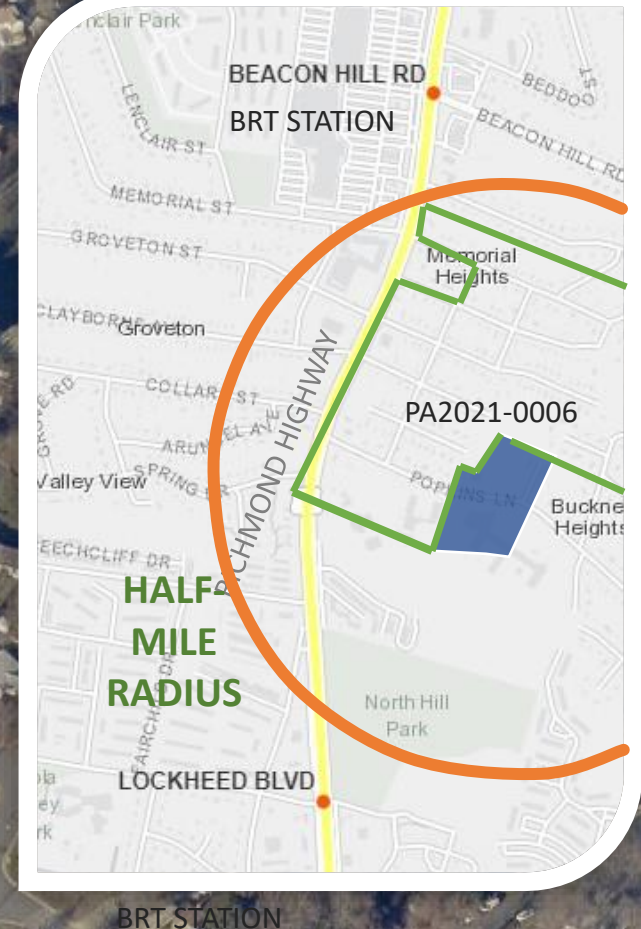
Board Authorization



- Consider plan option for residential uses at 5-8 dwellings units per acre (du/ac)
 - **Development on 4.2 acres would result in 33 townhomes units**
- Consider Workforce Dwelling Units (WDUs)
- Evaluate the localized transportation network to determine site access and transit considerations
- Review of watershed plans

2806 Popkins Lane

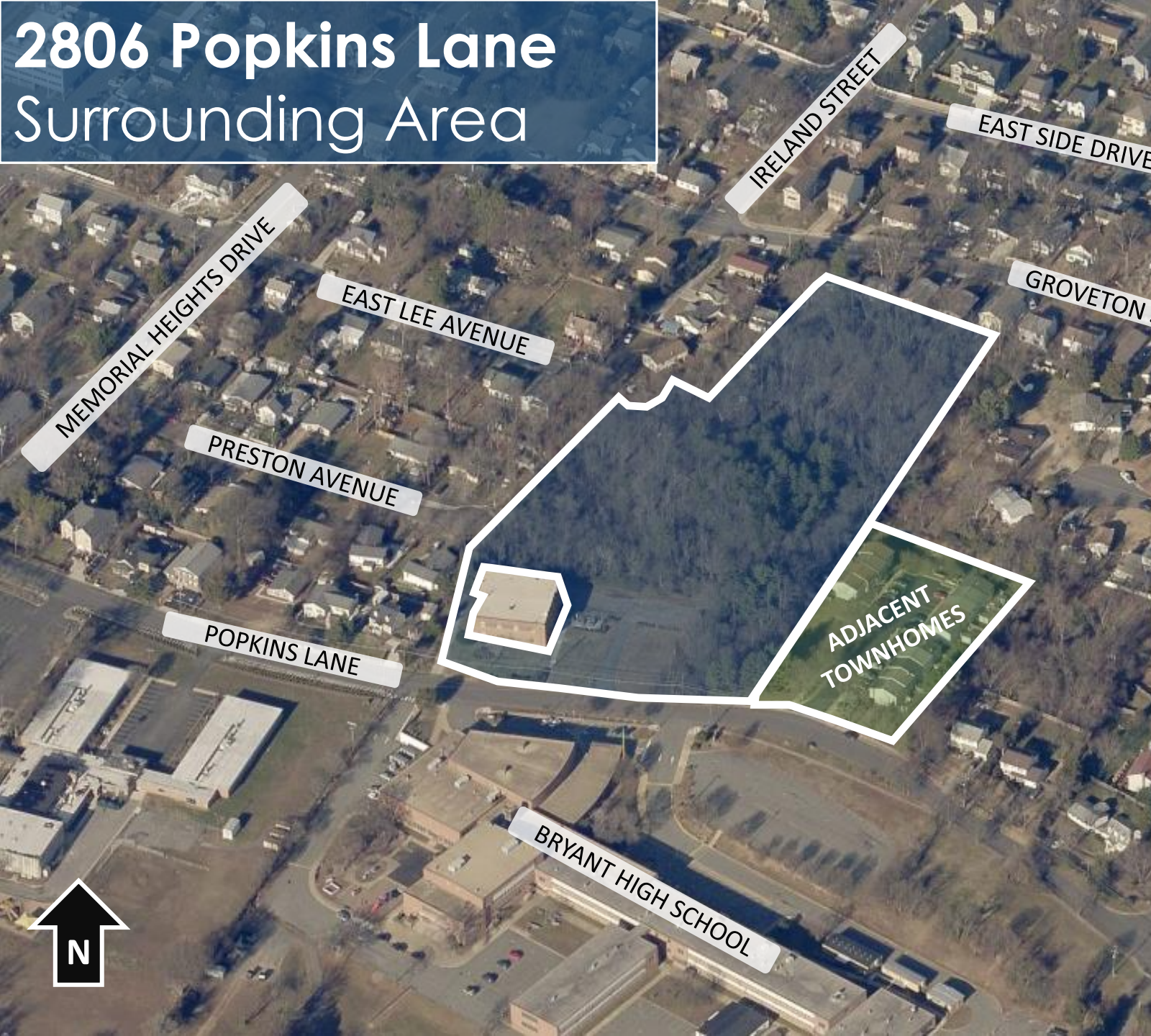
Current Comprehensive Plan and Zoning



- Zoned R-3, and if subdivided, the 4.2 acres could development with up to 12 residential units.
- Base Plan: Plan Map as residential use at 2-3 du/ac; but if considered part of Memorial Heights than would be planned for residential use at 3-4 du/ac;
 - On the 4.2 acres, up to 12-16 residential units under adopted comprehensive plan
- Designated as Suburban Neighborhood on Concept For Future Development
 - Residential neighborhoods planned for little to no change
 - Infill development should be compatible use, type and density

