

Plan Amendment 2015-IV-MV1 (Embark Richmond Highway) - Comments on Staff Recommendation/Plan Text					
Updated March 15, 2018					
The following table contains public comments on the staff-recommended Plan text received since the PA 2015-IV-MV1 Staff Report publication on November 29, 2017 and staff responses to the comments. Public comments may have been summarized. If staff supports a change to the recommendation in the Staff Report, a note has been made in the Response column.					
Item	Commenter	Topic	Page #	Comment	Response
1	Catherine Ledec	Environment	45	<p>Improve the summary statement: Redevelopment along the Richmond Highway Corridor <b>will</b> provides opportunities for significant environmental improvements especially through the improvement of stormwater management, <b>improved streetscapes, increased opportunities for connected parks, recreation, open natural spaces, and more.</b> This summary statement should be expanded to include other important environmental improvements. This is more than just stormwater management.</p>	No changes to the text are needed. This is an introductory paragraph and the subsequent paragraphs address stormwater management policies, as proposed. Further, the proposed revisions will be expanded in further detail in the Urban Design Guidelines.
2		Environment	45	<p>Stormwater Management <b>Goals: Add to the last sentence in this section</b> Stormwater quantity and quality controls should be optimized for all development projects consistent with the scale of the projects, with a goal of replicating natural hydrologic conditions, <b>increasing stormwater infiltration,</b> and reducing runoff volumes in furtherance of stream protection and/or restoration. Add language for clarity and improvement and to strengthen the concept presented.</p>	No change to the text is needed. It is acknowledged that infiltration is a key component of this Plan guidance (as noted in the “Low Impact Development” paragraph that follows). However, infiltration should be considered a means toward achieving the stated goals of replicating hydrologic conditions and reducing runoff volume. It is not clear that infiltration should be a goal in and of itself. Also, there are other approaches available to support attainment of the goals (e.g., stormwater reuse; vegetated roofs), which are not mentioned, and there may be site-specific conditions that may limit the ability to pursue infiltration techniques in certain cases.
3		Environment	45	<p>Environment: Low Impact Development: add to this: ...vegetated swales, porous pavement, vegetated roofs, <b>landscaped parking structure facades,</b> tree box filters, ... Add language for clarity and improvement and to strengthen the concept presented. Landscaping on the exterior of parking structures reduces the visual impact, and improves environmental conditions by reducing the urban heat island effect. <i>This is being implemented in many cities around the world to reduce the urban heat island effect and reduce visual impacts.</i></p>	No change to the text is needed. Green walls are not always a LID. To be a LID, green walls are generally combined with other stormwater LIDs that are mentioned in this section. Additional guidance on LID will be covered in further detail in the Urban Design Guidelines.
4		Environment	46	<p>Environment: Ecological Spines <b>Creative Opportunities</b> to integrate LID/green stormwater infrastructure management concepts (see below) within Ecological Spines should be explored <b>as a priority.</b> Add language for clarity and improvement and to strengthen the concept presented.</p>	No change to the text is needed. While staff recognizes the importance of these features, priorities will be evaluated on a case-by-case basis.
5		Environment	46	<p>Ecological Spines (continued from the bottom of page 45) At the top of page 46 ...Buildings proposed near restored stream corridors should not be constructed within areas that would be subject to flooding by 100-year storm events. <b>Also they should be tiered lower towards the stream to allow sunlight to reach the restored stream and any buffer area resulting in improved biodiversity and a healthier, lower maintenance ecosystem,</b> and roads in these areas should be designed to have minimal impact. This was discussed at the EMBARK AG meetings and with the staff on several occasions and I do not see this in the plan text. Tiering the buildings down towards the stream banks will allow sunlight to reach the restored streams providing for a healthier lower maintenance ecosystem, improved biodiversity and improved environmental conditions.</p>	No change to the text is needed. The Urban Design, Building Massing and Height section (page 52) addresses the need to avoid shade to adjacent properties, streets, and open spaces. In general, building heights are low in areas adjacent to the Eco Spines, especially relative to the width of the Ecological Spine, as shown on the Hybla Valley and Woodlawn Building Massing and Building Heights maps. They are not tall enough to cause significant shade within stream beds. Further, the Plan refers to the need for tapering in building heights. Staff wants to avoid the term tiering because it may further limit the ability for development to occur. Tapering and variations in building heights will be further refined in the Urban Design Guidelines.
6		Environment	46	<p>Stormwater Design All proposals should incorporate stormwater management measures that further the above stormwater management goals <b>and not only meet but go above and beyond what is required in the ordinances.</b> Add language for clarity and improvement and to strengthen the concept presented.</p>	No change to the text is needed. This statement is an introductory statement to the section on stormwater design. Specific performance targets are outlined in subsequent sections.
7		Environment	46	<p>Stormwater Design: At the end of the first paragraph add the following sentence: <b>Stormwater management ponds will not be placed in or near and will not impinge on or compromise Environment Quality Corridors, Resource Protection Areas, nor Floodplains.</b> This is a recommendation from the MVCCA resolution and is critical to ensure protection of water quality and natural resources. I did not see this referenced anywhere in the Plan text.</p>	No change to the text is needed. There is already guidance within the Environment section of the Policy Plan that generally recommends against stormwater management facilities within EQCs but that identifies the circumstances under which such locations should be considered (see page 16 of the Environment section of the Policy Plan). There is no Policy Plan guidance addressing the location of stormwater management facilities outside, but near, EQCs, and such language should not be supported within Area Plans—this should be a site-by-site consideration. Issues relating to stormwater management facility locations as they relate to Resource Protection Areas and Floodplains are better addressed through existing regulations than policy, although it should be recognized that floodplains are a component of the EQC policy and that there is typically significant overlap between EQC and RPA delineations, so much of what is being recommended is already addressed through Policy Plan guidance.
