

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, FEBRUARY 15, 2018**

PRESENT: Peter F. Murphy, Chairman, Springfield District
James R. Hart, Commissioner At-Large
James T. Migliaccio, Lee District
Timothy J. Sargeant, Commission At-Large
John Carter, Hunter Mill District
Ellen J. Hurley, Braddock District
John C. Ulfelder, Dranesville District
Julie M. Strandlie, Mason District
Earl L. Flanagan, Mount Vernon District
Phillip A. Niedzielski-Eichner, Providence District
Donté Tanner, Sully District
Mary Cortina, Commissioner At-Large

ABSENT: None

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The meeting was called to order at 7:32 p.m., by Chairman Peter F. Murphy, in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

Commissioner Sargeant announced that the Planning Commission's Schools Committee would meet on February 21, 2017 at 7:30 p.m. in the Board Conference Room of the Fairfax County Government Center to continue discussion on the topics that had been assigned by the Board of Supervisors and the Fairfax County School Board. He added that the meeting was open to the public.

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Commissioner Sargeant announced that the Planning Commission's Capital Improvement Process Committee would meet on February 21, 2017 at 8:30 p.m. in the Board Conference Room of the Fairfax County Government Center.

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PA 2013-III-DS1 – COMPREHENSIVE PLAN AMENDMENT (PLAN STUDY DSC-D1-2)

(Start Verbatim Transcript)

Commissioner Ulfelder: Thank you, Mr. Chairman. We have a public hearing scheduled this evening on Plan Amendment 2013-III-DS1. I will be moving to sever the Jackson Property

portion of this amendment and to defer the public hearing on that portion indefinitely. This Plan Amendment is part of the ongoing Dulles Suburban Center Plan Review and it involves two separate submissions: DSC-D1-1, Middleton Farms, and DSC-D1-2, Jackson Property. The Middleton Farms property lies within both the Sully and Dranesville Districts. The Jackson Property lies entirely within the Dranesville District. The Middleton Farms property owner has already filed a rezoning application and that rezoning application is proceeding concurrently with the plan amendment we will be considering this evening. Therefore, the Middleton Farms portion of the plan amendment – specifically, the proposed text under staff recommendation 2 – is ready to move forward to public hearing tonight. On the other hand, the Jackson Property owner has not yet filed a rezoning application, though I am told one will likely be filed within the next 30 days. Since the proposed plan amendment for the Jackson Property presents some critical questions about ingress and egress from the site and potential traffic safety impacts, I believe it would be best reviewed along with a concurrent rezoning application to help inform the Planning Commission's decision about appropriate densities on this site. For these reasons, I would like to allow the Middleton Farms submission to proceed to public hearing tonight, but would like to defer indefinitely the Jackson Property submission until it is ready to proceed concurrently with a rezoning. At that time, it will be re-advertised for a Planning Commission public hearing. I, THEREFORE, MOVE TO SEVER THE JACKSON PROPERTY SUBMISSION FROM THE MIDDLETON FARMS SUBMISSION UNDER PLAN AMENDMENT 2013-III-DS1, SO THAT THE PROPOSED TEXT UNDER STAFF RECOMMENDATIONS 3 AND 4 ARE NOT BEFORE THE PLANNING COMMISSION THIS EVENING.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of the motion? All those in favor of the motion, as articulated by Mr. Ulfelder, to sever these applications, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

Commissioner Ulfelder: I FURTHER MOVE TO DEFER THE PUBLIC HEARING FOR THE JACKSON PROPERTY SUBMISSION, DSC-D1-2, INDEFINITELY.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by Mr. Niedzielski-Eichner. Is there a discussion of that motion? All those in favor of the motion to defer the application, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

Each motion carried by a vote of 12-0.

(End Verbatim Transcript)

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FDPA 1996-MV-037-06 – SHON & CRYSTAL MOORE

(Start Verbatim Transcript)

Commissioner Flanagan: Yes, thank you, Mr. Chairman. The – Shon and Crystal Moore have requested that their plan amendment that was supposed to be heard be deferred. And so I MOVE TO DEFER THE PUBLIC HEARING ON FDPA 1996-MV-037-06, SHON AND CRYSTAL MOORE, TO MARCH 15, 2018.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of the motion? All those in favor of the motion, as articulated by Mr. Flanagan, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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PA 2017-III-T1 – COMPREHENSIVE PLAN AMENDMENT (SUNSET HILLS REALIGNMENT) (Hunter Mill) (Decision Only)

(The public hearing on this application was held on January 24, 2018.)

(Start Verbatim Transcript)

Commissioner Carter: Yes, this is about the Sunset Hills Road alignment. The Board of Supervisors authorized the consideration of a comprehensive amendment for the realignment of Sunset Hills north with its intersection for Hunter Mill Road. Please remember that there are three options already in the Comprehensive Plan. Also, please remember that the low-density, residential, and rural land uses and densities recommended in the Comprehensive Plan are not changed by this amendment. Traffic in this area already exists from the Toll Road, Hunter Mill Road, Sunset Hills, and Crowell Road. This alignment is intended to reduce the conflicts and provide a better method to calm traffic in this area. Sometimes, providing a comparison of the characteristics of a familiar road of this type is useful to gain a more graphic picture of what this – what is being proposed. So if the Commissioner from Mount Vernon area doesn't mind, I would like to begin with a comparison of some of the features of the alignment of Sunset Hills Road with some of the similar features found in the George Washington Memorial Parkway. Now, I recognized they're much different in many ways – the length of them and other aspects –

but remember a couple things. Please stay with me. First, the alignment will have large sweeping curves like the George Washington Memorial Parkway. It goes through a forested area that will – much of which will remain, as it's built. Secondly, the realignment will have a significant setback of approximately 400 feet from the nearest home to the road. The George Washington Parkway and the homes have been there for many, many years. Most of the setbacks are about 200 or half the amount. And I don't think the road has affected their – those homes much. Next, we'll – we're going to be able to preserve a pond and a forested Resource Protection Area between the Sunset Hills Road and the Hunting neighborhoods. Finally, the roundabout – the realignment may have a roundabout that is similar, although much smaller, than the roundabout at the plantation along Mount Vernon Parkway – or George Washington Memorial Parkway. I recognize that that roundabout is large and has places for tourist buses to stop, but one of its main functions is to reduce and calm traffic that moves through on the George Washington Memorial Parkway. Comments from the community can be categorized to – into at least three areas. First, the leadership of the Hunter Mill Defense League has been constructive and they are several comments – with their similar comments and – I believe it's going to support the alignment with the provisions that will be included in the motion. The Hunting Crest homeowners, which are being affected by this in some ways, have also made constructive comments and I believe the amendment will satisfy many of their concerns once we get to the specific provisions. Finally, there have been others - letters and comments from others and the proposed alignment has tried to address many of these concerns. I would like to thank the participants in this Comprehensive Plan Amendment. First, Kristin Calkins – which has been a great listener and certainly tried to be cooperative in all areas with this road, one of the best in the area, I would say, with my experience. I would also like to thank the Hunter Mill Defense League, the Hunting Crest homeowners, and others that have commented on this Comprehensive Plan. Their comments are appreciated by me, anyway, and they serve to improve the recommendations even if they are not always incorporated into the final amendment. At this time, if there is no further discussion, I would like to proceed with my motion.

Chairman Murphy: Please.

