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| 52 | Monica Billger (Audubon Naturalist Society) | Stormwater or "Rainwater" Management | <p>i. Fairfax County has already created a precedent to improve stormwater capture above and beyond current regulatory standards. The county should consider adopting the same stormwater management capture goal created in the redevelopment of Tyson's Corner. Redevelopment of Richmond Highway will finally bring many pre-regulatory development areas up to current standards. However, current standards of a 20% reduction in redevelopment projects is simply inefficient. This standard is not improving stream health. In fact stormwater runoff is the fastest growing source of pollution to the Chesapeake Bay. The county needs to be proactive in its vision of addressing the health and state of our streams through commitment of stormwater capture standards that will address existing and future concerns including increased density and resilience to climate change that is bringing storms with greater frequency and intensity. We do not want to be fiscally irresponsible where we look back 20, 30, 40 years from now and find ourselves to be in the same position or worse, with inadequate regulations and the continued degradation of stream health. Investing in stronger standards today will prove a significant return on investment in the future.</p> | <p>As outlined on page 20 of the staff report and as detailed in the proposed Plan text on pages 45 through 47 of the staff report, the recommendations propose the establishment of stormwater management goals and design guidelines supporting the optimization of stormwater quantity and quality controls for all development projects consistent with the scale of the projects. Consistent with the approaches that have been taken in many other activity centers, more detailed guidance is presented for more intense development proposals. While not identical to the Plan guidance that has been adopted for the Tysons Urban Center, it is generally similar in approach to that guidance and to stormwater guidance that has been adopted for other activity centers. The recommendations serve to balance the guidance for stormwater management efforts with the scale and intensity of the planned development and to provide for flexibility in how this guidance would be applied on a case-by-case basis.</p> |
| | | | <p>ii. Continue to work with local communities to identify opportunities to address seemingly non-environmental concerns with thoughtful green infrastructure and biophilic design. One such possibility is to address concerns about safer street crossing through a natural barrier. In Alexandria City, a section of Richmond Highway maintains a natural barrier utilizing brush on either side of the Bus Rapid Transit System. This unique natural barrier discourages crossing outside of designated crosswalks while also providing an attractive green stormwater management practice.</p> | |
| 53 | Monica Billger (Audubon Naturalist Society) | Green Design | <p>i. The county should designate the Community Business Centers (CBCs) as Green Development Zones so that the development described in the Plan Amendment can be realized efficiently and effectively (In accordance with the February 2017 the Virginia General Assembly amended and reenacted 58.1-3245.12 to add chapter 38 of Title 58.1 as article numbered 13, consisting of a section numbered 58.1-3854 relating to local fees, taxes, and regulations: Green Development Zones).</p> <p>ii. Green infrastructure can be cost competitive and even profitable for commercial property owners and developers. That's especially the case when return on investment is seen through a broad lens, one that keeps in view factors that include energy savings, compliance costs, and vacancy rates. Research on urban business districts and strip malls shows that consumers are willing to spend more money on products, visit more often, and travel farther to shop in areas with attractive landscaping, good tree cover, or green streets, all of which green infrastructure can provide.²</p> <p>iii. Developers within each CBC should take advantage of opportunities to remove impervious surfaces wherever possible. Specifically, identifying excess space in parking lots that can be transformed into local parks for socioeconomically disadvantaged communities with unsafe or zero access to walkable park space.</p> | <p>Staff acknowledges that there are a number of state and local initiatives and regulations that could facilitate the Implementation of this plan. Therefore, staff added a statement to that effect to the Implementation section of the Plan on p. 90. Because programs such as the Green Development Zones are outside of the control of Fairfax County and could be changed or renamed without notice, staff finds that it is more appropriate to keep the reference in the plan more general to accommodate both current and future programs.</p> |