8		Environment	46	<p>Stormwater Design: ...The use of appropriate native plant materials is encouraged to <b>improve biodiversity</b> and provide habitat benefits while reducing <b>fertilization, the use of pesticides, herbicides and fertilizers,</b> improving the soil, and minimizing maintenance. The use of non-native <b>plants, especially non-native</b> invasive plant materials is discouraged to avoid detrimental impacts to riparian plant communities and water quality, <b>and environmental quality.</b> Add language for clarity and improvement and to strengthen the concept presented.</p>	Staff supports the use of native vegetation, especially within stormwater design situations. This is consistent with the language drafted for the Park Authority's Natural Resource Management Plan. However, there have been situations where non-native, non-invasive species are acceptable because there is no suitable native alternative. Staff proposes the following alternative:  Staff proposes the following alternative text: "...The use of appropriate native plant materials is encouraged to <b>improve biodiversity and</b> provide habitat benefits while reducing <b>fertilization, the use of pesticides, herbicides and fertilizers,</b> improving the soil, and minimizing maintenance. The use of non-native invasive plant materials is discouraged to avoid detrimental impacts to riparian plant communities, <b>and water quality, and environmental quality. Use of non-native, non-invasive species should be limited to stormwater facilities located in built or formal landscapes and when there are no suitable native plant alternatives.</b> "
9		Environment	50	<p>Future Parks, Recreation, and Open Space Needs: ...either through monetary, <b>or</b> “in-kind” contributions, <b>land donation,</b> to serve the corridor Add language for clarity and improvement and to strengthen the concept presented.</p>	No change to the text is needed. An “in-kind” contribution includes land donation.

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10		Environment	50	<p>Future Parks, Recreation, and Open Space Needs 2nd paragraph</p> <p>Diversity among the types of park spaces in the CBCs is encouraged to support a variety of leisure opportunities including places that foster social interaction, <b>and</b> those that provide facilities for sports and recreation activities, <b>and access to nature</b>.</p> <p>Active recreation components need to be balanced with passive recreation including access to nature for improved public health benefits</p>	<p>No change to the text is needed. The proposed change is not necessary because it is already addressed in Guiding Planning Principles (#2, page 40) the Community Business Center Vision Elements (#6, on page 100).</p>
11		Environment	50	<p>Future Parks, Recreation, and Open Space Needs:</p> <p>The need for athletic fields...These approaches may include placement of such facilities on rooftops, over stormwater detention facilities, in utility corridors, indoors, and in other alternative locations. <b>All such facilities will be designed to provide multiple environmental benefits including improved stormwater management, natural biological corridors along their edges, and include native trees for shade improving the recreational experience for participants and non-participants alike.</b></p> <p>Add language for clarity and improvement and to strengthen the concept presented.</p>	<p>Staff proposes the following alternative: The need for athletic fields...These approaches may include placement of such facilities on rooftops, over stormwater detention facilities, in utility corridors, indoors, and in other alternative locations. The use of field lighting and synthetic turf allows for extended scheduling, increasing capacity through more efficient usage of a facility. Field designs that accommodate multiple sports can reduce the amount of land needed and maximize recreational opportunities. <b>When feasible, field design should seek to further environmental goals, for example, by the provision of enhanced stormwater management and establishment of native vegetation for biodiversity and shade.</b> It is preferable that athletic field needs be addressed within development sites; however, construction of new facilities in the vicinity of the corridor may be considered as well. Enhancements to existing facilities at nearby school and park sites that expand capacity provides another means to address increased demand.</p>
12		Environment	50	<p>Future Parks, Recreation, and Open Space Needs:</p> <p>The need for athletic fields...The use of <b>energy efficient, wildlife friendly</b> field lighting and synthetic turf, <b>where appropriate</b>, may allow for extended scheduling, increasing capacity through more efficient usage of the facility,</p> <p>Add language for clarity and improvement and to strengthen the concept presented.</p> <p>The MVCCA's resolution requested no synthetic turf corridor-wide. Recognizing that the FCPA reviews this on a case by case basis...this may or may not be appropriate for use depending on conditions at a site.</p> <p>This language clarifies this.</p>	<p>No change to the text is needed. Regarding lighting, the Environment section of the Policy Plan calls for minimizing light emissions. Although the Green Building Policy in the Policy Plan does not specifically address wildlife habitat, it is one option that can be selected for inclusion in many green building rating systems. The applicant for each development selects the most appropriate priorities for each project given individual site and building constraints.</p>
13		Environment	51	<p>At the top of the page where the paragraph begins with: The Urban Parks Framework... The last sentence in this paragraph.</p> <p>Special focus should be on including elements that foster physical activity, <b>being outdoors, with access (physical or visual) to nature</b>.</p> <p>Improved physical health is a priority.</p> <p>Current social science research has shown that being active is important but being outdoors with access to nature improves one's sense of well-being is also critical to improved public health.</p>	<p>No change to the text is needed. The proposed changes are already addressed in Guiding Planning Principles (#2, page 40) the CBC Vision Elements (#6, on page 100).</p>
14		Environmental Impact of Buildings on Natural Features	52	<p>Building Massing and Height</p> <p>Add a Bullet point after Bullet point #2</p> <p><b>Building heights should tier lower towards restored streams and natural areas to allow sunlight to reach these areas providing for a healthier and lower maintenance ecosystem benefit and increased biodiversity.</b></p> <p>This was discussed numerous times during my public comments at the EMBARK AG meetings, during Public/Community meetings and with FC Staff.</p> <p>If these buildings are not tiered to allow sunlight the ecosystem will be significantly less healthy and require higher level of intervention to maintain in a healthy state. Not doing this will result in the natural area surrounded by a tall building not unlike the unhealthy environmental situation we have with our streams in a pipe.</p> <p>Tiering these buildings will improve environmental conditions and native biodiversity and reduce maintenance needs.</p>	<p>No change to the text is needed. The Urban Design, Building Massing and Height section (page 52) addresses the need to avoid shade to adjacent properties, streets, and open spaces. In general, building heights are low in areas adjacent to the Eco Spines, especially relative to the width of the Ecological Spine, as shown on the Hybla Valley and Woodlawn Building Massing and Building Heights maps. They are not tall enough to cause significant shade within stream beds.</p>
15		Environment	53	<p>Add a Section: Just before Signage and Wayfinding</p> <p><b>Green Building Design</b></p> <p><b>Building architecture should incorporate wildlife friendly elements such as non-mirrored and nonreflective windows and bird-friendly lighting so that buildings are more in harmony with the environment that surrounds them.</b></p> <p>The last 5 Comp Plan and Re-zoning cases that were supported by the MVCCA specifically requested that the developers address the need to prioritize wildlife friendly architecture and building design.</p> <p>(these projects include: Huntington Club, 2560 Huntington Avenue, Riverside Apartments, Novus King's Crossing, North Hill)</p> <p>This is especially critical nearby streams and waterways and other natural areas that attract our wildlife.</p>	<p>No change to the text is needed. Although the Green Building Policy does not specifically address wildlife habitat, it is one option that can be selected for inclusion in many green building rating systems. The applicant for each development selects the most appropriate priorities for each project given individual site and building constraints.</p>

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16			54	Structured Parking: (2nd paragraph) ... Where the facades of parking structures are exposed, architectural detailing, lighting and landscaping (including on the parking structure façade and on the rooftop) should be employed to mitigate negative visual impacts. Add language for clarity and improvement and to strengthen the concept presented.	No change to the text is needed. Rooftop design, including green roofs, is already addressed in multiple sections of the plan. Façade treatment is described in the existing sentence.