Commissioner Carter: Okay. Mr. Chairman, on May 2nd, 2017, the Board of Supervisors authorized the consideration of Comprehensive Plan Amendment 2017-III-T1 for the realignment of Sunset Hills Road west of its intersection with Hunter Mill Road in the Upper Potomac Planning District, Hunter Mill Supervisor District. Staff recommendation, as shown in the staff report dated December 20, 2017, proposes amending the Comprehensive Plan and the Countywide Transportation Map to include the proposed alignment of Sunset Hills Road to Crowell Road. The amendment would also show Hunter Mill Road as a four-lane road from the Dulles Toll Road westbound ramps to Crowell Road. It also recommends that a roundabout be the intersection of control of Hunter Mill Road and the realignment Sunset Hills Road/Crowell Road – at the time the realignment of Sunset Hills Road occurs. After the Planning Commission meeting on January 24th, 2018, a public information meeting was held on the proposed amendment on January 30th at the Sunrise Valley Drive Elementary School. This public meeting allowed staff to hear – and myself – to hear community concerns and comments on the realignment of Sunset Hills Road and provided the community an opportunity to learn more about the study associated with the proposed plan amendment. Subsequent to the community meeting, staff met with members of Hunting Crest Home Owners Association to discuss their concerns. Staff has proposed modifications to the Plan text in the staff report to address these

community concerns. The text has been shared with both the Hunting Crest Homeowners Association and the Hunter Mill Defense League. Most importantly, the plan amendment for the realignment of Sunset Hills Road will not change the land uses in the Comprehensive Plan. It addresses the transportation needs in the area. The accompanying transportation study finds that the realignment meets the travel needs in the area and it confirms the current low-density residential land uses designated in the existing Comprehensive Plan that will remain as part of this plan amendment. I, THEREFORE, MOVE THAT THE PLANNING COMMISSION RECOMMEND ADOPTION OF THE STAFF RECOMMENDATIONS TO THE BOARD OF SUPERVISORS WITH THE FOLLOWING MODIFICATIONS:

- NUMBER ONE, THE REALIGNMENT SHOULD BEGIN EAST OF THE EDLIN SCHOOL. There are other parcels in there that could be used but this will prevent that;
- Inclusion of the roundabout, NUMBER TWO, INCLUSION OF THE ROUNDABOUT AS THE PREFERRED ALTERNATIVE AT THE INTERSECTION OF A REALIGNED SUNSET HILLS ROAD AND HUNTER MILL ROAD;
- THREE, THE ALIGNMENT SHOULD GO NO FARTHER NORTH THAN CROWELL ROAD AND AVOID ADVERSE IMPACTS INTO THE RESOURCE PROTECTION AREA;
- FOUR, THAT THE DISTANCE BETWEEN THE REALIGNED SUNSET HILLS ROAD AND THE HUNTING CREST COMMUNITY WILL BE MAXIMIZED WHEN THE ROAD IS DESIGNED;
- FIVE, THAT THERE BE NO CONNECTIONS FROM A REALIGNED SUNSET HILLS ROAD TO HUNTING CREST WAY. This is the cul-de-sac in that community so this will not connect; AND
- SIX, THAT THE TRANSPORTATION FIGURES INCLUDED IN THE STAFF REPORT BE MODIFIED TO INCLUDE A CUL-DE-SAC ON SUNSET HILLS ROAD TO INDICATE THAT THE EXISTING INTERSECTION WITH HUNTER MILL ROAD WILL NO LONGER EXIST AFTER THE ROAD IS REALIGNED NORTH.

THESE MODIFICATIONS, INCLUDING THE UPDATED MAPS, ARE SHOWN IN THE HANDOUT DATED FEBRUARY 15, 2018. Thank you, Mr. Chairman.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt Plan Amendment 2017-III-T1 on Sunset Hills Road realignment, as modified this evening by Commissioner Carter, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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ORDER OF THE AGENDA

Secretary Migliaccio established the following order of the agenda:

1. PFM AMENDMENT – CHAPTERS 107 (PROBLEM SOILS) CHAPTER 112 (ZONING ORDINANCE OF THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA (COUNTY CODE) AND THE PUBLIC FACILITIES MANUAL (PFM) RELATED TO THE COUNTY SOILS MAP AND USES EXEMPT FROM SITE PLAN REQUIREMENTS
2. PCA 2012-MV-008 – FPRP DEVELOPMENT INC.
3. SE 2011-MV-006 – HAMDI H. ESLAQUIT D/B/A HAMDI’S CHILD CARE/SELIM M ESLAQUIT
4. PA 2013-III-DS1 – COMPREHENSIVE PLAN AMENDMENT (PLAN STUDY DSC-D1-1)
5. 2232-B17-21 – DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES

This order was accepted without objection.

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PFM AMENDMENT – CHAPTERS 107 (PROBLEM SOILS) CHAPTER 112 (ZONING ORDINANCE OF THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA (COUNTY CODE) AND THE PUBLIC FACILITIES MANUAL (PFM) RELATED TO THE COUNTY SOILS MAP AND USES EXEMPT FROM SITE PLAN REQUIREMENTS – Proposal to consider amendments to Chapter 107 (Problem Soils) and Chapter 112 (Zoning Ordinance) of the Code of the County of Fairfax, Virginia (County Code) and the Public Facilities Manual (PFM) related to the County’s Soil Map and uses exempt from site plan requirements.

The proposed amendment to the County Soils Map is intended to more accurately delineate soil boundaries, provide more detailed information, and ensure the mapping stays current with changing land use. Edits to Chapters 4, 6, and 11 of the PFM and Chapter 107 of the County Code are also being made to clarify where soil maps can be found online and to help distinguish between the

PFM AMENDMENT – CHAPTERS 107 (PROBLEM SOILS)
CHAPTER 112 (ZONING ORDINANCE OF THE CODE OF
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SITE PLAN REQUIREMENTS

February 15, 2018

County's Soil Map and the maps published by the Natural Resource Conservation Service. The proposed Zoning Ordinance amendment facilitates and streamlines the site plan process by clarifying the uses that are exempt from the site plan requirements, and increasing the amount of gross floor area and land disturbing activity for certain uses that are exempt from the site plan requirements. The amendment reorders the text of Par. 16 of Sect. 17-104 of the Zoning Ordinance and clarifies that the land disturbance area is the same as defined in County Code Chapter 104 (Erosion and Sedimentation Control). COUNTYWIDE.
PUBLIC HEARING.

Commissioner Sargeant asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived, and the public hearing closed. No objections were expressed, therefore, Chairman Murphy closed the public hearing and recognized Commissioner Sargeant for action on this item.

(Start Verbatim Transcript)

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Commissioner Sargeant: Thank you, Mr. Chairman. This is a straightforward amendment that more accurately delineates soil boundaries and ensures that the County mapping system and setup is current with changing land use. It also streamlines the site plan requirements, as well. I'd like to thank Thakur Dhakal and his team at LDS, as well as zoning, as well as the Northern Virginia Soil and Water Conservation District to their – for their contributions to updating these – this plan and these maps. With that, sir, I WOULD MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT THE BOARD ADOPT THE PROPOSED AMENDMENTS TO THE CODE OF THE COUNTY OF FAIRFAX, VIRGINIA, AND PUBLIC FACILITIES MANUAL RELATED TO THE COUNTY SOILS MAP AND USES EXEMPT FROM SITE PLAN REQUIREMENTS, AS SET FORTH IN THE STAFF REPORT DATED JANUARY 23RD, 2018. AND I FURTHER MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD THAT THIS AMENDMENT SHALL BECOME EFFECTIVE AT 12:01 A.M. ON MARCH 7TH, 2018.

Commissioner Hart: Second.

Chairman Murphy: Seconded by Mr. Hart. Is there a discussion? All those in favor of the motion, as articulated by Mr. Sargeant, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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PCA 2012-MV-008 – FPRP DEVELOPMENT INC. – Appl. to amend the proffers for RZ 2012-MV-008 previously approved for mixed use to permit modifications of the proffers with an overall Floor Area Ratio (FAR) of 0.15. Located on the W. side of Silverbrook Rd., S. of its intersection with White Spruce Way on approx. 16.04 ac. of land zoned PDC. Comp. Plan Rec: Alternate Uses. Tax Map 107-1 ((9)) H and White Spruce Way public right-of-way to be vacated and/or abandoned. (Approval of this application may enable the vacation and/or abandonment of portions of the public rights-of-way for White Spruce Way to proceed under Section 15.2-2272 (2) of the *Code of Virginia*).
MOUNT VERNON DISTRICT. PUBLIC HEARING.

Scott Adams, Applicant's Agent, McGuireWoods, LLP, reaffirmed the affidavit dated January 26, 2018.

There were no disclosures by Commission members.

When Commissioner Cortina asked whether the uses articulated in the proffers dated January 22, 2018 would be modified under the subject application, William Mayland, Zoning Evaluation Division, Department of Planning and Zoning, indicated that the previously-articulated uses would remain. He then stated that the proposal would only modify the timeframe for certain transportation improvements.

Commissioner Flanagan asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived, and the public hearing closed. No objections were expressed, therefore, Chairman Murphy closed the public hearing and recognized Commissioner Flanagan for action on this application.

(Start Verbatim Transcript)

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Commissioner Flanagan: Yes, as staff just noted, the applicant is requesting to amend the proffers to modify the timing of the traffic signal warrant study and the right-of-way vacation of White Spruce Way, which is quite simple. So I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS TO APPROVE PCA 2012-MV-008, SUBJECT TO THE PROFFERS DATED JANUARY 22, 2018.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of that motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve PCA 2012-MV-008, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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SE 2011-MV-006 – HAMDI H. ESLAQUIT D/B/A HAMDI'S CHILD CARE/SELIM M ESLAQUIT – Appl. under Sect(s). 6-105, 6-106, and 8-305 of the Zoning Ordinance to permit a home child care facility with a maximum of 12 children. Located at 6606 Winstead Manor Ct., Lorton, 22079, on approx. 13,006 sq. ft. of land zoned PDH-2. Tax Map 99-2 ((17)) 31. MOUNT VERNON DISTRICT. PUBLIC HEARING.