| 54 | Monica Billger (Audubon Naturalist Society) | Suggested Term Adjustments To The 2017 Staff Report Comprehensive Plan Text | <p>I. Ecological Spine Type 1 and Type 2 Under Building Zone : A 6 to 10-foot wide building zone. When ground-level retail use is provided in a building, the building zone may be used for retail browsing or outdoor dining. Residential uses may have stoops, porches and/or stairs within this zone. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may also be located in the building zone. The highlighted term may needs to be changed to SHOULD.</p> <p>II. Ecological Spine Type 1 and Type 2 Under Bioswale/Water Channel: A 44 to 64 foot wide linear green including a waterway where possible. The bioswale/water channel and green space is envisioned to be lightly programmed with passive recreation opportunities such as boardwalks, gathering areas, trails, and similar uses on the edges of the waterway, which would not be adversely impacted by periodic flooding, in the flood-prone areas. The planting palette should consist of plant species native to Virginia and arranged to mimic natural communities. Non-native invasive species should not be planted.</p> <p>Due to heavy clay soils and impact of road salt, ANS is concerned that trees planted along roadside or heavily trafficked areas will fail. ANS suggests using a special soil mixture that will help address the compaction of the clay and also allow road salt to wash away from the trees' roots. ANS also recommend enlarging tree pits — the cutouts in concrete areas, be planted in 8x8 vs. 4x4 space to provide adequate room for root growth and absorption.</p> | <p>I. The term may is used because there may be instances where non-residential uses or residential entrances that front the ecological spines may use require the area within the building zone hardscaped, thus not leaving room for supplemental plantings. We anticipate however that this would be the exception to the rule.</p> <p>II. 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.</p> |

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| 55 | Monica Billger (Audubon Naturalist Society) | In Addition ANS fully supports resolutions set forth by the Mount Vernon Council of Citizen Associations, as well as positions stated by Friends of Huntley Meadows Park and Friends of Historic Huntley. | Specifically: I. Priority streams should be daylighted wherever possible and where space allows with related redefining of Environment Quality Corridors, Resource Protection Areas and Floodplains, with trails and roads only included where environmental conditions allow for this use. II. Connecting CBC through a green corridor that is pedestrian and bike friendly is essential, however ANS wants to ensure that redevelopment projects do not result in a loss of species due to “wildlife lifelines” and fly-ways interruption. Trails are encouraged where space and environmental conditions allow, but should not impinge on or compromise Environment Quality Corridors (EQC), Resource Protection Areas (RPA) or Floodplains (FP). III. ANS objects to any changes proposed to the Comprehensive Plan that add residential as an option to designated Environment Quality Corridors, Resource Protection Areas, and Floodplains. This is especially important with respect to the entire Dogue Creek Wildlife Corridor, which serves as the lifeline for non-flying wildlife traveling between the Potomac River, Huntley Meadows Park, and other nearby natural areas. | The daylighting of streams is supported through the Ecological Spine concept as presented in the proposed Plan text in several places (with the concept introduced in general terms on pages 45 and 46). However, the concept of daylighting streams is not exclusive to Ecological Spines and could be applied in other piped streams along the corridor. The locations of Ecological Spines were determined based on both the locations of streams as well as the planned street network specific to the CBCs. It is not intended that daylighted streams within these Ecological Spines be redefined as core components of Environmental Quality Corridors (EQCs) or Resource Protection Areas (RPAs), but they may be determined to have associated 100-year floodplains, depending on their drainage areas. Further, while these areas would not be defined as EQCs, the intent of daylighting and the Ecological Spine concept would be to design these corridors to augment downstream EQCs by providing both ecological and water quality/stormwater management services. In addition, the recommended Plan text would: (1) support the restoration of natural stream buffer areas adjacent to daylighted streams to the extent feasible as suggested by the EQC policy; (2) recommend against the construction of buildings within areas that would be subject to flooding by 100-year storm events; and (3) recommend that roads in these areas be designed to have minimal impact. With respect to trails, the recommended Plan text recognizes the importance of opportunities to connect people with nature; trails will be needed to provide these connections. |
| | | | IV. ANS urges County officials to consider adding more parks, recreation, open space, and natural areas through land acquisition and public-private partnerships, especially in underserved neighborhoods (such as Audubon Estates) in all CBCs. Furthermore, the County should identify existing parks with Master Plans (i.e. Mount Vernon Woods Park) and prioritize funding for those with the greatest economic burden and need. Open areas should be added to create green corridors throughout all CBCs, resulting in a large network of connected parks and natural areas that improve residential health as well as environmental conditions for businesses, communities, and native wildlife. In Addition ANS fully supports resolutions set forth by the Mount Vernon Council of Citizen Associations, as well as positions stated by Friends of Huntley Meadows Park and Friends of Historic Huntley. | The comprehensive plan amendment has several recommendations that support increased urban park and open space areas to serve the community as a whole. These recommendations are based on the Urban Parks Framework, which was adopted by the Board of Supervisors to provide guidance on the size, type, and location of parks in the county’s urbanizing areas, such as the Community Business Centers along Richmond Highway. Development based on the redevelopment option would add many acres of publicly accessible parkland along the corridor. |