2806 Popkins Lane

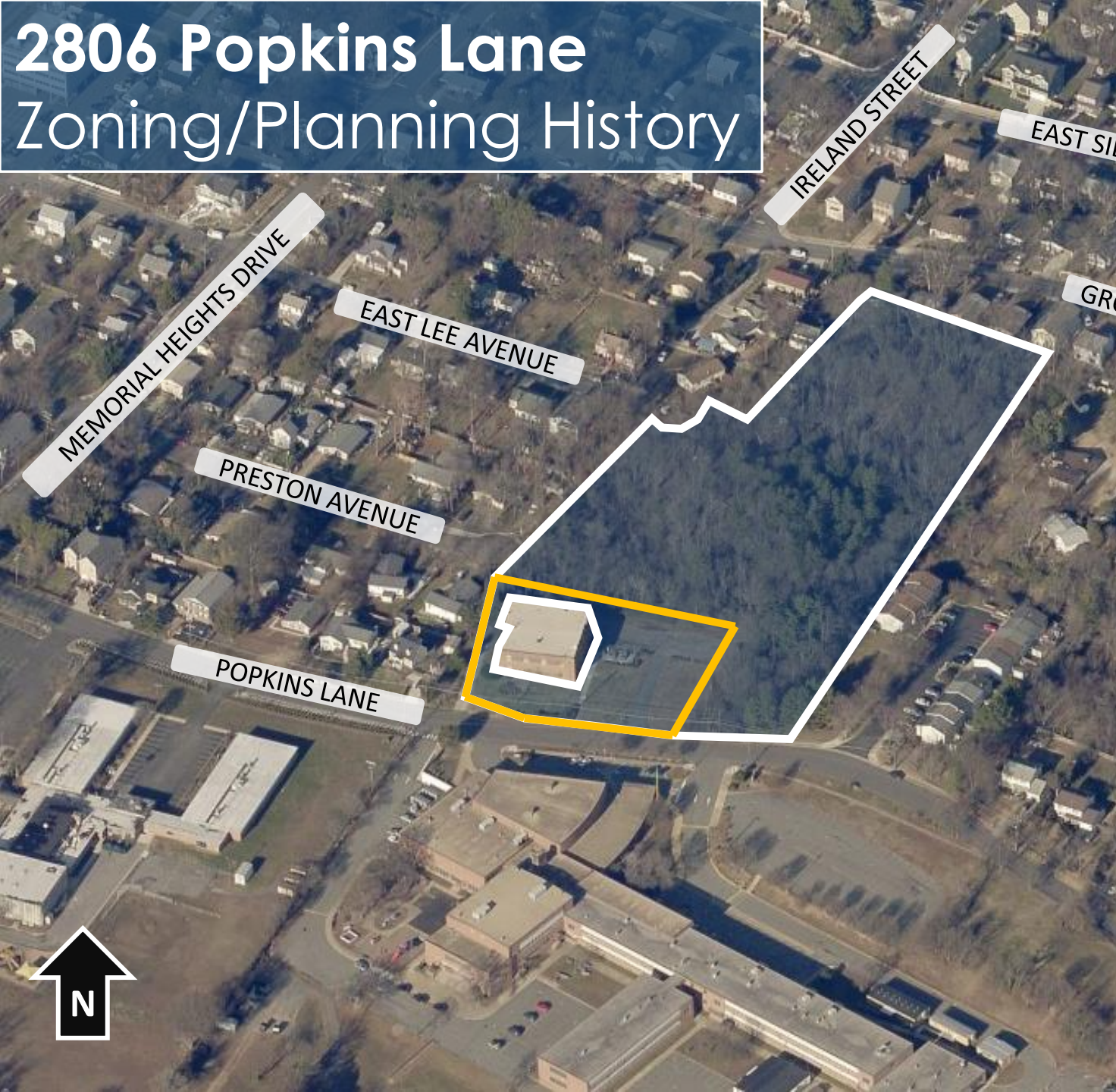
Surrounding Area



- Primarily residential use planned at 2-3 dwelling units per acre (du/ac) and 3-4 du/ac
 - Small parcels (1/4-1/2 ac.)
- Townhomes to the east are developed at 5-8 du/ac and planned at 3-4 du/ac
 - Permitted as entirely affordable at the time of approval. Commitments to affordability have expired.
- Bryant High School immediately south