Keith Martin, Applicant's Agent, Whiteford Taylor Preston, LLP, reaffirmed the affidavit dated January 2, 2018.

There were no disclosures by Commission members.

Commissioner Flanagan asked that Chairman Murphy ascertain whether there were any speakers for this application. There being none, he asked that presentations by staff and the applicant be waived, and the public hearing closed. No objections were expressed, therefore, Chairman Murphy closed the public hearing and recognized Commissioner Flanagan for action on this application.

(Start Verbatim Transcript)

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Commissioner Flanagan: Yes, I request that the applicant confirm, for the record, their agreement the proposed development conditions now dated February 1, 2018.

Keith Martin, Applicant's Agent, Whiteford Taylor Preston, LLP: We agree to those.

Commissioner Flanagan: Thank you. With that, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS APPROVAL OF SE 2011-MV-006, SUBJECT TO THE DEVELOPMENT CONDITIONS NOW DATED FEBRUARY 1, 2018.

Commissioner Sargeant: Second.

Chairman Murphy: Seconded by Mr. Sargeant. Is there a discussion of that motion? All those in favor of the motion to recommend to the Board of Supervisors that it approve SE 2011-MV-006, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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PA 2013-III-DS1 – COMPREHENSIVE PLAN AMENDMENT (PLAN STUDY DSC-D1-1) – To consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the *Code of Virginia*, Title 15.2, Chapter 22. This Amendment concerns submission DSC-D1-1 (Middleton Farms), located at 13801 Frying Pan Road and 13713 Frying Pan Road, Tax Map # 24-2 ((1))1, 10 is approx. 66.96 ac. and is located in both the Dranesville and Sully Supervisor Districts. Submission DSC-D1-2 (Jackson Property), located at 13717 Frying Pan Road, Tax Map # 24-2((1))2, 3, 4 is approx. 7.35 ac. and is located in the Dranesville Supervisor District. Both submissions are under review as part of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1).

Tax Map # 24-2((1))1, 10 is planned for office use up to .15 FAR with an option for office, hotel, recreational facilities and support service retail uses up to 0.40 FAR with conditions. Tax Map # 24-2((1)) 2, 3, 4 is planned for public park use and office use up to .15 FAR, with an option for consolidation with the Tax Map # 24-2 ((1)) 1, 10, with conditions.

The amendment will consider adding an option for the subject properties for residential use up to a density of 5 dwelling units per acre (du/ac). Recommendations relating to the transportation network may also be modified. Submission DSC-D1-1 (Middleton Farms) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) is concurrently under review with RZ 2017-MD-027. DRANESVILLE, HUNTER MILL, AND SULLY DISTRICT. PUBLIC HEARING.

Roger Dindyal, Planning Division (PD), Department of Planning and Zoning (DPZ), presented the staff report, a copy of which is in the date file. He noted that staff recommended adoption of the proposed amendment.

Commissioner Tanner asked for additional information regarding the noise contours on the subject property. Clara Johnson, PD, DPZ, indicated that the 60-decibel noise contour was located along the western border of the site along Route 28. When Commissioner Tanner asked whether a noise study had been conducted for the site, Ms. Johnson explained that such a study would be conducted in conjunction with the pending rezoning application. She then said that the results of that study and the need for noise mitigation measures would be determined during staff's review of that application.

Commissioner Tanner asked whether the Frying Pan Road could accommodate the traffic that would be generated by the planned development for the site. In addition, he asked whether there were outstanding plans to improve Frying Pan Road. Kristin Calkins, Fairfax County Department of Transportation (FCDOT), stated that Frying Pan Road had been identified for improvements in the County's Transportation Plan and had been included in the County's Transportation Priorities Plan, which identified funding for such improvements over a six-year timeframe. She added that the improvements would be funded through a previously-approved 2014 Bond Referendum. In addition, Ms. Calkins said that improvements to the road had been included on the FCDOT's work program for fiscal year 2015 to conduct further evaluations on how such improvements would be implemented.

Commissioner Cortina asked for additional information regarding the route for the planned extension of Sunrise Valley Drive through the subject property. Ms. Johnson described the route, noting that it was depicted in the County's Transportation Plan. She also indicated that the extension would connect with Park Center Road at the southern portion of the site. A discussion ensued between Commissioner Cortina and Ms. Johnson, with input from Ms. Calkins, regarding the final design for the extension of Sunrise Valley Drive, the impact the extension would incur on the existing resource protection area on the site, and the portions of the site where the development would be implemented wherein Commissioner Cortina said that she favored recommending that development on the site be located south of the Horse Pen Run Environmental Quality Corridor (EQC) to minimize the impacts to this EQC and Ms. Calkins indicated that there would be additional opportunities to evaluate the road extension during the rezoning process, adding that staff supported efforts to limit the environmental impact on the site.

A discussion ensued between Commissioner Ulfelder and Ms. Johnson regarding the boundaries of the planning districts, the districts in which the subject property was located, the location of Horse Pen Run, and the portions of the site that would be dedicated to the Fairfax County Park Authority (FCPA) wherein Ms. Johnson confirmed the following:

- The dividing line between the Sully and Dranesville Districts on the site was Horse Pan Creek;
- The two development options for the site articulated in the proposed amendment included development to the south of Horse Pen Run; and
- The portion of the site located north of Horse Pen Run would be dedicated to the FCPA.

A discussion ensued between Commissioner Ulfelder and Ms. Johnson regarding the recommendations for recreation facilities on the site, the growing demand for recreation facilities throughout the area as the residential population increased, and the development planned for the Dulles Suburban Center area wherein Ms. Johnson said the following:

- The intent of the recommendations included in the proposed amendment was to encourage the installation of active recreation facilities, such as athletic fields; and
- The Dulles Suburban Center Study had acknowledged the growing demand for active recreation facilities throughout the area.

Commissioner Ulfelder indicated that there had been concerns raised regarding the impact that developing the site would incur on the local school system. He then explained that there were sites near the subject property that were being evaluated for potential rezoning and that evaluation process included analyzing methods for addressing the impact on the schools. He added that those methods would address such impacts within the Sully and Dranesville Districts as the Dulles Suburban Center developed.

Commissioner Hart pointed out that efforts to redevelop the subject property had been subject to multiple revisions due to the presence of existing streams and environmental features on the site. He expressed concern about redeveloping the subject property separately from the neighboring property to the east, which was identified in the proposed amendment as the Jackson Property. He then asked whether staff supported redeveloping the site with the residential option at a density of five dwelling units per acre without incorporating the neighboring Jackson Property. Ms. Johnson indicated that staff favored redeveloping the subject property and the Jackson Property independently while retaining other options for a coordinated redevelopment. She added that staff's support of both sides developing independently was consistent with the recommendation for the proposed amendment. A discussion ensued between Commissioner Hart and Ms. Johnson regarding the condition of the Jackson Property in the event that the subject property were redeveloped independently, the potential that such independent redevelopment efforts on the Jackson Property would be hindered, and the review process for the Jackson Property wherein Ms. Johnson stated that the proposed amendment included adequate flexibility

to permit the redevelopment of the Jackson Property and the subject property through either independent efforts or a coordinated effort.

Commissioner Hart noted the importance of the extension of Sunrise Valley Drive and the associated connection with Park Center Road due to the limited accessibility of Frying Pan Road. However, he echoed concerns from Commissioner Cortina regarding the presence of EQC and flood plain on the site, which was located near the intersection of Sunrise Valley Drive and Frying Pan Road. Referring to the fourth bullet on page 17 of the staff report, which recommended that a residential development on the subject application provide access to the extension of Sunrise Valley Drive, Commissioner Hart suggested adding language that encouraged locating the access points along Sunrise Valley Drive away from the EQC and flood plain to the greatest extent possible. Ms. Johnson indicated that staff had considered such language, but concluded that the County's existing environmental protection policies were adequate to ensure that the impacts to environmentally sensitive areas on the site were mitigated. A discussion ensued between Commissioner Hart and Ms. Johnson regarding the existing provisions in the Comprehensive Plan to mitigate the impact on environmentally sensitive area that the Sunrise Valley Drive extension would incur and the challenge of designing the extension to minimize the environmental impact on the site wherein Ms. Johnson said that staff did not object to including additional language encourage the mitigation of such environmental impacts, provided that such language was consistent with the County's existing environmental policies.