| 56 | Friends of Historic Huntley | | Supports retaining current Fordson Road configuration; no trails in sensitive areas; research grist mill race location; preference should be given to green buildings; viewshed analysis should be done for all of HV/GS land units; recommend non-reflective materials | these topic areas are generally consistent with the MVCCA resolution and would have the same responses. |
| 57 | Friends of Huntley Meadows | Environment and Recreation | green development zones; underground utilities; need more parks; daylight streams; does not support changes that add residential as an option to EQC areas or floodplains; multiuse pathways should remain conceptual until further study is done; No SWM ponds near EQC; must address trash needs; add signage talking about wayfinding and legacy | these topic areas are generally consistent with the MVCCA resolution and would have the same responses. |
| 58 | Gum Springs (Ron Chase) | Gum Springs | Summary of verbal testimony at 1/25 hearing: Proposal does not acknowledge the historic significance of Gum Springs (including Wes Ford land); objects to Fordson Road realignment. | Staff concurs with adding additional references to Gum Springs. The planned realignment of Fordson Road to Boswell Avenue is recommended within the adopted Plan. The proposed text suggests that a potential new connection or realignment to Boswell Avenue is planned, pending further study. [Revisions proposed - pages 32, 156, 157] |
| 59 | Sara Mariska (on behalf of CIA Sacramento LLC) | Woodlawn A-2/A-3 | CIA Sacramento LLC proposes alternative language for the redevelopment option to allow up to 270,000 square feet of development, of which 75 percent could be multifamily residential use and 25 percent could be non-residential use. In addition to the 270,000 square feet, stacked townhouses and single family attached units on the periphery of the sub-unit may be appropriate as a transition to the adjacent single family residential community. Flexibility in the overall development levels and the contemplated mix of uses will be critical in implementation of the Plan. | Staff will be discussing the consolidation of Subunits A-2 and A-3, creating the following redevelopment option for the consolidated sub-unit: As an option, with substantial consolidation, this sub-unit the sub-unit present an opportunity for mixed-use redevelopment up to approximately 245 dwelling units and 440,000 gross square feet of nonresidential use. [Revisions proposed - page 196.] |
| 60 | Sara Mariska (general comments) | Implementation | Beyond the uncertain timeline for development, the Plan also seeks fulfillment of a significant number of community benefits including but not limited to, enhanced streetscapes, public open spaces, and a grid of streets. The ability of developers to fulfill these expectations will vary based on site specific conditions including topography, access to right-of-way, required dedication, existing and proposed utilities, environmentally sensitive areas, and the like. In sum, flexibility in the interpretation of the Plan will be critical in making redevelopment a reality. All projects must be evaluated on a case by case basis with the understanding that compromise by all stakeholders will be necessary in achieving the Embark Vision. | Noted. Certain flexibility is discussed in the Implementation section. |

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| 61 | Sara Mariska (general comments) | Urban Storage | Although the Plan amendment envisions Bus Rapid Transit (BRT) and a future Metro extension along Richmond Highway, auto-oriented uses will continue to be vital community-serving uses in the corridor. I am hopeful that the draft language may be modified to recognize that auto-oriented uses as well as self-storage are acceptable when they are consistent with the desired form and character of the Richmond Highway Corridor, are coordinated with adjacent development, do not impede the flow of pedestrian or vehicular traffic, compromise safety, or disrupt the existing and planned circulation of a site. | Staff has been reexamining the proposed language for discouraged uses in response to a number of comments received from the community. Staff will be working with the Planning Commission on any revised language. [Revisions proposed - page 41.] |
| 62 | | Gum Springs | Page 32, paragraph 2, LOCATION AND CHARACTER: "Significant heritage and natural resources are located within or near the corridor, including George Washington's Mount Vernon and Grist Mill, <u>Gum Springs Community</u> , The Pride of Fairfax, Woodlawn and the Pope-Leighey House, Huntley Meadows Park, and Historic Huntley. These resources are important to Fairfax County and represent unique assets and opportunities in the corridor." | Staff concurs with the proposed change. Would also suggest adding a reference to the Historic Overlay District to the reference to Woodlawn and Historic Huntley to read, "Significant heritage and natural resources are located within or near the corridor, including George Washington's Mount Vernon and Grist Mill, <u>Gum Springs Community</u> , The Pride of Fairfax, Woodlawn <u>Historic Overlay District (HOD)</u> and the Pope-Leighey House, Huntley Meadows Park, and <u>Historic Huntley HOD</u> . These resources are important to Fairfax County and represent unique assets and opportunities in the corridor." [Revisions proposed - page 32.] |