17		Environmental Impact of BRT Stations	56	Public Transportation Bus Transit Third Bullet Point Design BRT Stations for the comfort and convenience of the transit rider. Paved, shaded, and covered waiting areas, including amenities such as seating areas, native trees for shade, and lighting, within the public right-of-way at stations should be provided. These stations are in very exposed, hot and sunny areas making it very uncomfortable for patrons. I observe those waiting for the bus waiting in areas where there is shade and running out to the bus stop when the bus arrives. It can be 120 degrees in the hot summer sunshine. We need to create stations that make then useable year-round.	No change to the text is needed. The design of the BRT stations and the amenities for transit riders to be determined in the design phase of the BRT project.
18		Environment	59	Pedestrian and Bicycle Facilities: The pedestrian and bicycle networks ... (add this sentence to the end of this paragraph) Native shade trees should be planted for shade increasing useability of pedestrian and bicycle networks year-round. This was noted in the MVCCA resolution. Planting of shade trees is critical to making the pedestrian and bicycle networks shaded so that they can be used year-round.	No change to the text is needed. The use of trees, shrubs, perennials and grasses that are native to the middle Atlantic region are the most beneficial and should be given preference over non-natives. However, planting trees along a right-of-way is far different than the habitat that most tree species naturally occur within, which is why staff does not feel it is appropriate to eliminate the use of appropriate species that are not native as well.  There are a number of references to encouraging the use of native plants ranging from the broad use of the term in the Guiding Planning Principles to details related to stormwater design, streetscapes, and details in the Eco Spines. It does not seem necessary to write native species everywhere planting is discussed in the plan. A blanket statement should not be made that gives preference to species native to Virginia or the middle Atlantic region - See page 38
19		Environment	60	Pedestrian and Bicycle Facilities: continued from page 59 to 60 The following recommendation (s) apply: Add the following bullet: All multi-use trails and sidewalks should be planted with native trees to provide shade and encourage year-round use. This is in the MVCCA resolution. I don't see the language inserted into the Plan Amendment.	No change to the text is needed. There may be locations where trails should not be shaded such as between buildings. Streetscape guidance, including the location of trees, is sufficiently covered in the Plan.
20		Environment Streetscapes	65	General Streetscape Recommendations: Attractive streetscapes create a well-designed softened edge to a roadway that contribute to an area's identify and provide a safe, high-quality pedestrian experience while at the same time improving environmental conditions. Add language for clarity and improvement	No change to the text is needed. This is already addressed in another area of the plan.
21		Environment Streetscapes	66	General Streetscape Recommendations: (continued from page 65 onto page 66) Streetscapes should visually and physically link the entire length of the corridor, and should be attractive environments for browsing, commerce and casual interaction, particularly within the CBCs. Throughout the Plan Amendment the goal is that each CBC will have its own unique character including its own possibly unique architectural design and streetscape is part of this identity. Proposing that the streetscape physically link the entire length of the corridor is not realistic since we have the suburban neighborhood areas in between that will not conform to this.	No change to the text is needed. Staff disagree with the reasoning. The language does not speak to the character of the areas. It encourages urban design features that create a more visually cohesive corridor, not homogenous.
22		Environment Streetscapes	66	Definition of Streetscape Zones: ...the sidewalk is reserved for pedestrian movement and should not contain any street furniture, outdoor dining, utility boxes, signage or other amenities. Add language for clarity and improvement and to strengthen the concept presented.	No change to the text is needed. The proper locations of utilities are referenced in the Underground Utilities section of the plan.

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23		Environment Streetscapes	67	<p>Planting in the Streetscape</p> <p>Street trees should be planted in an environment that promotes healthy root growth and should be evenly spaced, <del>at 25 to 35 feet on-center, whenever possible as appropriate, to provide space for the species planted at maturity.</del></p> <p>Specifying even spacing and the detail of 25-35 feet on center would work if you are planting the same tree along the entire streetscape.</p> <p>Improving environmental conditions includes improving diversity of native tree species planted.</p> <p>Each species has different spacing requirements for its size at maturity and the need to accommodate this requires that the specificity be removed.</p> <p>We do not want a row of all the same tree. That makes it too uniform and prescribed. We want diversity of species to improve environmental conditions and increase biodiversity.</p>	No change to the text is needed. By removing this there may be unintended consequences to have trees spaced farther apart.
24		Environment Streetscapes	67	<p>Planting in the Streetscape: Only those varieties of plant materials that require little maintenance, <del>are resistant to disease are species native to Virginia, and are adapted to for the extreme challenging</del> urban conditions should be used. Selecting only species that are resistant to disease is very problematic. This phrase should be removed. This rules out many native plants that are proven to do well in an urban setting yet may not specifically be described as "disease resistant." Native plants to Virginia are adapted to local conditions thus require less maintenance and have evolved to co-exist with local diseases and native insects.</p> <p>Extreme conditions has a very negative meaning.</p> <p>Please use the word "challenging" instead.</p>	No change to the text is needed. Resistance to disease is important and should not be removed from this document.