A discussion ensued between Commissioner Hart and Ms. Calkins regarding the timeframe for implementing the planned widening of Frying Pan Road and the extent to which the widening had been funded wherein Ms. Calkins stated that the timeline for widening Frying Pan Road had not been finalized, but the funds for that widening had been included in the County's previously-approved 2015 bond referendum.

When Commissioner Cortina asked for additional information regarding the ownership and maintenance of Sunrise Valley Drive, Ms. Calkins said that the road was owned and maintained by the Virginia Department of Transportation (VDOT), but had been planned by FCDOT. A discussion ensued between Commissioner Cortina and Ms. Calkins regarding the possibility that roads owned by VDOT would be exempt from certain stormwater management provisions wherein Commissioner Cortina recommended that language in the proposed amendment be modified to delineate such provisions for the site.

Chairman Murphy called the first listed speaker and recited the rules for public testimony.

Gregory Riegle, 1750 Tysons Boulevard, Suite 1800, Tysons, representing McGuireWoods, LLP, stated that he spoke on behalf of the owner of the subject property. He then said that he supported staff's recommendation for approval of the proposed amendment. Mr. Riegle explained that the proposed amendment had been subject to significant review, adding that the amendment had the support of the Sully District Council of Citizens Associations. He then acknowledged the challenges associated with redeveloping the site because of the proximity to a planned transit-station area (TSA). He also noted the infrastructure that was necessary to accommodate the growth of areas around TSAs. Mr. Riegle pointed out that the proposed amendment articulated a process for extending Sunrise Valley Drive and providing sufficient

recreation amenities in the northern portions of the site. In addition, he indicated that the extension of Sunrise Valley Drive would cost approximately \$20 million and would be privately funded. Mr. Riegler added that the recommended transportation improvements for the area would permit the installation of a grid of streets, which would mitigate traffic on existing roads. He also indicated that such improvements would reduce the traffic congestion in the area and facilitate access to the TSA. Mr. Riegler said that a rezoning for the subject property had been submitted in conjunction with the proposed amendment and noted that the applicant for that rezoning had committed to construct the recommended recreation facilities and transportation improvements prior to the installation of the development on the site. In addition, he acknowledged the concerns raised by Commissioners regarding the impact the extension of Sunset Hills Road would incur on the environmental features of the site, stating that the prospective applicant intended to comply with the appropriate environmental protection policies. Mr. Riegler also indicated that the design for the Sunset Hills Road extension would be finalized at the time of rezoning.

There being no more speakers, Chairman Murphy called for closing remarks from Mr. Dindyal and Ms. Johnson, who declined. There were no further comments or questions from the Commission; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Tanner for action on this item.

(Start Verbatim Transcript)

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Commissioner Tanner: Thank you, Mr. Chairman. I first would like to start off by thanking staff for all your hard work and flexibility as we go through this process. And I just want to give you a little bit of more background. On July 9th, 2013, through the approval process of the 2013 Comprehensive Plan Work Program, the Fairfax County Board of Supervisors authorized Plan Amendment 2013-III-DS1, for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. Through this process, several submissions have been considered at a separate public hearing from the study as a whole. And submission DSC-D1-1, being considered tonight, falls into that category. To reiterate Commissioner Ulfelder's earlier motion, one of the submissions addressed in the staff report has been severed and deferred. As a result tonight the Planning Commission will only be acting on the Middleton Farms submission. Regarding the submission, the Dulles Suburban Center Study Advisory Group has worked with staff and the community to update the plan. This submission for the Middleton Farms was reviewed by the advisory group, which supported the plan amendment, as do I. The plan – this plan amendment adds residential option at a density of up to five dwelling units per acre. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS ADOPT THE STAFF RECOMMENDATION FOR SUBMISSION DSC-D1-1 OF THE DULLES SUBURBAN CENTER STUDY, PLAN AMENDMENT 2013-III-DS1, AS SHOWN IN MY HANDOUT DATED FEBRUARY 15TH, 2008 [sic]. Thank you.

Commissioner Ulfelder: Second.

Chairman Murphy: Seconded by Mr. Ulfelder. Is there a discussion? All those in favor of the motion to recommend to the supervisors – the Board of Supervisors that it adopt PA 2013-III-DS1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

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2232-B17-21 – DEPARTMENT OF PUBLIC WORKS AND ENVIRONMENTAL SERVICES – Appl. under Sects. 15.2-2204 and 15.2-2232 of the *Code of Virginia* to consider the proposal by the Department of Public Works and Environmental Services to develop a Stormwater/Wastewater Consolidation Facility, to be located at 6000 Freds Oak Drive, Burke, VA 22015 and 10900 Clara Barton Drive, Fairfax Station, VA 22039. Tax Map Numbers: 77-3 ((1)) 11 & 13. Area III. BRADDOCK DISTRICT. PUBLIC HEARING.

Jonathan Buono, Zoning Evaluation Division (ZED), Department of Planning and Zoning (DPZ), presented the staff report, a copy of which is in the date file. He noted that staff recommended that the Planning Commission approve 2232-B17-21.

Commissioner Hurley said that residents from the surrounding community had suggested that access to the proposed stormwater/wastewater consolidation facility on the site be provided directly from the Fairfax County Parkway. She then asked staff to explain why such an access was not feasible. Michael Garcia, Transportation Planning Division, Fairfax County Department of Transportation (FCDOT), explained that FCDOT's memorandum dated January 19, 2018, which had been included in the staff report in Attachment E, had recommended that the facility provide two points of access. He then stated that staff supported permitting employee vehicles to utilize Clara Barton Drive as a secondary access to the facility because that road led to an existing signaled intersection at Ox Road. He also indicated that County vehicles would be required to utilize Freds Oak Road to access the facility. A discussion ensued between Commissioner Hurley and Mr. Buono regarding the traffic flow from the facility to the Fairfax County Parkway, the ability for vehicles to make left turns from Freds Oak Road onto the Fairfax County Parkway, and the planned improvements for that intersection wherein Mr. Buono deferred to the applicant for additional information on the intersection.

When Commissioner Hurley asked for additional information on other industrial uses near the subject property that could potentially impact Clara Barton Drive, Mr. Buono indicated that there was a pending by-right industrial development located near the site and such a development

would generate additional trips along that road, including approximately 20 trucks. A discussion ensued between Commissioner Hurley and Mr. Buono regarding the total number of trips that the by-right industrial use near the site would generate and the impact of that use on Clara Barton Drive wherein Mr. Buono noted that the only access to that by-right industrial use was through Clara Barton Drive.

Commissioner Hurley stated that the neighboring residents around the subject property had expressed concern regarding the impact the proposed facility would incur on Clara Barton Drive if that road were utilized by vehicles accessing the facility. James Patteson, Director, Department of Public Works and Environmental Services (DPWES), deferred to the applicant for additional information regarding the traffic flow for vehicles accessing the proposed facility, noting that the applicant intended to utilize Freds Oak Road as the primary access. He added that the impact on Clara Barton Drive would be minimized because County vehicles would be prohibited from using that road.

Commissioner Hurley asked why the letter dated January 8, 2018 from the BC Consultants, Inc. to Tracy Strunk, ZED, DPZ, had been provided in Attachment C of the staff report. Mr. Buono explained that the County regularly utilized outside consultants to conduct reviews of stormwater management facilities to ensure that such facilities complied with the necessary stormwater management standards. Commissioner Hurley expressed support for such an effort because it provided an objective analysis of a facility's standards.

When Commissioner Hurley asked for staff to explain why a 2232 application, such as the subject application, did not utilize proffers or development conditions, Mr. Buono stated that the guidelines for such applications were articulated in *Virginia Code* Section 15.2-2322. He then noted that those guidelines provided a narrow definition of what criteria could be utilized in evaluating a 2232 application, stating that the primary criteria included character, location, and extent. In addition, Mr. Buono said that the proposal would also be evaluated on whether it was consistent with the recommendations of the Comprehensive Plan. He added that development or proffers were precluded from such applications.

Commissioner Hart pointed out that the subject property was zoned I-6. He then asked whether a property owner would be subject to limitations on traffic accessing the site if it were developed by-right. Mr. Buono said that there would be no such limitations under a by-right development, adding that the only restrictions that could be implemented for such a development would be done through the site plan, subject to the provisions of the Zoning Ordinance. He also indicated that a by-right development would not be subject to approval by the Planning Commission or the Board of Supervisors. A discussion ensued between Chairman Murphy and Mr. Buono regarding the ability of the subject property to develop by-right, the different requirements that applied to a by-right development, and the existing zoning of the site wherein Mr. Buono reiterated that the site was zoned I-5 and I-6.