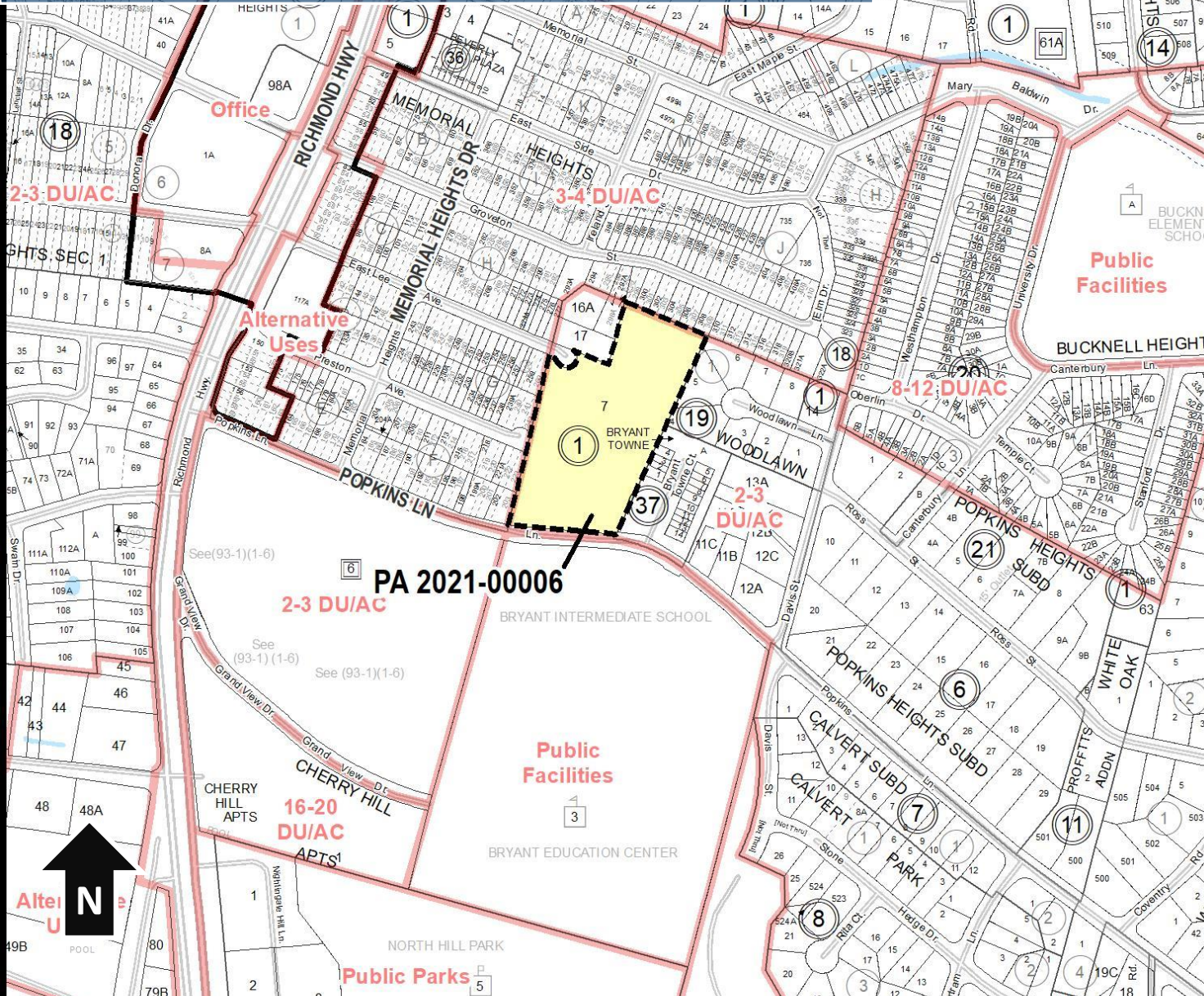
2806 Popkins Lane

Zoning/Planning History



- **Special Exception was approved in 2014**
 - **Verizon facility was reduced in size (1.3 acres) with future plan for potential residential development area (4.2 acres)**
- **Robust landscaping plan**
- **Deviation from tree preservation targets for switching station portion of property**

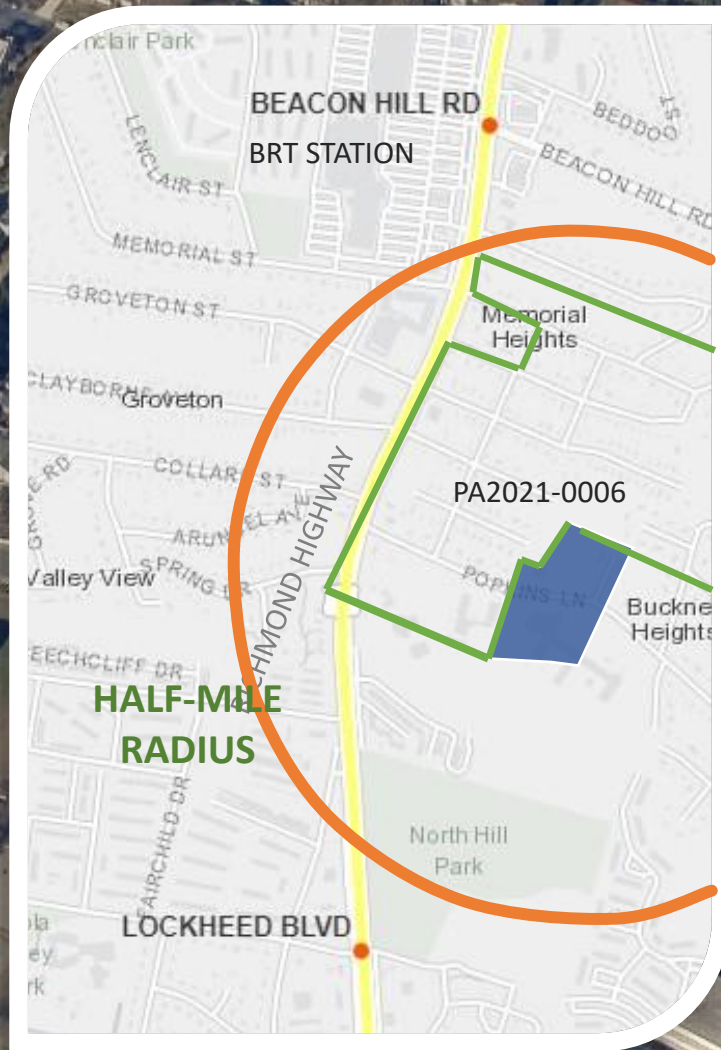
2806 Popkins Lane Land Use Considerations



- Zoned for R3 – could be developed by-right up to 3 du/ac
- Proposed density greater than majority of surrounding area
 - Majority of Memorial Heights neighborhood is at 2-3 and 3-4 DU/AC density. Proposed density is twice to almost three times as dense than current plan and most of surrounding area for Adjacent townhome property is also 5-8 DU/AC – was proffered as 100% affordable at time of approval