25		Environment Streetscapes	67	<p>Planting in the Streetscape</p> <p>Design should focus, <del>as a priority,</del> on providing plant species native to Virginia arranged to mimic natural vegetative communities wherever practicable. <del>Nonnative, invasive trees and plants should be avoided.</del></p> <p>Strengthen this language</p> <p>This will improve environmental conditions, is low maintenance and will increase biodiversity resulting in an improved public health impact.</p>	No change to the text is needed. Staff does not see a problem with the language as it is stated in later in the paragraph: "Design should focus on providing plant species native to Virginia arranged to mimic natural vegetative communities wherever practicable." We want designers to give preference to providing native plants.
26		Environment Streetscapes	67	<p>Planting in the Streetscape</p> <p>Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both a roof-friendly design, <del>improved stormwater infiltration,</del> and pedestrian walkability across the streetscape.</p> <p>Add language</p> <p>The goal of improving stormwater management is to absorb it as close to the source of runoff as possible.</p>	No change to the text is needed. This section talks about plantings in relation to the health of the trees and the public realm, and is not related to the stormwater management. Stormwater management methods, i.e., infiltration, are sufficiently covered in the Stormwater Management section.
27		Environment Streetscapes	67	<p>Sidewalk and Streetscape Materials:</p> <p>...Pavers, concrete scoring techniques, stone, <del>pervious pavers</del> and tiles should be used as a complement to concrete sidewalks <del>and to improve stormwater infiltration at the source.</del></p> <p>An important goal is to improve stormwater management. This should include installing hardscape materials that provide for stormwater infiltration.</p>	No change to the text is needed. This section talks about using a variety of materials for the streetscape that complement the architectural design of the buildings and is not related to stormwater management. The proposed change to specify pervious pavers is not necessary because of the overall policy about limiting impervious surfaces in the Policy Plan or appropriate as the section relates to design, rather than materials.
28		Environment Street Furniture	68	<p>Street Furniture and Other elements:</p> <p>Street furniture selections for items such as benches, wayfinding signs, trash <del>and recycling receptacles</del> ...Fixed elements, such as light poles <del>and signage</del> should be aligned within the landscape panel to minimize the disruption of pedestrian flow.</p> <p>Missed: recycle bins. Needed in the CBCs</p>	No change to the text is needed. It is implied and will be addressed in the urban design guidelines
29		Environment Streetscapes	68	<p>Design Alternatives</p> <p>...Where flexibility is granted, the streetscape should include, at a minimum, acceptable sidewalk widths and an acceptable amount of street trees <del>and space to accommodate such trees at maturity</del> between the roadway and the sidewalk. Additional consideration should be given to opportunities for <del>stormwater infiltration (rain gardens)</del> to convey runoff overland in natural channels, including ...</p> <p>Add language for clarity and improvement and to strengthen the concept presented.</p>	No change to the text is needed. The first recommended edit is implied. See comment #2 for response to the second recommended edit.
30		Environment ADA Reference	68	<p>Street Types and Design:</p> <p>....Although typical street cross-sections are recommended, final street designs may include some variations in the curb-to-curb width, sidewalk width, or building setback to reflect the changing context of the streets along Richmond Highway and within the CBCs <del>however ADA requirements will be met or exceeded in all designs.</del></p> <p>Add language for clarity and improvement, important concept added.</p>	No change to the text is needed. This is already addressed in another area of the plan.

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31		Environment	68	<p>Transit Boulevard: The concept for the Richmond Highway Transit Boulevard features dedicated transit lanes with adjacent refuge space for pedestrians at stations, a bike facility separated from vehicular traffic, landscape panels with <b>evenly</b> spaced street trees, sidewalks on both sides of the boulevard, <b>and a landscaped buffer area wherever space allows.</b></p> <p>The reference to “evenly” spaced street trees should be changed throughout the document to “appropriately” spaced to accommodate the different species of street tree that will be planted and their varied needs at maturity for spacing. Evenly spaced trees implies a row of the same tree. This does not contribute to improved environmental conditions, improved biodiversity leading to improved public health benefits. Recommend use the word “appropriately” instead of “evenly”. This will take into consideration the needs for different spacing for different species of trees.</p>	No change to the text is needed. Per the recommendations, two landscape panels are already proposed on this streetscape. The Plan should achieve evenly spaced trees and consistent streetscapes to achieve urban design goals.
32		Environment at BRT	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Bullet: Bus Rapid Transit Lane</p> <p>Prior to the operation of BRT, the median should be planted with <b>grass or other appropriate low-growing native shrubs, grasses or other vegetation.</b> Turf grass is high maintenance – who is going to mow the grass and how often, this is costly. Following the plantings seen along Richmond highway at Potomac Yard where their BRT is already running this should be planted with <b>appropriate low-growing native shrubs, grasses and other vegetation.</b></p>	No change to the text is needed. The median for the BRT system north of Napper Road, may likely be in a constant state of construction. Though the design and construction of the BRT system has not yet begun, the use of grass or other vegetation is appropriate.
33		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Bullet: Landscape Panel</p> <p><b>Replace the word evenly with appropriately.</b> This change is recommended for all references to “landscape panel” that are repeated throughout the document.</p>	No OCR Response: we want evenly spaced street trees to achieve urban design goals
34		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Bullet: Cycle Track</p> <p>The cycle track may be <b>at the</b> constructed at the grade of the roadway or raised to the level of the sidewalk, <b>safe access to and from this facility should be a priority.</b> This change is recommended for all references to “Cycle Track” that are repeated throughout the document.</p>	<b>Yes, delete “at the” as part of the editorial changes.</b>  No change for the second recommended edit is needed. The County constructs bicycle facilities that are safe and per County standards and best practices. All facilities/access points must be designed to be safe.