Tiya Raju, Building Design and Contraction Division, DPWES, gave a presentation wherein she explained the following:

- The proposal would consolidate two parcels of land, which would be subsequently developed with a stormwater/wastewater consolidation facility;
- The two parcels included in the proposal were developed with an existing stormwater/wastewater management facility and a concrete batch plant;
- The site was zoned for industrial use and included existing access points;
- The proposed facility would combine the operations of the Wastewater Collection Division, the Maintenance and Stormwater Management Division, and the Stormwater Planning Division;
- The proposed facility would provide space for additional staff and lab testing areas;
- The existing facilities utilized for testing were located at other sites, but had inadequate space and infrastructure;
- The proposal would permit the streamlining of multiple divisions of DPWES, facilitate operations within each division, and provide greater site efficiencies;
- The applicant had coordinated with staff to evaluate various design options for the proposed facility, which included space for shops, warehouses, vehicle washing areas, fuel pumps, and covered material storage;
- The applicant had considered three design options for the site and coordinated with the surrounding community to determine the most feasible option;
- The applicant conducted community meetings on May 23, 2017; October 30, 2017; and November 15, 2017 to discuss the various design options;
- The applicant had selected a design option that consolidated and redeveloped the subject property with three access points, with two being located along Freds Oak Road and one being located on Clara Barton Drive;
- The primary access to the site would be located along the southern portion Freds Oak Road while the northern access point would be utilized for emergencies;
- The location of the buildings within the proposed development would be designed to provide adequate buffer to the residential development to the north of the site;
- The County vehicles would operate on the southern portion of the site while private vehicles would utilize the northern portion to mitigate the impact on neighboring residential development;

- The proposal included the installation of a 50-foot buffer around the perimeter of the site, which was consistent with the standards prescribed by the Zoning Ordinance;
- The northwest portion of the site included an existing conservation easement to provide additional buffering between the proposed facility and the neighboring residential development;
- The residents of the surrounding community had expressed concern regarding the proposed facility's impact on the existing residential community located along Freds Oak Road;
- The applicant addressed concerns from the residential development along Fred Oaks Road by requiring vehicles exiting the site to turn right and onto the Fairfax County Parkway;
- The residents of the community located near Clara Barton Drive had expressed concern regarding the impact that utilizing the road as a secondary access would incur;
- The applicant addressed the concerns regarding the proposal's impact on Clara Barton Drive by precluding County vehicles from utilizing the road, except during emergency situations;
- The applicant had requested that the intersection at Freds Oak Road and the Fairfax County Parkway be evaluated for the installation of a traffic signal, which was subject to review and approval by the Virginia Department of Transportation (VDOT);
- The applicant supported the installation of an additional right-turn lane from Freds Oak Road onto the Fairfax County Parkway to alleviate the traffic queuing;
- The applicant had evaluated options to improve the intersection at Clara Barton Drive and Oak Road, such as the re-striping of Clara Barton Drive to improve traffic flow and limit vehicular stacking;
- The residents of the surrounding community had expressed additional concerns regarding the impact of noise, lighting, and landscaping throughout the area;
- The applicant had considered the concerns raised by the surrounding residents and would implement appropriate provisions, such as lighting controls and buffers, to alleviate the various impacts associated with the facility; and
- The Urban Forestry Division had evaluated the applicant's screening provisions and voiced no objections.

Commissioner Hurley pointed out that infill cases frequently generated community concerns regarding impacts on traffic, landscaping, and stormwater runoff. She then pointed out the extent

to which the applicant had coordinated with the surrounding community to address such concerns, noting that the residents had commended the applicant for such efforts. Commissioner Hurley stated that the applicant had conducted a walk-through of the site with staff and residents of the surrounding community wherein suggested modifications of the proposed facility were incorporated into the final designs.

Commissioner Hurley commended the applicant for addressing an issue that has arisen involving a private dam located near Wakefield Park and Braddock Road, noting the effectiveness of such efforts at mitigating a potential flooding situation.

A discussion ensued between Commissioner Hurley and Ms. Raju, with input from Mr. Buono, regarding the usage of Clara Barton Drive as a potential secondary access to the site, the manner in which such usage was communicated to the surrounding community, and the provisions for limiting the proposed facility's impact on this road wherein Ms. Raju and Mr. Buono indicated the following:

- The different design options that the applicant had considered for the proposed development included various provisions for the utilization of Clara Barton Drive;
- The usage of Clara Barton Drive as a secondary access for private vehicles accessing the site had been included in each design option;
- The impression of the surrounding residential community that Clara Barton Drive would be utilized exclusively for emergency access was the result of a miscommunication; and
- The evaluation of Clara Barton Drive conducted by staff had concluded that utilizing the road as a secondary access for private vehicles, with County vehicles being prohibited, was feasible.

In reply to questions from Commissioner Hurley, Ms. Raju confirmed that the proposed facility would continue to utilize a fueling station and that fueling station would serve police cruisers, buses, and other County vehicles. She also indicated that there was an existing fueling station on the site and that station would be relocated under the proposed development. In addition, Ms. Raju said that the repurposing of the existing building on the site was subject to further evaluation, but such repurposing would not modify the design for the proposed facility.

In response to questions from Commissioner Sargeant, Ms. Raju indicated that the applicant's traffic mitigation provisions, which had been evaluated by FCDOT, were consistent with the appropriate criteria for a 2232 application. She also said that the recommendations that had been submitted by FCDOT during the analysis of the proposed facility's traffic impact on the surrounding area would be considered at the time of site plan review. She added that the recommendations were consistent with the information that the applicant had presented to the residents of the surrounding community on the proposed development. A discussion ensued between Commissioner Sargeant and Ms. Raju regarding the operation of full cut-off lights at the proposed facility and the extent to which such featured mitigated the lighting impact of the

facility wherein Ms. Raju described the functioning of such lighting fixtures, noting that they were designed to limit the visual impact on neighboring residential development.

Commissioner Cortina said that the Burke Center Conservancy had requested that the applicant install a sidewalk along Clara Barton Drive in conjunction with the proposed development. She then asked whether the applicant had considered such a provision and if such a provision would be required for a redevelopment that did not involve a public facility. Mr. Buono explained that the inclusion of such a provision, which would be off-site, was dependent on the development implemented on the subject property. He then stated that staff had recommended that the applicant coordinate with FCDOT to implement improvements at the multiple intersections around the area that vehicles accessing the facility would utilize, which included the installation of sidewalks. Commissioner Hurley asked for additional information regarding the status of efforts to install such a sidewalk along Clara Barton Drive. Mr. Garcia said that FCDOT had received comments from the neighboring residential community regarding the absence of a sidewalk along Clara Barton Drive. He then indicated that such a feature had been added to FCDOT's list of unfunded transportation improvements. He added that the improvement would be evaluated on a benefit/cost analysis at the appropriate time. In addition, Mr. Garcia pointed out the difficulty of ensuring sufficient right-of-way for installing such a sidewalk, noting topographical constraints along certain areas of the road.

Chairman Murphy called the first listed speaker.

Patrick Gloyd, 6060 Burke Centre Parkway, Burke, representing the Burke Centre Conservancy, commended the applicant for coordinating with the surrounding community to address outstanding issues that had arisen during the review process, but voiced concerns regarding the impact that the proposed facility would incur on the neighboring residential development. Mr. Gloyd stated that the buffering, noise mitigation features, and lighting mitigation provisions to screen the proposed facility from the surrounding residential neighborhood was not sufficient. He added that situations involving heavy snowfall during the winter seasons would increase that potential impact. Mr. Gloyd said that the applicant's traffic mitigation provisions were inadequate, stating that he supported utilizing Freds Oak Road as a primary access, but did not favor utilizing Clara Barton Road for private vehicles. He indicated that residents of the neighboring community objected such a provision due to concerns regarding the potential traffic impact on that road. Mr. Gloyd acknowledged the benefits of the proposed development compared to a by-right development, but favored implementing additional improvements to the intersection of Freds Oak Road and the Fairfax County Parkway to facilitate access to the site. In addition, he expressed support for the installation of a traffic signal at that intersection, noting that the intersection had been subject to safety hazards for pedestrians. Mr. Gloyd suggested that the applicant and staff evaluate other opportunities to improve pedestrian paths and bicycle paths throughout the area, pointing out the absence of such paths along Clara Barton Drive. (A copy of Mr. Gloyd's statement is in the date file.)