2806 Popkins Lane

Land Use Considerations (Continued)



- Subject area is greater than ½ mile from planned BRT stations where the county's Transit-oriented Development policies encourage higher densities to support transit ridership

- **Housing Element of Policy Plan:**
 - **Significant need for housing assistance in the county.**
 - **Higher residential densities can support housing affordability.**
 - **Determining acceptable locations for higher density is necessary as part of a strategy to provide more affordable units.**
 - **Plan emphasizes providing housing affordable at 80% of the AMI and below throughout the county.**
- **The Affordable Dwelling Unit program and Workforce Dwelling Unit policy are tools that secure commitments to affordable housing during the development review process.**

2806 Popkins Lane

Housing Comments

- **Affordable Dwelling Unit (ADU) Ordinance requires:**
 - On-site ADUs only for developments of 50 units or greater
 - No on-site ADUs would be required with the proposed 33 units.
- **Workforce Dwelling Unit (WDU) Policy recommends:**
 - 12% of total for-sale units as WDUs at 80-100-120% of Area Median Income (AMI); or,
 - 8% of total rental units as WDUs at 80% or below AMI .
 - Policy applies to development in activity centers and higher density developments.
- **Absent site-specific guidance, affordable or workforce housing would not be provided on-site.**

2806 Popkins Lane

Environmental Comments

- **Tree Canopy**
 - Unbroken tree canopy is a **unique asset** along the Richmond Highway Corridor
 - Contains many **mature tree** species
 - **Absorbs carbon** emissions
 - Helps **manage stormwater** issues
 - Preservation of part of tree canopy would maintain these environmental benefits
 - **With proposed density increases, tree preservation requirements would be reduced.**
 - 2-3 du/ac: tree preservation targets are 25% of undisturbed tree canopy.
 - 4-5 du/ac: tree preservation targets are 20% of undisturbed tree canopy.
 - 5-8 du/ac: tree preservation targets are 20% of undisturbed tree canopy.
- **Stormwater**
 - **Existing flooding** issues - Neighborhoods built prior to stormwater management requirements
 - Current forested conditions help filter and absorb stormwater
 - **Natural channel conveyance** from app. 6 acres upstream and 3.4 acres on-site
 - **Preservation of existing woodland would benefit stormwater management**
 - Landscape design, such as native planting, also can provide stormwater benefit.
 - Conversion from forested cover to impervious surfaces will require significant stormwater management requirements.

2806 Popkins Lane

Environmental Comments (Continued)

- **Soils**

- Maximum preservation of existing soils and soil remediation practices should be explored

- **Green Building**

- New residential development recommended to pursue formal green building certification under environmental policy plan

- **Parks**

- Minor impacts on facility needs for the area as compared to current plan density
- Provision of on-site recreational amenities and mitigate off-site parks and recreation impact, per county policy

2806 Popkins Lane

Schools Comments

School	Capacity SY 2019-20 / SY 2024-25	Current Membership (9/30/19)	Capacity Utilization SY 2019-20	Projected Membership SY 2024-25	Capacity Utilization SY 2024-25
West Potomac HS	2,229 / 3,000	2,654	119%	2,871	96%
Sandburg MS	1,455	1,516	104%	1,509	104%
Bucknell ES	744	286	38%	331	44%

School Capacity with Plan for 2 – 3 dwelling units per acre.

Adopted Comprehensive Plan

School Level	Adopted Number of Housing Units	Potential Student Yield
High	12	2
Middle	12	1
Elementary	12	3
Total Student Count		6

Source: FCPS, 2015 Countywide Student Yield Ratios, November 2016.

2806 Popkins Lane

Schools Comments (Continued)

- **Schools Proposed Comprehensive Plan**
 - **5 – 8 dwelling units per acre (du/ac)**

Proposed Comprehensive Plan

School Level	Proposed Number of Housing Units	Potential Student Yield
High	33	5
Middle	33	2
Elementary	33	9
Total Student Count		16

Source: FCPS, *2015 Countywide Student Yield Ratios*, November 2016.

- **West Potomac**
- **Sandburg**
- **Bucknell**

2806 Popkins Lane

Transportation Comments



- **Primary vehicular access** is preferred along Popkins Lane
 - Total trips added range from 113 to 180 depending on development density
- **Secondary multimodal access** is preferred along Preston Avenue or East Lee Avenue cul de sacs
- Multimodal access would improve transportation options

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
Current Plan									
Single Family Detached Housing (210)	12	DU	113	2	7	9	8	4	12
Net (Versus Current Plan)			0	0	0	0	0	0	0
Proposed Plan									
Multifamily Housing - Low-Rise (220)	33	DU	180	3	8	11	8	6	14
Net (Versus Current Plan)			67	1	1	2	0	2	2

* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

Nearby Transit

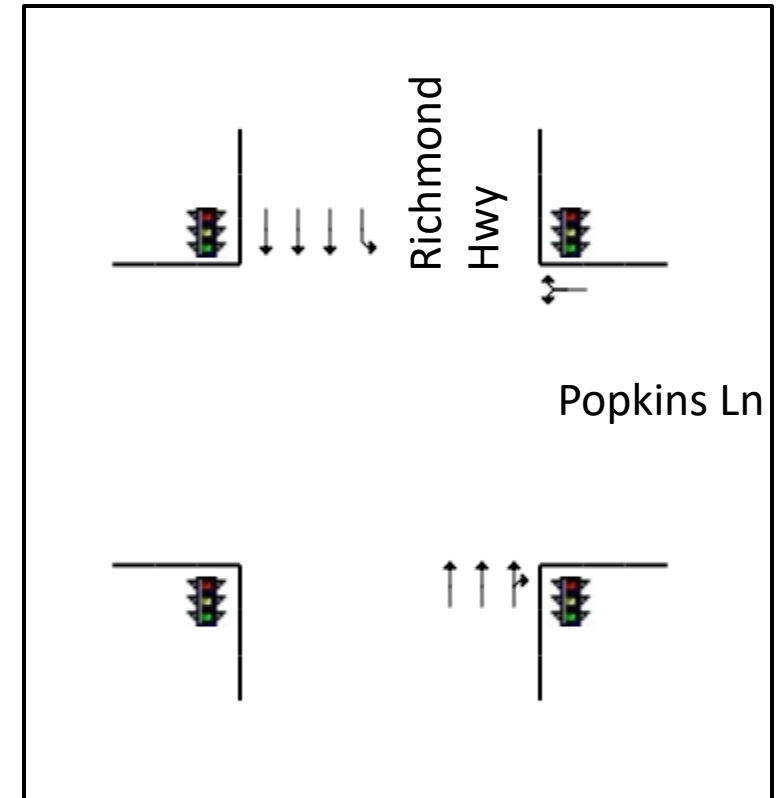


Nearby Sidewalks

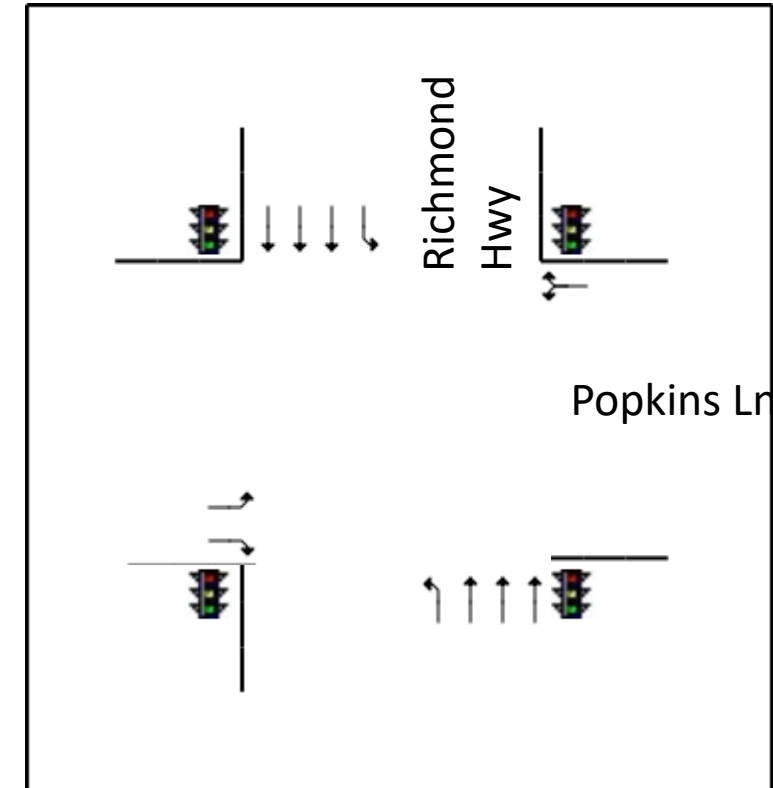
- Partial street grid
- Sidewalks in green, missing links in red
- Long blocks on:
 - Popkins Ln
 - Richmond Hwy



- Popkins Ln-Richmond Hwy intersection
- AM peak: 204 vehicles (7:15-8:15)
- PM peak: 119 vehicles (4:30-5:30)
- Average delay 21 seconds AM, 15 seconds PM (2017)



- Popkins Ln-Richmond Hwy intersection
- AM peak: 396 (+190) vehicles
- PM peak: 212 (+95) vehicles
- Average delay 14 seconds AM, 10 seconds PM (2040 forecast)