35		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Add a bullet: <b>Rain gardens with natural overflow channels and appropriate native plantings should be considered to improve stormwater infiltration and reduce runoff.</b> Strengthen language to support further improving of environmental conditions This should be added to each cross-section dimension for each road type.</p>	No change to the text is needed. This will be addressed in the Urban Design Guidelines
36		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Bullet: Utility Strip</p> <p>A 2-foot utility strip on both sides of the street. <b>This should be planted with low growing native shrubs or native ground covers.</b> This change is recommended for all references to “Cycle Track” that are repeated throughout the document.</p>	No change to the text is needed. Any vegetation in the utility strip would need to meet VDOT landscaping standards.  Staff does not feel planting shrubs in the 2 foot strip between the sidewalk and the backside of the curb is wise, because they will be damaged or destroyed by snow removal operations. Staff believes providing primarily native perennials would be appropriate.
37		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Sidewalk: A 6-foot sidewalk on both sides of the street. A 1-foot VDOT maintenance buffer behind the sidewalk should be included in the right-of-way <b>and should be planted with low-growing native shrubs or native groundcover.</b> This change is recommended for all references to “Sidewalk” that are repeated throughout the document and will improve environmental conditions. This area should not be planted with high maintenance turf grass. An alternative should be specified or turf grass will be planted, and this would be costly to maintain and not preferred.</p>	No change to the text is needed. This level of detail is generally not included in the Comprehensive Plan. It may be appropriate to include within the upcoming Richmond Highway Corridor Urban Design Guidelines which will provide more information on how to plan, design, and implement the ecological spines. Generally the maintenance buffer will be consistent with the Building Zone treatment or will be determined by VDOT.
38		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Planting Zone.</p> <p>An 8-foot wide planting zone on both sides of the street to accommodate a row of <b>native</b> street trees and <b>native</b> understory landscaping Any reference to trees, landscaping should include the adjective native. This change should be implemented throughout the Plan amendment document for Planting Zones.</p>	See response to #18 and #24
39		Environment	69	<p>Richmond Highway, north of Napper Road crosssection dimensions: Building Zone:</p> <p>An 8-18 foot wide multi-use zone to accommodate Commercial and residential entrances, space for seating and window browsing or additional native landscaping to include shade trees where possible. Any reference to trees, shrubs or landscaping should include the adjective native. This change should be implemented throughout the Plan amendment document for Building Zones.</p>	See response to #18 and #24

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40		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Landscape Panel, Inner Structural cells, <b>or other landscaping industry accepted planting options</b> may be required for sufficient root space to support the long term health of street trees. <b>Smaller native street trees (20 feet max height) and native shrubs should be planted where conditions allow. Raingardens with appropriate native plantings should also be considered.</b> This change should be implemented throughout the Plan amendment document.	See response to #18 and #24
41		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Bullet point: Cycle Track: See item # 34 for language recommendation	See reponse to #34
42		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Bullet point: Landscape Panel, Outer (this also applies to Inner): <b>Smaller native street trees (20 feet max height) and native shrubs should be planted where conditions allow. Raingardens with appropriate native plantings should also be considered.</b> Throughout the Plan Amendment, every reference to Landscape panel whether inner or outer should include this. Every reference to street trees, shrubs or other landscaping should be prefaced by the adjective "native".	See response to #38
43		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Bullet point: Sidewalk See item # 37 for language recommendations 1-foot VDOT maintenance buffer behind the sidewalk should be included in the right-of-way. <b>This should be planted with low growing native shrubs or native ground covers.</b> The VDOT Maintenance buffer should not be paved over nor should it be covered with high maintenance turf grass. This should be planted with los growing native shrubs of native ground covers. (Successful example of this is Richmond Highway near Potomac Yard). Further, this language for the VDOT maintenance buffer should included throughout the Plan amendment document where VDOT maintenance buffer is mentioned.	See response to #38
44		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Bullet point: Planting Zone: See item #38 for recommended language	See response to #38
45		Environment	69	Richmond Highway, south of Napper Road crosssection dimensions: Building Zone: See #39 above for recommended language Any reference to trees, shrubs or landscaping should include the adjective native. <b>Additionally any reference to ground covers should specify native, non-invasive ground covers</b>	See response to #38
46		Environment	72	Major Avenue: Major Avenue Cross-section dimensions: Landscape Panel: <b>Native</b> street trees should be <b>evenly appropriately</b> spaced and understory vegetation should include <b>native</b> shrubs and <b>native, non-invasive</b> ground cover. For clarify, every reference to street trees should include the adjective "native" See previous discussion at item # of "evenly" suggest changing to "appropriately" in order to accommodate the different needs of different species. See item # 33 for recommended language change from evenly to appropriately. the different needs of different species. See item # 32 for recommended language change from evenly to appropriately.	No change to the text is needed.