When Commissioner Niedzielski-Eichner asked for additional information regarding the Burke Centre Conservancy support of the applicant's noise and lighting mitigation measures. Mr. Gloyd indicated that the organization supported those measures were adequate, adding that the applicant had been responsive in addressing the surrounding community's concerns. However, he

reiterated that the issues regarding the utilization of Clara Barton Drive remained unresolved, stating that the community did not support utilizing that road as an access to the site.

William Sinnott, 10727 Bear Oak Court, Burke, echoed remarks from Mr. Gloyd regarding the applicant's coordination efforts with the surrounding community. However, he also opposed utilizing Clara Barton Drive to access the subject property. Mr. Sinnott pointed out the amount of personnel that the proposed facility would utilize and noted the traffic impact that such a facility would generate along Clara Barton Drive. He also described the existing condition of the road, noting that the road was narrow, subject to infrequent use, and consistent with the residential character of the surrounding neighborhood. He added that Clara Barton Drive was not sufficiently wide to accommodate on-street parking and did not utilize curbs or sidewalks. Mr. Sinnott also noted the frequency with which the road was utilized by pedestrians, some of which included school-age children. He then said that utilizing Clara Barton Drive to access the subject property would generate significant safety hazards for the surrounding community. In addition, Mr. Sinnott expressed support for the installation of a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway, noting the difficulty of making turns from Fred Oaks Road onto the Fairfax County Parkway under the existing conditions. He also expressed concern regarding the noise impact of County trucks on the subject property, noting the proximity of residential development to the subject property. In conclusion, he said that he favored consolidating the site to permit the installation of a stormwater/wastewater consolidation facility, provided that Clara Barton Drive was not utilized as an access. (A copy of Mr. Sinnott's statement is in the date file.)

A discussion ensued between Commissioner Migliaccio and Mr. Sinnott regarding the potential measures the applicant could utilize to mitigate the noise impact of trucks operating on the subject property.

Commissioner Flanagan indicated that an existing concrete batch plant in Mount Vernon District had been subject to similar community concerns regarding the noise impacts of trucks. He then stated that the facility had addressed that concern by utilizing alternative signals for the trucks on the site and suggested that such alternatives be evaluated.

A discussion ensued between Commissioner Hurley and Mr. Sinnott regarding the various noise mitigation features that would be utilized at the proposed facility, the location of those features, the effectiveness of such features, and the topographic features of the surrounding areas that would further alleviate the noise generated on the site wherein Commissioner Hurley pointed out the location of a noise wall and the slope on the site, which would further mitigate the noise on the site.

Gail Calabrese, 5925 Oakland Park Drive, Burke, pointed out that her residence was located near the existing concrete batch plant on the subject property, which was part of a pipe stem development. She then expressed concern that the proposed facility would negatively affect her community due the visual impact, the noise from trucks operating on the site, and the light pollution that would be generated by the facility. Ms. Calabrese requested that the lights at the facility be directed away from her community and include automatic turn-off mechanisms for non-essential fixtures during evening hours. She also suggested that the proposed masonry wall

along the northern portion of the site be extended and heightened to further mitigate the noise generated on site. In addition, she echoed concerns from Mr. Sinnott regarding the noise generated by trucks at the facility. Ms. Calabrese said that she supported efforts to minimize the amount of tree removal that would be conducted to accommodate the proposed facility. She also suggested that the applicant plant additional trees to supplement the buffer between the facility and her community, adding that certain tree types were subject to losing lower branches, which hindered the ability of the tree to provide screening over time. Ms. Calabrese echoed remarks from previous speakers regarding the usage of Clara Barton Drive as a secondary access to the site, stating that she favored utilizing that access exclusively for emergencies. She added that Clara Barton Drive could not accommodate the increased traffic impact that a secondary access to the site would generate. In conclusion, Ms. Calabrese said that she did not oppose the proposed facility, but requested that staff and the applicant continue coordinating with the surrounding community to address their concerns. (A copy of Ms. Calabrese's statement is in the date file.)

Steven Shapiro, 10909 Carters Oak Way, Burke, commended the applicant and staff for coordinating with the surrounding neighborhood to address concerns regarding the impact of the proposed facility. He then echoed remarks from previous speakers regarding the usage of Clara Barton Drive as a secondary access to the subject property that would be available to private vehicles. Mr. Shapiro described the impact of the existing facility on the site, pointing out that the employees at the facility utilized multiple shifts during the early morning and late evening hours. He noted that the access located on Freds Oak Road was sufficient to accommodate the traffic impact of the existing operations. He added that accidents at the intersection of Freds Oak Road and Fairfax County Drive were infrequent, according to information provided by VDOT. He then stated that he supported utilizing Freds Oak Road as the primary access for the proposed facility. Mr. Shapiro said that the traffic impact analysis conducted by the applicant did not warrant utilizing Clara Barton Drive as a secondary access, adding that such an access would generate cut-through traffic throughout the existing residential community. He also indicated that utilizing Clara Barton Drive as an access would create safety hazards for the community. Mr. Shapiro then stated that he favored utilizing Clara Barton Drive exclusively as an emergency access to the site. In addition, he said that he supported the deferral of the decision only for the subject application to provide sufficient time for the surrounding community to review the applicant's traffic analysis. Mr. Shapiro also suggested that the applicant lock the access to the site from Clara Barton Drive until there had been sufficient analysis of the traffic impact for the proposed facility to warrant utilizing that road for non-emergency purposes. (A copy of Mr. Shapiro's statement is in the date file.)

Kenton Edelin, 10950 Clara Barton Drive, Fairfax Station, stated that his residence was located along Clara Barton Drive near the entrance of the proposed secondary access to the site and echoed concerns from previous speakers regarding his opposition to utilizing this road as an access to the subject property. He noted that there had been previous developments that had generated concerns about the traffic impact on Clara Barton Drive, adding that such developments had been denied because they were not consistent with the residential character of the road. Mr. Edelin described the impact that increased traffic along Clara Barton Drive would incur on his property and surrounding neighborhood. He then indicated that the applicant's proposed improvements to the intersection at Ox Road and Clara Barton Drive would not

adequately mitigate the impact generated by the proposed facility, noting that such improvements could generate additional traffic. In addition, Mr. Edelin echoed remarks from previous speakers regarding the potential safety hazards that would be generated by utilizing Clara Barton Drive as a secondary access, noting the frequency with which pedestrians utilized that road. He also expressed support for the installation of a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway, noting the difficulty for vehicles making left turns onto Fairfax County Parkway from that intersection under the existing conditions. (A copy of Mr. Edelin's statement is in the date file.)

Natascha Dixon Edelin, 10950 Clara Barton Drive, Fairfax Station, stated that she had attended multiple community meetings between the applicant and residents of the surrounding community. She then echoed concerns from previous speakers regarding the traffic impact on Clara Barton Drive that that would be incurred if it were utilized as a secondary access to the subject property. Ms. Edelin described the existing condition of Clara Barton Drive, adding that there were multiple bus stops located along the road. She then pointed out the routes that school-age children utilized to access those bus stops, noting that portions of Clara Barton Drive did not utilize sidewalks, which generated potential safety hazards that would be intensified in the event that private vehicles were permitted to utilize the road to access the site. Mr. Edelin also indicated that Clara Barton Drive was a narrow, two-lane road with multiple areas in which the visibility for vehicles and pedestrians was limited. She added that visibility along the road was also hindered by the presence of deciduous trees throughout the area and seasonal conditions. Ms. Edelin stated that Clara Barton Drive was subject to significant traffic during peak-hour periods in the morning, pointing out that a commercial shipping facility was located along the road that was subject to significant traffic in the morning. In addition, she said that vehicles from that facility frequently traveled at high speeds and the community had coordinated with the Fairfax County Police Department (FCPD) to reduce such speeds. In conclusion, Ms. Edelin said that Clara Barton Drive could not accommodate the additional traffic generated by the proposed facility and favored utilizing Freds Oak Road as the primary access to the site, noting that Freds Oak Road could accommodate the projected traffic.

Mark Jenkins, 8233 Old Courthouse Road, Suite 350, Vienna, representing Companion Animal Clinic (CAC), which was located along Clara Barton Drive, echoed the concerns voiced by previous speakers regarding the proposed facility's traffic impact on the surrounding community. He then indicated that utilizing Clara Barton Drive as a secondary access to the site would increase congestion along the road and vehicular stacking at the Ox Road intersection. Mr. Jenkins stated that CAC had coordinated with a traffic consultant to determine the impact the proposed facility would incur, but indicated that there had not been sufficient time to review the applicant's traffic impact analysis. He then said he supported deferring the decision only of the subject application to permit sufficient time for the traffic consultant to review the analysis and submit the conclusions to the record. Mr. Jenkins added that he had reviewed the proffers for the previously-approved concrete batch plant on the subject property and asked the Commission to clarify whether approval of a proffered condition amendment was necessary to permit the amount of tree removal that would be necessary for the proposal. (A copy of Mr. Jenkins' statement is in the date file.)