| 63 | | Metrorail | Page 36, GUIDING PLANNING PRINCIPLES: "3.) Provide a variety of safe, reliable, effective, and interconnected transportation modes by: a. Supporting a bus rapid transit system primarily in an exclusive <u>travelway right-of-way</u> from the Huntington Metrorail Station to Accotink Village, and a Metrorail extension from the Huntington Metrorail Station to Hybla Valley as recommended by the VDOT Route 1 Multimodal Alternatives Analysis, endorsed by the Executive Steering Committee and endorsed by the Board of Supervisors." | Staff has concerns about adding the reference to the Alternatives Analysis (AA). The Comprehensive Plan is supposed to be general and the AA is pretty specific – for example, the timeline recommendations for the BRT and Metrorail and the statement about implementing Metrorail as expeditiously as possible. In addition, this may present challenges to the county if further analysis shows that the implementation of the improvements needs to be different than the AA recommendations - for example, the station locations need to shift. |
| 64 | | Discouraged Uses | Page 41, DISCOURAGED USES: Delete entire paragraph and add the following paragraph. <u>Only permitted residential, office or retail sales uses are recommended on 1st floors of buildings facing Richmond Highway. In addition, only automobile-oriented uses are recommended that do not impede or allow traffic weaving on Richmond Highway and only storage uses are recommended with storage units that are not visible from Richmond Highway.</u> | Staff has been reexamining the proposed language for discouraged uses in response to a number of comments received from the community. Staff will be working with the Planning Commission on any revised language. [Revisions proposed - page 41.] |
| 65 | | Richmond Highway Widening | Page 59, RICHMOND HIGHWAY WIDENING "The following recommendation(s) apply. • Widen Richmond Highway to accommodate a median-running BRT system guideway with BRT stations from Penn Daw to Accotink/Fort Belvoir. • Design the roadway as a complete street with six travel lanes, and continuous bicycle and pedestrian facilities on both sides, along the entire length of the Richmond Highway corridor. • <u>Utilities, utility boxes, and utility vaults located along the grid of streets within the CBCs should be placed underground (with the exception of storm drainage in areas where natural channels are possible) to foster a visually appealing and pedestrian-friendly environment.</u> " | The section addresses the Richmond Highway widening, and the proposed change speaks to the placement of utilities and utility elements along the grids of streets. Staff recommends this recommendation is better placed in the sections that describe the streetscapes and urban design. The proposed text speaks to this. The proposed plan recommends that utilities be placed underground and that utility boxes or vaults should be located in the alleys or placed internally or underground where practical in the Urban Design section (page 51) and the General Streetscape Recommendations, Underground Utilities section (page 66). Change proposed to page 66: "Utilities, utility boxes, and utility vaults located along the grid of streets within the CBCs 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." |
| 66 | Earl Flanagan | Gum Springs | Page 97, OVERALL VISION: "The vision for the Richmond Highway Corridor's CBCs honors the historical legacy and resources of the corridor and the area's unique ecological features in a manner that is designed to achieve a series of coordinated, transit-oriented activity nodes. Past transportation infrastructure, such as historic roadway alignments and former airport sites, has shaped development patterns along the corridor, while the area's historic structures, buildings, events, and neighborhoods have contributed to its character. Numerous historical sites are located within or in proximity to the Richmond Highway Corridor. Notable sites include Woodlawn and Pope-Leighey House (which was relocated to Woodlawn), Historic Huntley, the Original Mount Vernon High School, <u>the Gum Springs Community</u> , and the Pride of Fairfax. Abundant streams, tributaries, wetlands, and natural areas are located in the area and cut across Richmond Highway, connecting the corridor to the Potomac River and the Chesapeake Bay. The vision unites the historical resources and ecological attributes of the corridor by establishing a cohesive series of vibrant, well-connected places that embrace the corridor's legacy, celebrate its environmental features, and strengthen the greater Richmond Highway community." | Staff concurs with the proposed change. [Revisions proposed - page 97.] |
| 67 | | Gum Springs | Page 99, first line, OVERALL VISION ELEMENTS AND STRATEGIES: "important viewsheds from Woodlawn, <u>Gum Springs Community</u> and Historic Huntley." | Significant work was done to analyze the Woodlawn and Historic Huntley viewsheds because the sites are within designated historic overlay districts and are located on high elevation with views down to the corridor. The views from these properties is discussed within the context of the overlay districts. It may not be possible, given the location, to avoid redevelopment affecting the viewsheds from sites within Gum Springs. Staff has concern with adding language on this issue without proper analysis. |

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| 68 | | Gum Springs | Page 151, Figure 42: HYBLA VALLEY/GUM SPRINGS CBC LEGACY & ECOLOGY FEATURES Add Gum Springs Community Boundary <u>dashed line</u> and <u>flag</u> note " <u>Historic Gum Springs Community Boundary</u> " | Staff acknowledges the historic significance of Gum Springs, but has no information or research on the potential border of Gum Springs. As an alternative to delineating a boundary at this time, a suggested next step would be for Gum Springs to prepare a District Nomination Form for review by the History Commission. Staff reviews the application and submits it to the History Commission for a vote at an upcoming meeting. A file for each resource on the Inventory is kept at the Fairfax County Department of Planning and Zoning. The community could then be placed on the Inventory of Historic Resources list and map contained in the Comprehensive Plan. Staff can answer questions and provide an example of another district, Tinner Hill. |