47		Environment	72	Major Avenue: Bullet point: Sidewalk See recommended language in Item #37.	See response to #37
48		Environment	72	Major Avenue Major Avenue Cross-section dimensions Building Zone: Supplemental plantings ( <b>plants native to Virginia as a priority</b> ) to include <b>native</b> shade and flowering trees, shrubs, flowering plants, native non-invasive ground covers and grasses ( <b>excluding turf grass</b> ) may also be located in the building zone. This change should be implemented throughout the Plan amendment document where supplemental plantings are mentioned.	See response to #38
49		Environment	74	King's Highway (South of Jamaica Drive) and (Mount Vernon Memorial Highway) Language recommendations for referenced sections is noted as follows: Landscape Panel: <del>Evenly spaced</del> replace with <b>appropriately spaced</b> See item # 32 <b>Hardy shrubs and ground cover should be replaced with native shrubs and native, non-invasive ground covers.</b> Sidewalk: See language recommendations in item #37 Building Zone: recommended language for Supplemental plantings can be found in item #48 Planting strip: Evenly spaced should be replaced by appropriately spaced see item # 33 <b>Also: ...A low masonry wall is encouraged to be placed adjacent of the sidewalk to help buffer pedestrians from parked vehicles, a hedge row of native low-growing shrubs could be used as an alternative.</b>	No change to the text is needed. See response to #18  Masonry walls will be addressed in the Urban Design Guidelines

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50		Environment	76	<p>North Kings Highway (Huntington Metrorail station to Jamaica Drive)                      Bullet point #2                      Sidewalks: Existing sidewalks could be widened to incorporate the grass strip between the curb and the existing sidewalk to provide more room for people to walk side-by-side and to pass each other.                      Alternatively this grassy strip could be planted with low growing native non-invasive ground covers that would contribute to improved stormwater infiltration and reducing the urban heat island effect. This area is heavily covered with impervious surfaces.                      To improve environmental conditions we should encourage all, developers and residents alike to remove impervious surfaces and replace with planted areas, even if only strips of plantings. This will improve, even if only a little bit, stormwater infiltration and contribute to reducing the urban heat island effect.</p>	No change to the text is needed. This is recommended to address pedestrian safety
51		Environment	77	<p>Avenues:                      Avenue Cross-Section dimensions:                      Language recommendations for referenced sections is noted as follows:                      Landscape Panel:                      Evenly-spaced replace with appropriately spaced See item # 33 Hardy shrubs and ground cover should be replaced with native shrubs and native, non-invasive ground covers.                      Sidewalk: See language recommendations in item #37                      Building Zone: recommended language for Supplemental plantings can be found in item #48                      Planting strip:                      Evenly-spaced should be replaced by appropriately spaced see item # 33                      Language recommendations should be consistently applied for all street cross-section elements.</p>	See response to #18
52		Environment Livability Spine	79	<p>Livability Spine                      Livability Spine cross-section dimensions Pedestrian Zone with Walkway:                      Language recommendations for referenced sections is noted as follows:                      Landscape Panel:                      Evenly-spaced replace with appropriately spaced Hardy shrubs and ground cover should be replaced with native shrubs and native, non-invasive ground covers.                      Walkway: A minimum of a 10-foot wide facility designed to serve for both pedestrian and bicycle access. This walkway should be planted with native trees to provide shade and encourage year-round use. A 1-foot VDOT maintenance buffer should be included in the right-of-way. This buffer should be planted with low-growing native shrubs or native non-invasive ground covers.                      Supplemental Plantings: recommended language                      Supplemental plantings (plants native to Virginia as a priority) to include native shade and flowering trees, shrubs, flowering plants, native non-invasive ground covers and grasses (excluding turf grass) may also be located in the building zone.                      The VDOT Maintenance Buffer should not be impervious surface The language suggested here should be copied throughout where the VDOT maintenance buffers are mentioned throughout the Plan amendment.</p>	See response to #18
53		Environment Livability Spine	79	<p>Livability Spine                      Livability Spine cross-section dimensions Pedestrian Zone with Sidewalk                      Language recommendations for referenced sections is noted as follows:                      Landscape Panel:                      Evenly-spaced-replace with appropriately spaced Hardy shrubs and ground cover should be replaced with native shrubs and native, non-invasive ground covers.                      Sidewalk:                      A 6-foot sidewalk adjacent to both sides of the street. This sidewalk could have a strip planting with low growing native ground covers. A 1-foot VDOT maintenance buffer should be included in the rightof-way. This buffer should be planted with lowgrowing native shrubs or native non-invasive ground covers.                      Landscape Panel:                      Building Zone: Supplemental Plantings: see recommended language in item #52                      See previous comments related to the Landscape Panel and the use of appropriately spaced versus evenly spaced.</p>	See response to #18
54		Environment	82	<p>Local Streets Local Street Cross-section dimensions:                      Language recommendations for referenced sections is noted as follows:                      Landscape Panel:                      Evenly-spaced replace with appropriately spaced Hardy shrubs and ground cover should be replaced with native shrubs and native, non-invasive ground covers.                      Sidewalk:                      A 6-foot sidewalk adjacent on both sides of the street. This sidewalk could have a strip planting with low growing native ground covers. A 1-foot VDOT maintenance buffer should be included in the rightof-way. This buffer should be planted with lowgrowing native shrubs or native non-invasive ground covers.                      Building Zone: Supplemental Plantings: see recommended language in item #48</p>	See response to #18

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55		Environment	84	<p>Ecological Spines Type 1 and Type 2 (Local)                      At the bottom of the page in the bullets. Ecological Spine Type 1 Cross-Section dimensions:                      Building Zone: Supplemental Plantings: see recommended language in item #48                      Bioswale/Water Channel: a 44 to 64 foot wide linear green <b>Bioswale or Water Channel</b> including a waterway <b>should be installed</b> where possible.                      Shared Use Path:                      A 10-foot shared use path is proposed for one side of the facility. <b>This walkway should be planted with native trees to provide shade and encourage year-round use.</b>                      Landscape Panel: (this section is repeated here it should only be listed once)  <del>Evenly-spaced</del> replace with <b>appropriately spaced Hardy shrubs and ground cover</b> should be replaced with <b>native shrubs and native, non-invasive ground covers.</b>                      Sidewalk:                      A 6-foot sidewalk adjacent on both sides of the street. <b>This sidewalk could have a strip planting with low growing native ground covers.</b>                      A 1-foot VDOT maintenance buffer should be included in the right-of-way. <b>This buffer should be planted with low-growing native shrubs or native non-invasive ground covers.</b>                      Building Zone: Supplemental Plantings: see recommended language in item #48                      There are words missing from the section on Bioswale/Water Channel. It doesn't make sense so I added the words.</p>	See response to #18
56		Environment	85	<p>Ecological Spines Type 1 and Type 2 (Local)At the bottom of the page in the bullets.                      Ecological Spine Type 2 Cross-Section dimensions:                      Building Zone: Supplemental Plantings: see recommended language in item #48                      Continued on to page 88                      Sidewalk: (this is repeated twice in this section, needed only once)                      A 6-foot sidewalk adjacent on both sides of the street. <b>This sidewalk could have a strip planting with low growing native ground covers.</b> A 1-foot VDOT maintenance buffer should be included in the rightof-way. <b>This buffer should be planted with lowgrowing native shrubs or native non-invasive ground covers.</b>                      Landscape Panel: (this section is repeated here it should only be listed once)  <del>Evenly-spaced</del> replace with <b>appropriately spaced Hardy shrubs and ground cover</b> should be replaced with <b>native shrubs and native, non-invasive ground covers.</b>                      Bioswale/Water Channel: a 44 to 64 foot wide linear green <b>Bioswale or Water Channel</b> including a waterway <b>should be installed</b> where possible.                      Shared Use Path:                      A 10-foot shared use path is proposed for one side of the facility. <b>This walkway should be planted with native trees to provide shade and encourage year-round use.</b></p>	See response to #18
57		Environment	88	<p>Shared Alley/Cross-section dimensions: Landscape Panel:  <del>Evenly-spaced</del> replace with <b>appropriately spaced Hardy shrubs and ground cover</b> should be replaced with <b>native shrubs and native, non-invasive ground covers.</b>                      Sidewalk:                      A 6-foot sidewalk adjacent on both sides of the street. <b>This sidewalk could have a strip planting with low growing native ground covers.</b></p>	See response to #18
58		Environment Interim Development Conditions	92	<p>Interim Development Conditions (continued from p. 91)                      Last bullet on page 92                      Ensuring that construction sites provide a contiguous.....Construction sites should be appropriately lighted, <b>and</b> visually screened, <b>and sediment fencing installed to protect adjacent properties from stormwater and sediment runoff during and in between phasing.</b>                      I commented on the need for attention to interim and phased in development. There is a need to add something here that says that in between phases great care will be taken to avoid adverse impacts to adjacent properties.                      This needs to include the addition of sediment fencing installed to protect adjacent properties from stormwater and sediment runoff.                      My own community experienced significant stormwater flooding events in between phases. Adjacent properties need to be protected.</p>	No change to the text is needed. This level of detail is not appropriate for the comprehensive plan.