When Chairman Murphy asked for additional information regarding when the proffers for the previously-approved concrete batch plant on the site was approved, Mr. Jenkins stated that the proffers had been approved in November 1999.

Commissioner Hurley requested that staff address Mr. Jenkins' concern regarding the need for a proffered condition amendment to approve the tree removal provisions associated with the proposal. Mr. Buono acknowledged that the site had been subject to two previously-approved rezoning applications. He then indicated that staff had obtained an interpretation from ZED that was included in Attachment C of the staff report, which determined the applicant's provisions were consistent with the provisions of those proffers.

Chairman Murphy called for speakers from the audience.

Lisa Knight, 10960 Clara Barton Drive, Fairfax Station, aligned herself with concerns from previous speakers regarding the traffic impact the proposal would incur on Clara Barton Drive if that road were utilized as a secondary access point to the site. She added that the road was subject to significant traffic generated by residents and existing commercial development around the area, which included a daycare center. Ms. Knight also pointed out the location of multiple bus stops along Clara Barton Drive, noting the safety hazards for pedestrians due to the narrowness of the road and the absence of sidewalks. In addition, she stated that there was an existing storage business located along Clara Barton Drive, which frequently incurred illegal parking by trucks. She indicated that she had coordinated with the FCPD to address the illegal parking issues, but noted the challenges associated with enforcing the parking restrictions and speed limits of the road during peak traffic periods in the morning. In addition, Ms. Knight echoed concerns from Mr. Edelin regarding the limited visibility for vehicles utilizing Clara Barton Drive due to the topography of the area, adding that the road had fewer traffic mitigation features compared to Freds Oak Road. In conclusion, she stated that she opposed utilizing Clara Barton Drive as a secondary access to the subject property.

Commissioner Niedzielski-Eichner asked staff to provide justification for utilizing Clara Barton Drive as a secondary access to the site. Mr. Buono stated that it was staff's policy to favor multiple access points for a facility such as the one proposed by the subject application. He then pointed out that the existing intersection at Freds Oak Road and the Fairfax County Parkway, which provided the only access to the site, had been subject to significant vehicular stacking. Mr. Buono added that staff supported the implantation of improvements at the intersection, but still supported including another access point from Clara Barton Drive. When Commissioner Niedzielski-Eichner asked staff to address the concerns raised by speakers regarding the impact of utilizing Clara Barton Drive as a secondary access, Mr. Buono and Mr. Garcia said the following:

- The analysis conducted by staff on Clara Barton Drive had not factored the narrowness of the road;
- The inclusion of a secondary access from Clara Barton Drive was intended to provide employees of the facility with an alternate route to a signalized intersection;

- The use of a secondary access to the site would alleviate the existing traffic and safety issues at the intersection of Freds Oak Road and the Fairfax County Parkway; and
- The proposed facility would accommodate a greater number of employees compared to the existing facility on the site and providing a secondary access would mitigate the impact of that greater intensity.

Commissioner Niedzielski-Eichner asked whether the possible installation of a traffic signal at the intersection of Freds Oak Road and Fairfax County Parkway would mitigate the need to utilize Clara Barton Drive as a secondary access to the site. Mr. Garcia indicated that staff did not object to modifying the usage of Clara Barton Drive, but still recommended that the road permit access for emergency purposes. When Commissioner Niedzielski-Eichner asked whether the applicant supported modifying the usage of Clara Barton Drive, Ms. Raju indicated that while the utilization of the road as a secondary access as recommended by FCDOT was the preferred option, the applicant did not object to modifying the provisions to restrict the usage of that road for emergency purposes. A discussion ensued between Commissioner Niedzielski-Eichner and Ms. Raju regarding the feasibility of utilizing a signalized intersection at Freds Oak Road and the Fairfax County Parkway as the primary access to the proposed facility wherein Ms. Raju indicated that the applicant did not object to such a scenario.

When Commissioner Migliaccio asked whether the applicant's traffic impact analysis had been completed and was available to the public, Ms. Raju explained that the analysis was not complete because VDOT had not completed an evaluation of the data, but noted that analysis of the transportation data had been finalized. She then pointed out that the data included in the analysis would not be modified during VDOT's review and that data had been made available to the public. A discussion ensued between Commissioner Migliaccio and Ms. Raju, with input from Mr. Buono, regarding the availability of the data in the traffic impact analysis for the public and the extent to which the applicant had shared that data with residents of the surrounding community wherein Mr. Buono indicated the following:

- The trip data from the applicant's analysis had been made publicly available;
- The trip data had been presented at multiple public meetings and would not be modified prior to the completion of VDOT's analysis;
- The evaluations conducted by VDOT would provide official conclusions for a formalized traffic impact analysis, but the conclusion could not be rendered until a determination had been made regarding the feasibility for a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway.

Commissioner Hart echoed remarks from Mr. Buono regarding the utilization of location, character, and extent as the criteria for evaluating the subject application, as articulated by Section 15.2-2232 of the *Code of Virginia*. He then expressed concern regarding the traffic generated by the proposed facility due to the increased intensity of the facility and the associated impact on Clara Barton Drive if it were utilized as a secondary access. Commissioner Hart

pointed out the conditions of the road, as described by multiple speakers, noting that it was narrow, had no sidewalks, and was subject to limited visibility at certain locations. He indicated that the additional traffic that would be generated by utilizing Clara Barton Drive as a secondary access would intensify the existing issues along the road. Commissioner Hart asked whether the accessibility of the proposed facility would be adequate in the event that Clara Barton Drive was not utilized as a secondary access, which subsequently required vehicles entering and exiting the site to utilize Freds Oak Road. Mr. Buono indicated that such a scenario was still feasible, but noted that VDOT's decision regarding the installation of a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway had not been rendered. He then said that staff had concluded that the extent of the proposed facility was appropriate if Clara Barton Drive were utilized as a secondary access, but indicated that the installation of a traffic signal would further mitigate the overall transportation impact of the proposal. A discussion ensued between Commissioner Hart and Mr. Buono regarding the effect that VDOT's conclusions for the traffic signal and the applicant's traffic impact analysis would incur on staff's determination of the extent of the proposal wherein Mr. Buono stated that VDOT's analysis would not impact staff's determinations on the extent criterion for the proposed facility.

A discussion ensued between Commissioner Hurley and Commissioner Hart regarding the possibility of utilizing Freds Oak Road as the only access point to the proposed facility, the feasibility of utilizing Clara Barton Drive exclusively as an emergency access, and the extent to which a traffic signal would improve the conditions along Freds Oak Road wherein Commissioner Hart reiterated his concerns on the existing condition of Clara Barton Drive and the extent to which additional traffic from the proposed facility would aggravate that condition.

When Commissioner Hurley asked for clarification on the height of the tallest buildings within the proposed facility, Ms. Raju clarified that the tallest building would be two stories in height, but that height would appear greater on certain portions of the site due to topographical variations.

Commissioner Niedzielski-Eichner asked whether the usage of Clara Barton Drive as a secondary access to the site would impact VDOT's evaluation for the installation of a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway. Ms. Raju indicated that the usage of Clara Barton Drive would not impact VDOT's review process for that intersection.

There being no more speakers, Chairman Murphy asked for a rebuttal statement from Ms. Raju, who said that the applicant would continue coordinating with the surrounding community to address their outstanding concerns. In addition, Mr. Patteson acknowledged the concerns raised by speakers regarding the absence of sidewalks along Clara Barton Drive, noting that the topography of the area hindered the ability to install such features. He added that obtaining the necessary right-of-way to permit the installation of sidewalks along the road required significant easements on private property, but indicated that there were opportunities along certain portions of the road to supplement additional sidewalks throughout the area.

A discussion ensued between Commissioner Hurley and Ms. Raju regarding the existing pedestrian networks within the residential development along Clara Barton Road wherein Ms.

Raju stated that additional information on that network would be provided to the Commission during the deferral period.