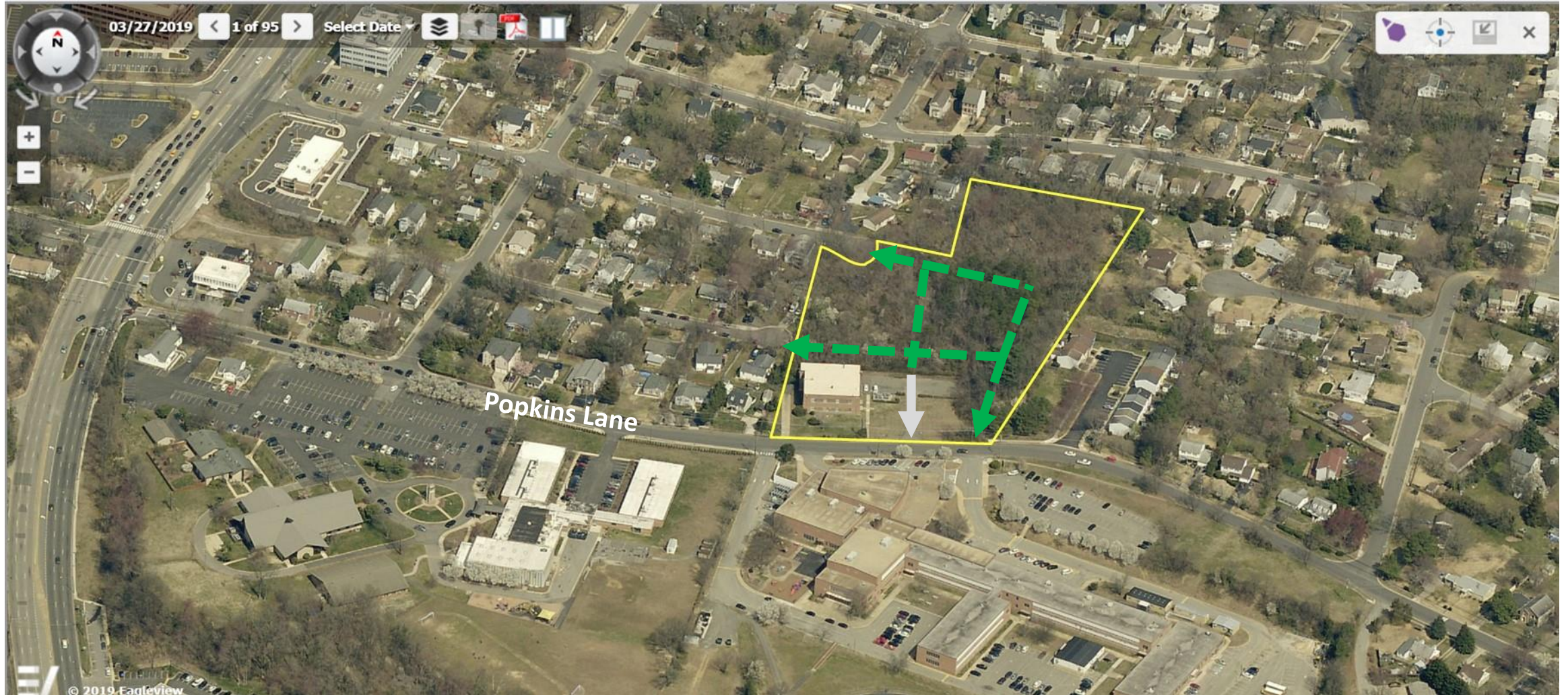


Trip Generation

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
Current Plan									
Single Family Detached Housing (210)	12	DU	113	2	7	9	8	4	12
Net (Versus Current Plan)			0	0	0	0	0	0	0
Proposed Plan									
Townhouses - Multifamily Housing - Low-Rise (221)	33	DU	209	4	13	17	14	8	22
Net (Versus Current Plan)			96	2	6	8	6	4	10
* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.									

- Moderate increase in trips
- Small peak hour increases

Existing/Potential Site Access



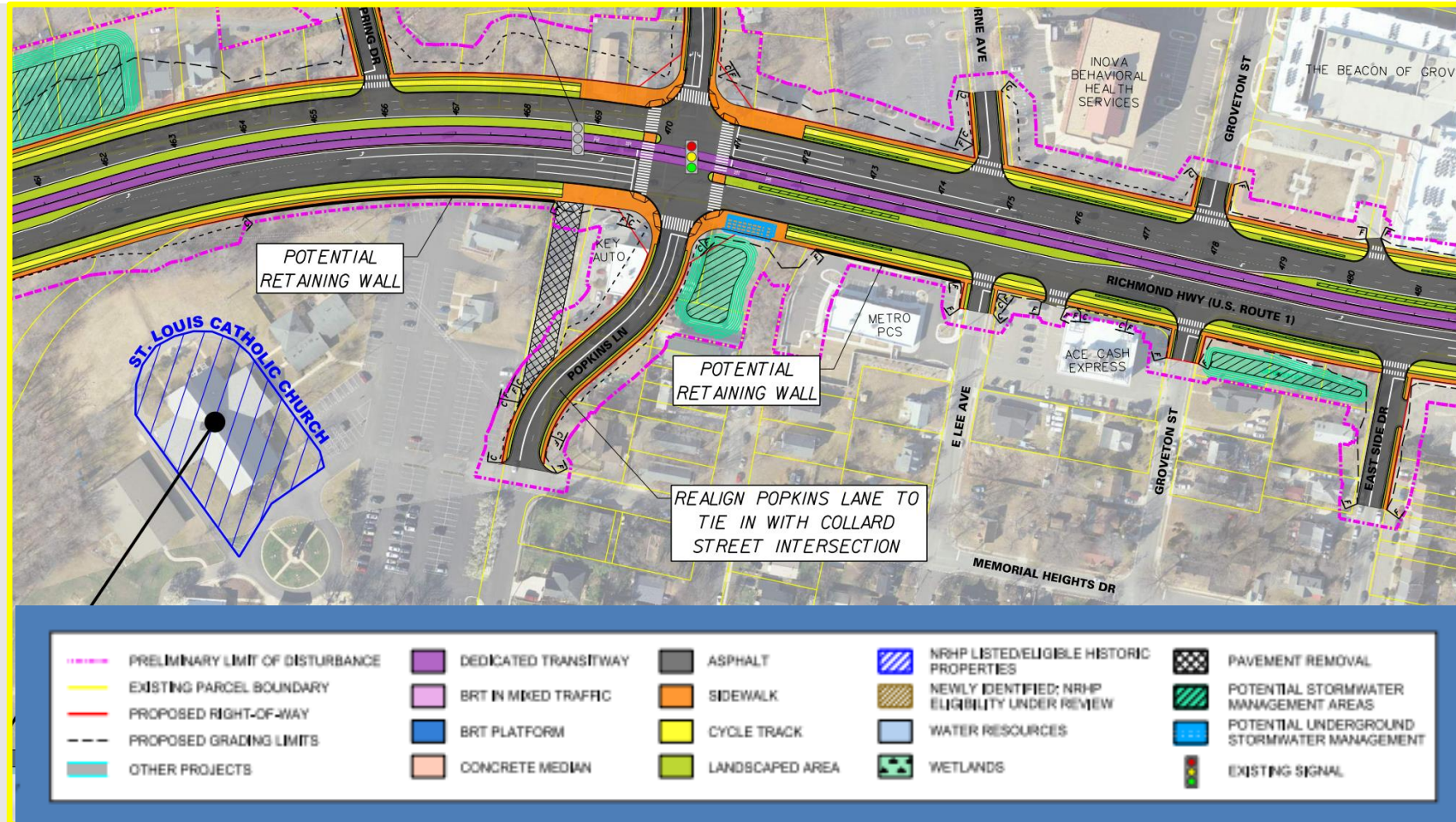
Area Plan Transportation Map

- Align Popkins Lane and Collard Street at Collard St current location
- Bus Rapid Transit (BRT) along Richmond Hwy
- Community Business Center street grids