59		Environment Vision Elements	98	<p>Overall Vision:                      Vision Element 1.                      On page 98 where the paragraph begins:                      A key concept for realizing this element of the vision are <b>connected</b> green corridors, that, where possible....                      Add the word "connected"</p>	Staff supports this change.
60		Environment Hybla Valley/Gum Springs	147	<p>Hybla Valley/Gum Springs Community Business Center                      Second paragraph references Huntley Meadows Park Replace <b>"wetland park"</b> With <b>Natural Resources Park</b>                      More accurate terminology should be used.</p>	The appropriate nomenclature would be a Resource-Based Park. Staff supports substituting this term for "wetland park"
61		Environment Hybla Valley/Gum Springs	158	<p>Hybla Valley/Gum Springs Community Business Center                      Second paragraph that begins with "Within the context of ..."                      This references Huntley Meadows Park                      Replace <b>"wetland park"</b>                      With <b>Natural Resources Park</b>                      More accurate terminology should be used.</p>	The appropriate nomenclature would be a Resource-Based Park. Staff supports substituting this term for "wetland park"

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62		Environment Hybla Valley/Gum Springs	169	Hybla Valley/Gum Springs Community BusinessCenter Redevelopment Option: First bullet... The riparian buffer areas ....should be <b>restored</b> and planted... Restored is a term that includes the study of what is present in the stream so that plantings complement the ecological community present. Rather than just planting.	No change to the text is needed. Staff recommends avoiding this term in certain instances because while this ideal, it cannot be achieved in all instances
63		Environment Hybla Valley/Gum Springs	169	Hybla Valley/Gum Springs Community Business Center Redevelopment option the next to last bullet says: A drainage study is undertaken...Low Impact Development (LID) practices should be considered <b>throughout, but especially</b> toward this end; Change for clarity.	No change to the text is needed.
64		Environment Woodlawn CBC	184	Woodlawn Community Business Center At the top of page 184 it says: Detailed information on the design of the Ecological Spine is in the Open Space Network. A <b>passive</b> recreation-based park <b>should</b> could be located near the Resource Protection Area (RPA) that borders the southern edge of the CBC and connects to Pole Road Park. <b>This will be designed and implemented using the latest technologies to include the protection of sensitive environmental resources in the RPA. Any amenities will be located outside of the EQC, RPA and Floodplain to keep maintenance costs at a manageable level.</b> Actual ecological conditions in Pole Road park are not known. A full ecological assessment and inventory of natural resources needs to be done before this work could be done. Since this is unknown using the word "could" instead of "should" is more appropriate.Placing amenities in the Floodplain, EQC or RPA increases maintenance costs substantially and this should be avoided given the reality of the FCPA Budget continually being reduced.	The first comment is editorial: <b>A recreation-based-focused park...</b> This is consistent with how the park is shown on the Woodlawn Open Space Concept Map. Page 189 – "south western" should change to "western edge." Second recommended edit (This will be designed...): No change to the text is needed. This is too specific for the Comprehensive Plan. This level of specificity will be determined through the Parks Master Planning Process. Furthermore, that the text in question refers to an area outside (but near) the RPA along the southern edge of the CBC, and the area in question would not be near/adjacent to Pole Road Park (although the RPA adjacent to this area extends northward to that park). As the text addresses the area NEAR the RPA and not within it, it is not clear that there would be a conflict regarding potential RPA impacts.
65		Environment Woodlawn CBC	187	Woodlawn CBC Open Space Network The paragraph that begins with "The Woodlawn CBC is bisected by Dogue Creek...Opportunities should be explored to restore the RPA and increase buffer widths emphasizing native plantings. <b>This will provide some resilience from future impacts of Climate Change.</b> Further in that paragraph... Resource Protection Areas to be developed as an Ecological Spine Type 4 as conceptualized in Figure 61. <b>Access needs to be managed to the sensitive environmental resources present within this area. Prior to development a full ecological assessment and inventory of natural resources will be done so that this does not lead to adverse impacts to the sensitive natural resources present here.</b> Climate change resilience is included here. Access to the sensitive areas need to be managed. I met with FC staff on this and we agreed that this can be managed using the latest technologies for defining what the recreational elements would be in this highly sensitive area.	The climate change resilience issue should not be referenced here, as broader Plan guidance on RPAs and stream buffering do not, at this time (at least not explicitly), cite this as a factor in buffer width considerations, and there are other policy reasons for pursuing these restoration efforts. The reference to "Dogue Creek" in this excerpt is incorrect. The main stem of Dogue Creek is located in the Suburban Neighborhood Area to the west of the Woodlawn CBC; as noted on page 2 of the staff report, it crosses Richmond Highway between Jeff Todd Way and Sacramento Drive. The stream that bisects the CBC is the "North Fork of Dogue Creek." Staff recommends an editorial change: "'The Woodlawn CBC is bisected by <b>the North Fork of Dogue Creek...</b> '" Staff notes that much (but not all) of the area in question has been disturbed and is currently developed/impervious. In regard to "managing access," it is staff's view that designing trails sensitively is appropriate (and not just in this particular area), but it is not clear if "managing access" suggests that access might not be provided at all. The ecological spines are intended to provide a number of functions, including providing connections of people to nature. .