| 69 | | Gum Springs | Page 156, paragraph 2, BUILDING HEIGHTS "Taller buildings are anticipated along Richmond Highway and closest to potential BRT stations. As structures approach the north-south Major Avenue (extension of Fordson Road) and surrounding existing communities, buildings should taper down in height. A key consideration in the planning for redevelopment in Land Unit D-4 is the potential for new development to be visible from Historic Huntley or <u>Gum Springs Community</u> , negatively impacting the value of this historic resource." | Significant work was done to analyze the Woodlawn and Historic Huntley viewsheds because the sites are within designated historic overlay districts and are located on high elevation with views down to the corridor. The views from these properties is discussed within the context of the overlay districts. It may not be possible, given the location, to avoid redevelopment affecting the viewsheds from sites within Gum Springs. Staff has concern with adding language on this issue without proper analysis. |
| 70 | | Gum Springs | Page 157, Figure 46, HYBLA VALLEY/GUM SPRINGS CBC Change 4 story yellow sites on the east side of Richmond Highway in the Gum Springs Community to 3 story red sites. | Staff concurs with the proposed change. [Revisions proposed - page 157.] |
| Post February 8 | | | | |
| 71 | Rev. Dr. Kate Walker (Mount Vernon Unitarian Church) | affordable housing | More specifically, the two planned Metro stations must include at least 15 percent affordable housing that meets HUD definition of 30 percent income, and some at less than 30 percent. In addition current affordable housing must be preserved in the areas surrounding EMBARK targeted areas | The Plan calls for 12% of new development in the CBCs to be affordable, which complies with existing county policy. It is anticipated that further study will be conducted assess the potential impacts of future redevelopment on the supply of affordable housing and review the affordable housing policies for the corridor to ensure that the policies meet the needs of the community, preserve and enhance the quality of the market affordable units and support the objective to create new affordable housing. |
| 72 | Springbank Civic Association (SBCA) | Penn Dawn - Quander Connection | the connection to Fairview continues to be a very problematic and non functional approach. the grid would dump the CBC traffic into a residential neighborhood with no outlet and create significant traffic issues. It would create a MAJOR safety issue as the neighborhood currently has no sidewalks and is the major thoroughfare for students walking to West Potomac High School. a much better alternative is to have the spline end at the Northern edge of the NOVUS property. this allows a crossing of rte. 1 that aligns with a narrow portion on the western side of rte. 1 that is not appropriate for development in any case and allows a larger portion available for development south of the new cross street. it has been annotated on the Penn Daw graphic later in this document. | Staff does not believe this needs to be an "either-or" decision, in terms of grid connections. A conceptual grid connection to Richmond Highway on the north side of the Novus site is shown on the Penn Daw conceptual plan and multimodal concept plan, pp 114 and 125, respectively. Having grid connections to Richmond Highway and to Fairview Drive and Quander Road (both at Richmond Highway), provides the maximum multimodal connectivity to the surrounding neighborhoods and allows for optimal dispersal of CBC trips to multiple access points. This maximizes access for all modes, and reduces the potential for any individual access points to become overloaded. Note that the grid connection on the north side of NOVUS is envisioned only as a northbound right-in/right-out access point with no median opening or pedestrian crossing. This is due to proximity to the potential BRT station in front of Walmart and potential impacts to BRT operations. As BRT is designed and engineered and moves towards implementation, these types of details will be refined and formalized. Also note that the connection from Richmond Highway to South Kings, is also a concept, since the actual alignment would be determined with a future study (see p. 124 of staff report). |
| 73 | SBCA | Grid of Streets | the grid is a great idea but the county needs to focus on the guiding principles of what the grid is supposed to accomplish and not be tied to a straight defined grid as drawn in the pictures. each CBC is different and each surrounding area has different characteristics that MUST be taken into consideration. Within each CBC, each site is different and flexibility MUST be provided by the county to allow for meaningful development with each project taken as an individual event within the PRINCIPLES of the Embark long term goal. | As part of the Embark Richmond Highway planning process, staff treated each CBC and each grid uniquely, based on their individual characteristics. There was no standard template applied. Further, the grids of streets, as proposed, are conceptual in nature and may be altered as redevelopment occurs, based on coordination with affected property owners. |