Commissioner Strandlie expressed concern regarding the intersection of Clara Barton Drive and Ox Road, stating that the existing condition of that intersection could not accommodate the additional traffic that would be generated by utilizing Clara Barton Drive as a secondary access to the subject property. She then said that she did not support utilizing Clara Barton Drive as a secondary access for the site, adding that she favored the installation of a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway to facilitate access. Ms. Raju stated that the applicant's transportation consultants had evaluated the intersection at Clara Barton Drive and Ox Road, noting that the consultants recommended improvements to the intersection to ensure it could accommodate additional traffic from Clara Barton Drive. Commissioner Strandlie reiterated her support for utilizing Freds Oak Road as the only access to the site and precluding the usage of Clara Barton Drive as a secondary access. Mr. Garcia described potential improvements to the intersection at Clara Barton Drive, noting that staff had coordinated with residents of the surrounding community to evaluate such improvements.

When Commissioner Flanagan asked for additional information regarding the number of trucks that would operate on the site with the proposed facility and the efforts to mitigate the noise impacts generated by those trucks, Mr. Patteson explained that the facility would combine the existing operations of the wastewater management facility with that of the stormwater management staff. He then stated that the areas that would be utilized by the trucks were designed in a manner to facilitate the circulation of such vehicles within the site. In addition, he pointed out that the masonry wall that would be located along the northern perimeter of the site would further mitigate the noise impact from the trucks. A discussion ensued between Commissioner Flanagan and Mr. Patteson regarding the noise generated by truck traffic on the site, the possibility of utilizing alternatives back-up signals for trucks operating on the site, the safety protocols for operating trucks on the site, and the extent to which the noise impact of the facility affected the character of the site wherein Mr. Patteson cited safety issues as a concern for utilizing alternatives to back-up signals for trucks, adding that staff had enlisted the services of a noise consultant to evaluate the impact of the proposed facility and subsequently concluded that the impact would be consistent with the standards prescribed by the Zoning Ordinance.

A discussion ensued between Chairman Murphy and Mr. Buono regarding how long the existing concrete batch plant on the subject property had been in operation.

Commissioner Cortina pointed out that the storage areas for rock salt and vehicle washing areas on the proposed facility were located near an existing conservation easement. She then asked whether those locations had been finalized, expressing concern that the location of such features would incur environmental impacts. Ms. Raju said that the applicant would comply with the necessary environmental standards with the rock salt storage areas and the vehicle washing facilities, adding that the location of those features had been determined because it minimized the impact on the conservation easement. A discussion ensued between Commissioner Cortina and Ms. Raju, with input from Mr. Patteson, regarding the process for determining the location of those features on the site, the location of the parking areas on the site, and the applicant's

methods for mitigating the impact of truck traffic on the site wherein Ms. Raju and Mr. Patteson explained the following:

- The parking areas were located on the southern portion of the site and had been designed to minimize the need for trucks to utilize back-up signals;
- The location of the rock salt storage areas was intended to provide additional buffering for the neighboring residential communities;
- The rock salt storage areas would be covered and would comply with the necessary environmental protection standards, as prescribed by the Zoning Ordinance and the Public Facilities Manual; and
- The stormwater runoff generated by the site would be treated prior to draining into off-site stream systems.

Referring to Figure 4 on page 7 of the staff report, which depicted the number of private and County vehicles that would access the subject property on a daily basis, Commissioner Ulfelder asked for additional information regarding the existing methods that vehicles utilized to access the site. Mr. Buono indicated that the existing vehicular traffic, as shown in Figure 4, exclusively utilized Freds Oak Drive for access and none utilized Clara Barton Drive. A discussion ensued between Commissioner Ulfelder and Mr. Buono, with input from Anthony Donald, Traffic Consultant, Michael Baker Inc., regarding the number of vehicles that would utilize Clara Barton Drive in the event it were utilized as a secondary access and the traffic patterns that the proposed facility would generate wherein Mr. Donald said the following:

- The analysis of regional distribution of the traffic accessing the site had concluded that approximately 246 vehicles would utilize Clara Barton Drive daily;
- The traffic generated by the proposed facility was contingent on the schedule of the shifts of the employees working at the site; and
- The proposed facility would utilize two primary shifts with one occurring early in the morning and another occurring in the evening.

Commissioner Ulfelder expressed concern regarding the impact of private vehicles from the proposed facility utilizing Clara Barton Drive during the same time periods in which school buses served the neighboring residential community. He then recalled Ms. Edelin for additional information regarding the location of school bus stops in the neighboring residential community. A discussion ensued between Commissioner Ulfelder and Ms. Edelin regarding the routes that bus stops utilized around Clara Barton Drive, the methods that school buses utilized to navigate the community, and the pick-up/drop-off schedules that school buses utilized wherein Ms. Edelin indicated that the school bus serving the local elementary school was the only bus that traveled down Clara Barton Drive to pick up children while buses serving other schools utilized stops located further north.

A discussion ensued between Commissioner Tanner and Commissioner Hart regarding a previous instance where a commercial use located near Clara Barton Drive had been denied due to concerns pertaining to traffic impact wherein Commissioner Hart indicated that the use had not been denied, but was withdrawn after multiple deferrals to address similar traffic issues on Clara Barton Drive.

Commissioner Hart pointed out that a portion of the subject property was zoned I-6, which permitted by-right developments that were not subject to approval by the Planning Commission or the Board of Supervisors. He added that such by-right uses would incur a significant impact on Clara Barton Drive. Commissioner Hart then stated that he favored redeveloping the site through the subject application because the review process provided opportunities to address the traffic impact along Clara Barton Drive. Commissioner Cortina concurred with Commissioner Hart's statement, but noted that she favored evaluating potential alternatives for providing access to the site, adding that public facilities warranted higher standards for approval. Ms. Raju reiterated that the applicant did not object to utilizing Freds Oak Road as the only access to the subject property, noting that the various improvements included within the proposal were sufficient to mitigate the impact of the expanded facility. A discussion ensued between Commissioner Cortina and Ms. Raju regarding the feasibility of utilizing Freds Oak Road as the only access to the subject property wherein Commissioner Cortina aligned herself with the concerns voiced by the speakers on the potential impact that utilizing Clara Barton Drive as a secondary access could incur on the neighboring residential community.

A discussion ensued between Chairman Murphy and Mr. Patteson regarding the potential budget constraints for implementing traffic mitigation provisions at the proposed facility, the reason for including the secondary access on Clara Barton Drive, and the existing traffic patterns on Clara Barton Drive wherein Mr. Patteson explained the following:

- The cost of installing a traffic signal at the intersection of Freds Oak Road and the Fairfax County Parkway was significant;
- The applicant supported the installation of that signal, but such a feature was subject to VDOT's approval;
- The use of Clara Barton Drive as a secondary access had been recommended by FCDOT to provide an alternate route for private vehicles exiting the site; and
- The proposed facility was feasible without utilizing Clara Barton Drive as an alternate access, but the applicant supported FCDOT's conclusion that such access to the site was warranted.

Chairman Murphy called for closing comments from staff wherein Mr. Buono stated that staff had evaluated multiple scenarios for providing access to the subject property, including those that did not utilize Clara Barton Drive.

There were no further comments or questions from the Commission; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Hurley for action on this item.

(Start Verbatim Transcript)

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Commissioner Hurley: The final traffic option is going to have to be determined at a later date, but I believe that at least an additional week would be useful – give us time to consider all we've talked about tonight. And therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION DEFER DECISION ONLY FOR 2232-B17-21 TO A DATE CERTAIN OF 22 FEBRUARY, 2018 IN ORDER TO CONSIDER ALL COMMENTS RECEIVED.

Commissioner Niedzielski-Eichner: Second.

Chairman Murphy: Seconded by – who?

Commissioner Hurley: I'm sorry...with the record to remain open for written comments.

Chairman Murphy: Okay. Seconded by Mr. Ulfelder [sic]. Is there a discussion of the motion? All those in the favor of the motion to defer decision only...

Commissioner Hart: It was Niedzielski-Eichner.

Chairman Murphy: I'm sorry?

Commissioner Hart: It was somebody else.

Chairman Murphy: It was you? I didn't...I can't...I couldn't – yeah, okay. Mr. Niedzielski-Eichner seconded the motion.

Commissioner Ulfelder: I'll seconded it as well.

Chairman Murphy: And Mr. Ulfelder seconded it. All those in favor of the motion to defer 2232-B17-21 to a date certain of February 22nd, with the record remaining open for comment, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Thank you very much.

The motion carried by a vote of 12-0.

(End Verbatim Transcript)

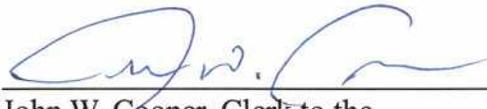
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The meeting was adjourned at 10:23 p.m.
Peter F. Murphy, Chairman
James T. Migliaccio, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office,
12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Jacob Caporaletti

Approved on: May 17, 2018



John W. Cooper, Clerk to the
Fairfax County Planning Commission