66		Environment Woodlawn CBC	187	Woodlawn CBC Open Space network. On page 187, the last paragraph on this page... Starts with "From a functional standpoint...Pedestrian and bicycle facilities should be provided along one side of the waterway <b>and include scenic viewpoints and rest areas for users with interpretive signage.</b> These should be referenced as it was agreed with FC staff that they would be feature elements. I spoke with Supervisor Storck and he supported these concepts.	No change. This level of detail is not appropriate for the comprehensive plan.
67		Huntington Transit Development Area	226	Huntington Transit Development Area Land Units E and F At the top of page 226 It says: The Huntington community, the high-rise residential projects located east of the WMATA property, <b>the Pavilions at Huntington Metro town home, Courts at Huntington Station apartments, and</b> Fairhaven Communities. The communities constructed on these land units are Pavilions at Huntington Metro town homes and the Courts at Huntington Station. Construction of these communities was completed in 2006 and 2008 respectively.	No change. Comprehensive Plan does not typically call out proper names of apartment complexes because names may change in the future.

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68	Mount Vernon Lee Chamber of Commerce (1)	Undergrounding of Utilities		In terms of cost efficiency and limiting disruption to residents, business and commuters, the best time to carry out the undergrounding is when all construction activities associated with the widening is underway. We should not miss this opportunity;	<p>Noted. Per the PC hearing of February 22, 2018, and their motion to recommend to the BOS this adoption of this plan amendment, the County proposes a mark-up to the Corridor-Wide Guidelines, General Streetscape Recommendations, Underground Utilities, page 66, to remove the reference to "located along the grids of streets within the CBCs," and that the guidelines would now read, "Utilities, utility boxes, and utility vaults should be placed underground, wherever practical, (with the exception of storm drainage in areas where natural channels are possible) to foster a visually appealing and pedestrian-friendly environment." This would not preclude the ability of undergrounding utilities, as practical, in the Richmond Highway corridor.</p> <p>Also note that the undergrounding of utilities in the Richmond Highway corridor would potentially, if not likely, delay the completion of the roadway widening and BRT projects, as additional time would need to be allocated to design, plan, and physically underground the utilities. The right-of-way acquisition process could also be delayed, as to allow extra time to secure, if needed, additional right-of-way and utility easements from adjacent property owners/stakeholders. Further, undergrounding of utilities, as part of the Richmond Highway widening and/or BRT projects, would be significantly cost prohibitive. State and federal funding sources most likely cannot be utilized, as undergrounding of utilities is not considered essential. A local funding source would need to be identified. Ultimately, for projects of this magnitude and scale, Fairfax County typically does not include, and has not included, undergrounding of utilities in the scope of work.</p>
69		Undergrounding of Utilities		Underground cabling should be viewed as a public good just like the road itself and should therefore be funded through government, not private entities; The cost to do this work piecemeal will be many times higher than what it would cost to do it all at once; this will be a huge disincentive to redevelop along Richmond Highway, in particular for the smaller parcels that cannot absorb the higher development costs.	This topic area is generally consistent with the Response to #68 above.
70		Undergrounding of Utilities		The property owners should not have to pay the price to bury utilities that they did not place on the property; in fact they had land taken from them for easements to install utilities that serve the entire area.	Noted. This topic area is generally consistent with the Response to #68 above.
71		Undergrounding of Utilities		By contrast, requirements on developers to pay for and install under-grounding (as recommended by the Embark process) will act as a significant drag on new economic development for many years;	Noted.
72		Undergrounding of Utilities		Underground cabling will greatly improve aesthetics and help attract new businesses to this neglected area. By contrast, the installation of above ground cables, as currently envisaged, will limit new economic development opportunities;	Noted. This topic area is generally consistent with the Response to #68 above.
73		Undergrounding of Utilities		Underground cabling will ensure greater reliability in the delivery of utilities to local businesses;	Noted.
74		Undergrounding of Utilities		This part of Route 1 is an essential route for national security and emergency services, linking the nation's capital to Fort Belvoir. Underground utilities are much less susceptible to damage from natural or man-made disasters;	Noted.
75		Undergrounding of Utilities		Undergrounding by private developers would create an unseemly patchwork of cabling and take decades to complete;	Noted.
76		Undergrounding of Utilities		we ask you to reflect on the designation of this area as a Commercial Revitalization Zone, which was instituted in 1998 "to encourage economic development activities." For this revitalization designation to carry real meaning, we believe it is essential for undergrounding of utilities to be incorporated into the Route 1 widening project, opening the door for all of the benefits outlined above to flow to the local community.	Noted. This topic area is generally consistent with the Response to #68 above.
77	Mount Vernon Lee Chamber of Commerce (2)	Local Businesses		Business displaced by redevelopment and the road widening should be encouraged to stay in the community. Our hope is that we will not lose the special small business characteristic of the corridor and the small family owned businesses that make this area unique and vibrant.	Noted.
78		Design guidelines		We understand that there will be more guidance from Fairfax County regarding some of the proposed design elements. Too many requirements may have the unintended consequence of deterring economic development by making it more complicated for re-development. Any additional guidelines for the Comprehensive Plan should be general and flexible.	Noted.
79		Undergrounding of Utilities		The requirement to underground utilities as outlined in the Embark amendment will be a drag on economic development by requiring developers to individually bear these costs. This language is not consistent with plans for utilities in the Richmond Highway widening project and we urge Fairfax County to align both initiatives in this regard.	Noted. This topic area is generally consistent with the Response to #68 above.