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| 74 | SBCA | Grid of Streets (Penn Daw) | the intention of the CBC does not seem to be applied to the western side of the CBC, there are no splines nor street treatments to improve the walk-ability. | The South Alex and Shelby sites on North Kings Highway, west of Richmond Highway, have obtained recent rezoning approvals and entitlements. Staff did not feel it was appropriate to re-plan these sites, at this time. These sites, in addition to the land between South Kings Highway and Richmond Highway (triangular “wedge”), are smaller and narrower in shape and size and do not present the same potential for development of grids or streets. The other figures (Fig. 24, 28, 30) associated with the Penn Daw CBC depict the existing street network, recent and underway projects, and the open space concepts map. It is envisioned that pedestrian connectivity from the west and east sides of Richmond Highway will occur. The County will be preparing Urban Design Guidelines as a follow-on motion to this Comprehensive Plan Amendment that will envisage streetscape treatments to assist with walkability amongst all the CBCs and grids of streets. |
| 75 | SBCA | connection from Richmond Highway to S Kings Hwy | the connection here to the CBC grid and a rte. 1 crossing is the best option. It avoids all the issues with the Fairview connection as well as leaves the largest portion of the Western side of rte. 1 for development. | The grid connection on the north side of NOVUS is envisioned only as a northbound right-in/right-out access point with no median opening or pedestrian crossing and therefore cannot include a connection to the west side of Richmond Highway. This is due to proximity to the potential BRT station in front of Walmart and potential impacts to BRT operations. As BRT is designed and engineered and moves towards implementation, these types of details will be refined and formalized. The precise location of the planned connection from South Kings to Richmond Highway will be determined with a future study as part of a plan to sever the connection between North Kings Highway/South Kings Highway and Richmond Highway (see note on Fig 29 Planned Road Improvements for the Penn Daw CBC). |
| 76 | Greg Riegle by way of Joe Francone | Corridor-wide guidance Land Use Overall Concept (pg. 40) | The CBCs are considered the priority redevelopment areas, as the BRT stations will be located in these places along the corridor. The redevelopment options in the CBCs recommend an amount and type of development appropriate to achieve a high intensity mix of uses within approximately one-quarter to one-half mile of the BRT stations. The SNAs are envisioned to contain primarily residential, institutional and open space uses. In circumstances where site specific SNA guidance recommends commercial uses on a percentage basis, there should be flexibility in the implementation of that recommendation. Where the site specific guidance recommends residential density at or below 20 du/ac, commercial use recommendations shall be considered optional and such sites may be considered for all residential options, subject to other applicable design recommendations. Infill development in both the SNAs and CBCs should be of a compatible use, type and intensity in accordance with the guidance provided by the Land Use Element of the Policy Plan, Objectives 8, 9 and 142. Establishing effective transitions from higher to lower intensity development is an important consideration, and may be realized through compatible land uses, tapering of building intensity and scale towards lower density development, appropriate buffering and screening with year-round vegetation, and other means. | Land use changes outside of the CBC were not included in the alternative land use scenario that was developed for the analysis and are not part of the recommendation. Additional evaluation of these areas is anticipated with the 2019 South County Site-Specific Plan Amendment process. |
| 77 | Sophia Martin | Environmental Considerations | Creation of pedestrian trails/walkways should not impinge upon or compromise Environment Quality Corridors (EQC) Resource Protection Areas (RPS) or Floodplains (FP) | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |
| 78 | | Environmental Considerations | More open space and natural areas are needed throughout the Richmond Highway corridor. They should be connected by green corridors and incorporated plantings of native trees, shrubs, and flowers, thus creating a large network of interconnected natural islands. | The comprehensive plan amendment has several recommendations that support increased urban park and open space areas to serve the community as a whole. These recommendations are based on the Urban Parks Framework, which was adopted by the Board of Supervisors to provide guidance on the size, type, and location of parks in the county’s urbanizing areas, such as the Community Business Centers along Richmond Highway. Development based on the redevelopment option would add many acres of publicly accessible parkland along the corridor. |
| 79 | | Environmental Considerations | I object to re-zoning or adding residential as an option to any land currently designated as an EQC, RPA, or with land area in the FP | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |
| 80 | | Environmental Considerations | Streams and other natural waterways should be day-lighted. New buildings need to be tiered lower near waterways to enable sunlight to reach water/ Tis will encourage healthier and more diverse ecosystems. | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |
| 81 | | Environmental Considerations | Steps need to be taken to capture and prevent trash generated along Route 1 from reaching local waterways (such as Little Hunting Creek and Dogue Creek). | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |
| 82 | | Environmental Considerations | Storm water management ponds should not be placed in or near EQC, RPA, or in FP | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |
| 83 | | Environmental Considerations | Native trees and shrubs should be utilized for noise abatement instead of using concrete sound walls | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #7) |