RICHMOND HIGHWAY CORRIDOR AREA
BEACON/GROVETON COMMUNITY BUSINESS CENTER ((

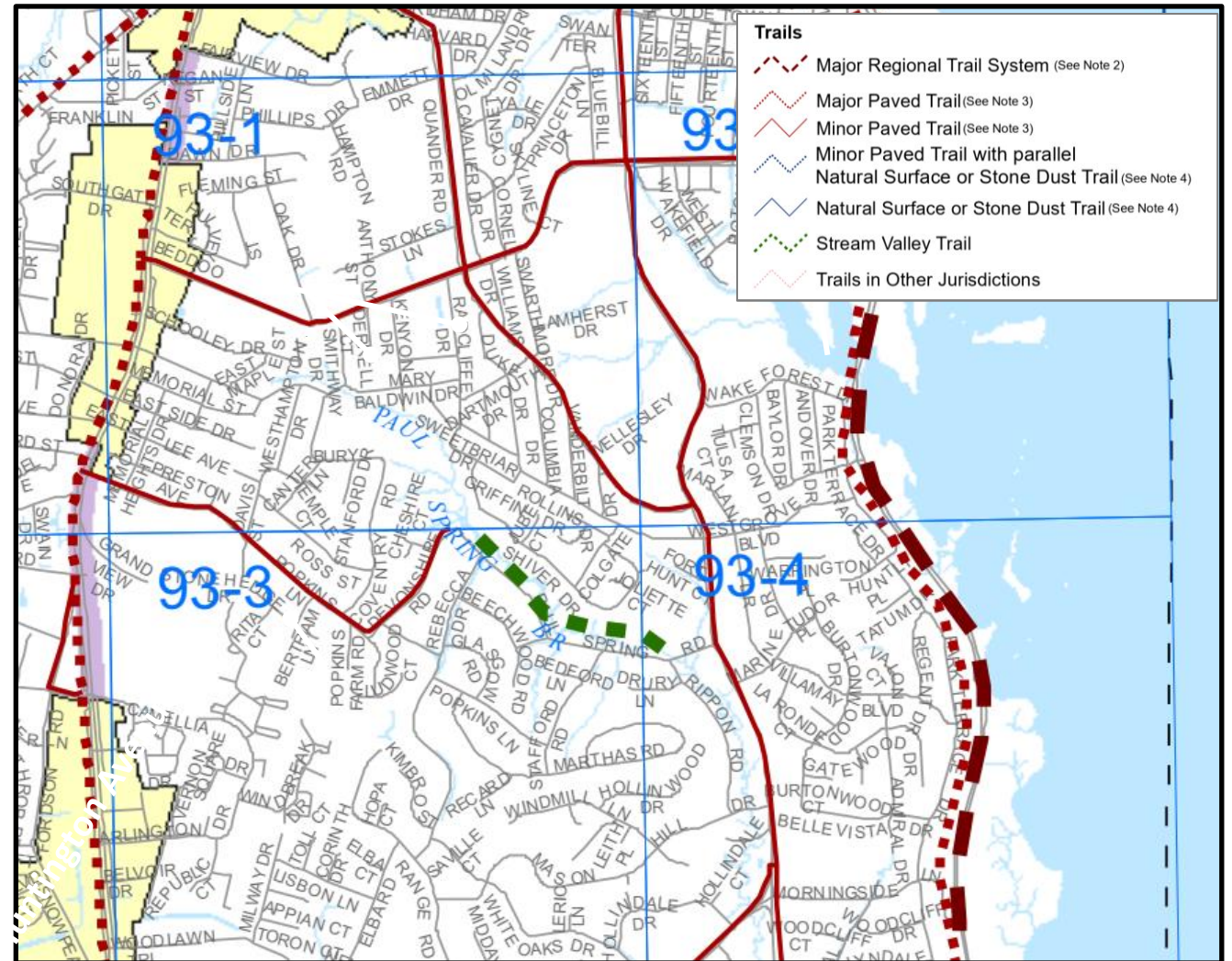


Bus Rapid Transit Project Draft Design



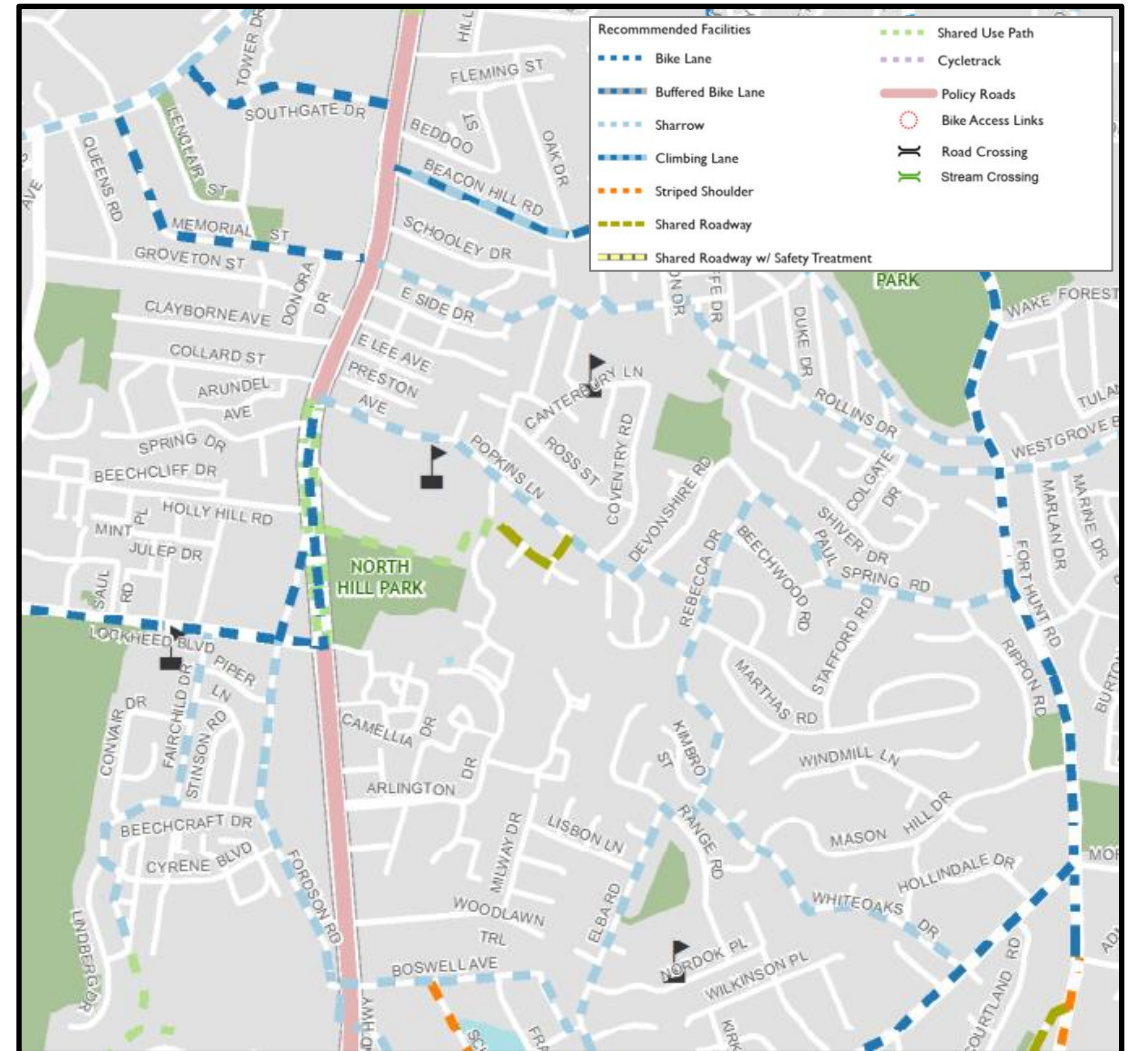
Countywide Trails Plan

- Minor Paved Trail on Popkins Lane
- Concrete or Asphalt
- 4 feet – 7 feet 11 inches



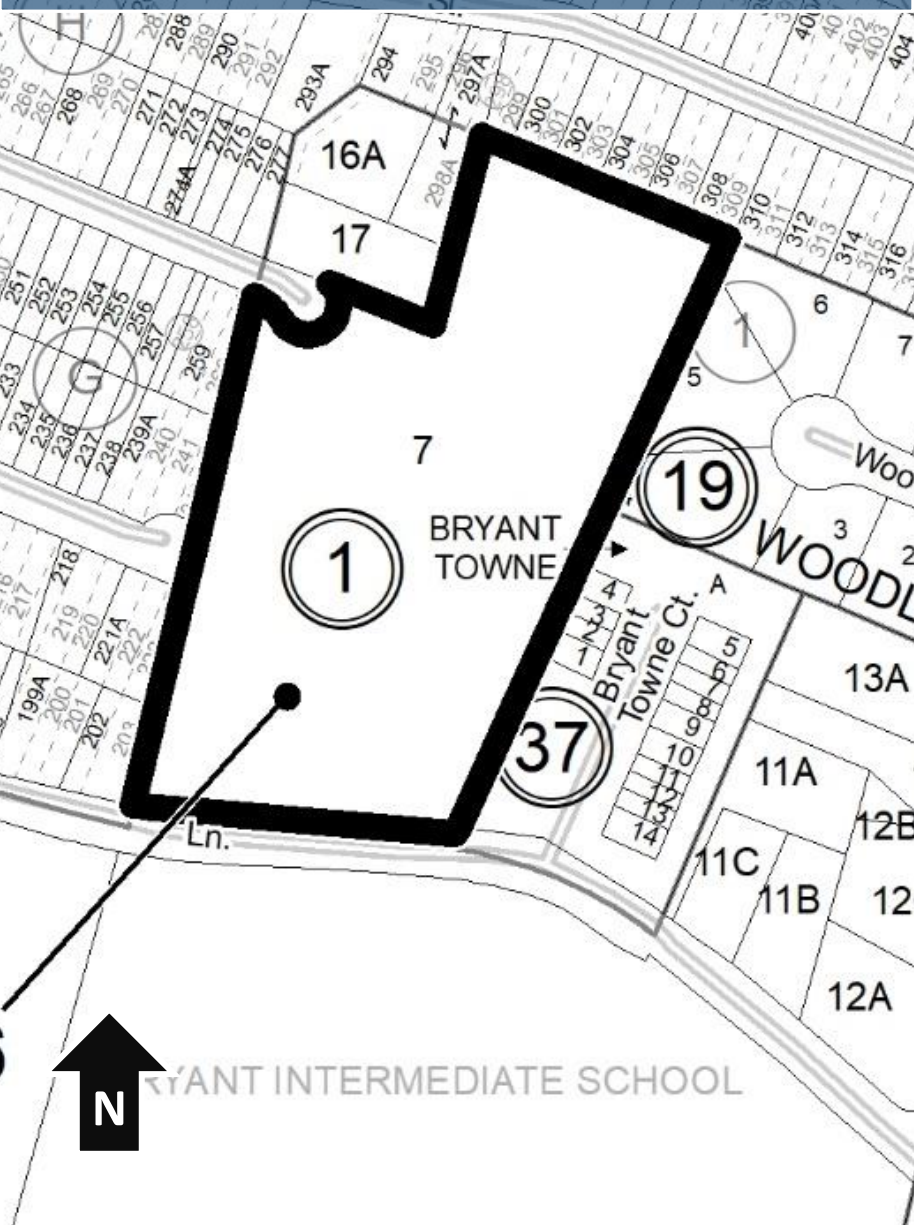
Bicycle Master Plan

- Planned:
 - Sharrows on Popkins Lane
 - Cycle Track on Richmond Highway
- Existing network of Shared Roadways



2806 Popkins Lane

Key Findings



- Proposed density of 5-8 du/ac at least double the planned density of the surrounding area (2-3 du/ac density and 3-4 du/ac)
- County policy sees higher density as a strategy for affordability, application of WDU policy would result in 3-4 workforce units out of 33 units.
- The unbroken tree canopy on the site is rare along the Richmond Highway Corridor and the proposed higher density would reduce provisions for preservation
- Legacy stormwater issues in the area due to neighborhood pre-dating the adoption of County stormwater standards emphasizes need for effective stormwater controls and utilizing all available opportunities for passive mitigation.
- Primary access onto Popkins Lane with secondary access to Memorial Heights would add to local connectivity and not significantly affect the current traffic volumes.

**Questions
Comments?**