| 84 | | Environmental Considerations | Native trees should be planted alongside all pedestrian walkways/trails to provide shade and encourage year-around use. | This topic area is generally consistent with the MVCCA resolution and would have the same responses. |

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| 85 | Ian (No last name or organization affiliation included) | Varies | Natural sound barriers apparently have a history of being as effective as artificial ones and potentially cheaper, easier to maintain, and more pleasant for inhabitants | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #7) |
| 86 | | | Ballston, a mentioned model for the development, sucks. I used to work there and I never wanted to hang around after work, let alone live there. Why? It's a cold, dirty, concrete mess. Maintaining Richmond Highway's unique natural resources and even expanding them seems like an easy way to make it an attractive unique destination. | Noted. |
| 87 | | | Underground utilities seems like a worthwhile long-term investment from an aesthetic and preservative standpoint | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 88 | | | Bike and walking pathways, for recreation or transportation, shouldn't infringe on environmental sanctuaries. Other cities in Fairfax County prove it is possible to have a mutually exclusive mix of both | This topic area is generally consistent with the ANS comments and would have the same responses. (See item #55) |
| 89 | | | Signage honoring current or past historic or natural sites of interest seems like an easy way to make Richmond Highway memorable and unique. | Noted. The plan identifies several opportunities to celebrate the unique history of the area. |
| 90 | | | Active efforts, whether contracted or volunteer based, to keep trash from pooling into water resources seem worthwhile | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #29) |
| 91 | Anna Finch | Varies | Creation of trails is encouraged where space and environmental conditions allow, but these should not impinge upon or compromise Environmental Quality Corridors, Resource Protection Areas, or Floodplains. | This topic area is generally consistent with the ANS comments and would have the same responses. (See item #55) |
| 92 | | | More parks, open spaces, and natural areas are needed throughout the Richmond Highway corridor | The comprehensive plan amendment has several recommendations that support increased urban park and open space areas to serve the community as a whole. These recommendations are based on the Urban Parks Framework, which was adopted by the Board of Supervisors to provide guidance on the size, type, and location of parks in the county's urbanizing areas, such as the Community Business Centers along Richmond Highway. Development based on the redevelopment option would add many acres of publicly accessible parkland along the corridor. |
| 93 | | | VDOT and Fairfax County should take effective steps to capture and prevent trash generated along Route 1 from getting into local streams, including Little Hunting Creek and Dogue Creek crossings | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #29) |
| 94 | | | Native trees and shrubs should be planted for noise abatement instead of using concrete sound walls and alongside trails to provide shade and encourage ear-round use. Native plants help foster diversity instead of invasive plants so make sure you are picking natives. Virginia Native Plant Society can be a resource for you. | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See Item #7 for Sound Wall comment) |
| 95 | | | In regards to Historic Resources, additionally historic viewshed analysis must be required for redevelopment of all land units in the Hybla CBC, in particular Historic Huntley's viewshed is very important to show us part of our past and keep for future generations to see where we came from. and to protect natural world will instill we have a green work for future generations | Significant work was done to analyze the Woodlawn and Historic Huntley viewsheds because the sites are within designated historic overlay districts and are located on high elevation with views down to the corridor. The views from these properties is discussed within the context of the overlay districts. |
| 96 | MVCCA Resolution (PT 3) Katherine Ward | Undergrounding of Utilities | The MVCCA adopted resolution 2017-AC-01 item 3 supporting various funding sources for Undergrounding of Utilities on Richmond Highway and | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 97 | | Undergrounding of Utilities | The MVCCA has taken the position that the Undergrounding of Utilities should be completed at the same time as the widening and | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 98 | | Undergrounding of Utilities | Prince William County has funded the Undergrounding of Utilities for the entire 9 mile stretch of Richmond Highway utilizing General Funds, General Obligation Bonds, NVTA regional funds, and Revenue Sharing and local funds which are all considered local funds by the State and the Federal Government and | Noted. |
| 99 | | Undergrounding of Utilities | Prince William County's justification of Undergrounding of Utilities was a budget neutral investment that will enhance property values, generated by the Undergrounding of Utilities which would pay for itself over 20 years and | Noted. |
| 100 | | Undergrounding of Utilities | The Richmond Highway community cannot realize the Transit-Oriented Development envisioned with overhead utilities and | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 101 | | Undergrounding of Utilities | Fairfax County staff states "Undergrounding of Utilities in the Richmond Highway corridor would potentially delay the completion of the roadway widening and BRT project" and | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 102 | | Undergrounding of Utilities | Properties along this section of Richmond Highway generated over \$4.5 million dollars in tax revenue (2017) and the property owners and both current and future residents deserve to achieve the vision and goals of Embark and | Noted. |
| 103 | | Undergrounding of Utilities | The amount of Right of Way (ROW) needed will be the same for Underground Utilities as overhead utilities and | The ROW and easements necessary for the utilities will be determined during the design phase for the Richmond Highway widening project and the BRT system design. If needed, additional ROW and utility easements from adjacent property owners/stakeholders, may also be identified and acquired. |
| 104 | | Undergrounding of Utilities | VDOT anticipates Right of Way (ROW) condemnation process from Richmond Highway from Fort Belvoir to Costco to take 4 to 5 years and | Noted. |

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| 105 | | Undergrounding of Utilities | Richmond Highway should be consistently improved from the Beltway in the North to Quantico in the South and | Fairfax County's portion of Richmond Highway extends from the Beltway to the county boundary at the Occoquan River. This Comp Plan Amendment primarily focuses on the first two phases of the BRT system from the Huntington Metrorail station to Fort Belvoir. Future Phase 3 of the BRT system extends from Fort Belvoir to Woodbridge (in Prince William County). Phase 4 is a proposed as an extension of the Yellowline Metrorail system from Huntington Metrorail station to Hybla Valley/Gum Springs. |
| 106 | | Undergrounding of Utilities | The Mount Vernon-Lee Chamber of Commerce also supports Undergrounding of Utilities along Richmond Highway (Reference Chamber letter to BOS January 24, 2018). | Noted. |
| 107 | | Undergrounding of Utilities | Therefore be it Resolved: The MVCCA recommends using the funding processes used by Prince William County for the Undergrounding of Utilities along their section of Richmond Highway and; | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 108 | | Undergrounding of Utilities | Further be it Resolved: The MVCCA recommends Fairfax County utilize similar funding techniques to achieve the Undergrounding of Utilities along the Fairfax County section of Richmond Highway as Prince William County used to fund their Undergrounding of Utilities and; | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 109 | | Undergrounding of Utilities | Further be it Resolved: The Planning Commission should ensure that appropriate language is included in PA 2015-IV-MV1 that indicates that Richmond Highway requires the Undergrounding of Utilities along its length and especially from Fort Belvoir to Costco and is not dependent upon individual redevelopment/developers and; | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 110 | | Undergrounding of Utilities | Finally be it Resolved: The MVCCA asks Supervisor Storck and the full Board of Supervisors to direct staff to take appropriate actions to achieve Undergrounding of Utilities along the Richmond Highway corridor from Fort Belvoir to Costco concurrently with the road widening project for that portion of Richmond Highway and all future widening to accommodate Bus Rapid Transit (BRT). | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
| 111 | Michael Kitchen | Undergrounding of Utilities | the burial of utilities installed with any new development or redevelopment project makes sense, but there should not be a requirement for the burial of existing utilities along the road frontage. These utilities were not put there by the property owner and they serve the neighborhood as a whole, not the subject property. | Noted. |
| 112 | | Undergrounding of Utilities | The cost to bury existing utilities is very high and requiring developers to do so will discourage redevelopment of the area. The embark plan should act as an incentive to redevelop along Richmond Highway corridor. | Noted. |
| 113 | | Undergrounding of Utilities | the cost to do this work piecemeal would be many times more expensive than doing it all at once and having it done as properties redevelop would take decades to complete, if it was ever completed. In addition, if the work is done with the road widening it will eliminate the need for future disturbance along the road. | Noted. |
| 114 | | Undergrounding of Utilities | I would like to recommend that a more general funding source such as the issuance of bonds, be used to pay for this work to be done as the proposed widening takes place. | Noted. |
| 115 | Southeast Fairfax Developmnet Corporation (SFDC) | Undergrounding of Utilities | For reasons of cost-efficiency, community resiliency and aesthetics, the Southeast Fairfax Development Corporation ("SFDC") recommends as general policy the undergrounding of utilities along Richmond Highway. For that portion of Richmond Highway that falls within the widening proposed by the Virginia Department of Transportation ("VDOT"), SFDC recommends that utilities be undergrounded as part of that project. For that portion of Richmond Highway that lies outside of VDOT widening project, SFDC recommends the County explore financing mechanisms (i.e. bonds) to permit the undergrounding of utilities in a manner which does not impose direct cost on property owners. SFDC aligns itself with the positions on utility undergrounding taken by the Mount Vernon Lee Chamber (Mount Vernon Lee Chamber letter dated January 24, 2018) and the Mount Vernon Council of Citizens Association. | This topic area is generally consistent with the MVCCA resolution and would have the same responses. (See item #5) |
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