County of Fairfax, Virginia
Planning Commission Meeting
March 12, 2025
Planning Commission Action

PA 2023-00036 (SSPA 2023-II-2V) – HUNTERS BRANCH OFFICE COMPLEX
(Providence District)

PLANNING COMMISSION RECOMMENDATIONS:
On March 12, 2025, the Planning Commission voted 10-0 (Commissioner Bennett was absent from the meeting) to recommend to the Board of Supervisors the adoption of the staff recommendation for Plan Amendment 2023-II-2V as shown on pages 28-32 of the staff report dated February 19, 2025, with the following additional site-specific bullet:

- Street lights should be installed along both sides of Nutley Street and the north side of Route 29 to enhance pedestrian safety and visibility.

ATTACHED DOCUMENTS:
Staff Report dated February 19, 2025

MJ

PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-II-2V
February 19, 2025

GENERAL LOCATION: Northwest quadrant of intersection of Route 29 and Nutley Street

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area II

PLANNING DISTRICT: Vienna

SPECIAL PLANNING AREA:
Vienna Transit Station Area, Land Unit A

PARCEL LOCATION: 48-4 ((1)) 1E and 1G

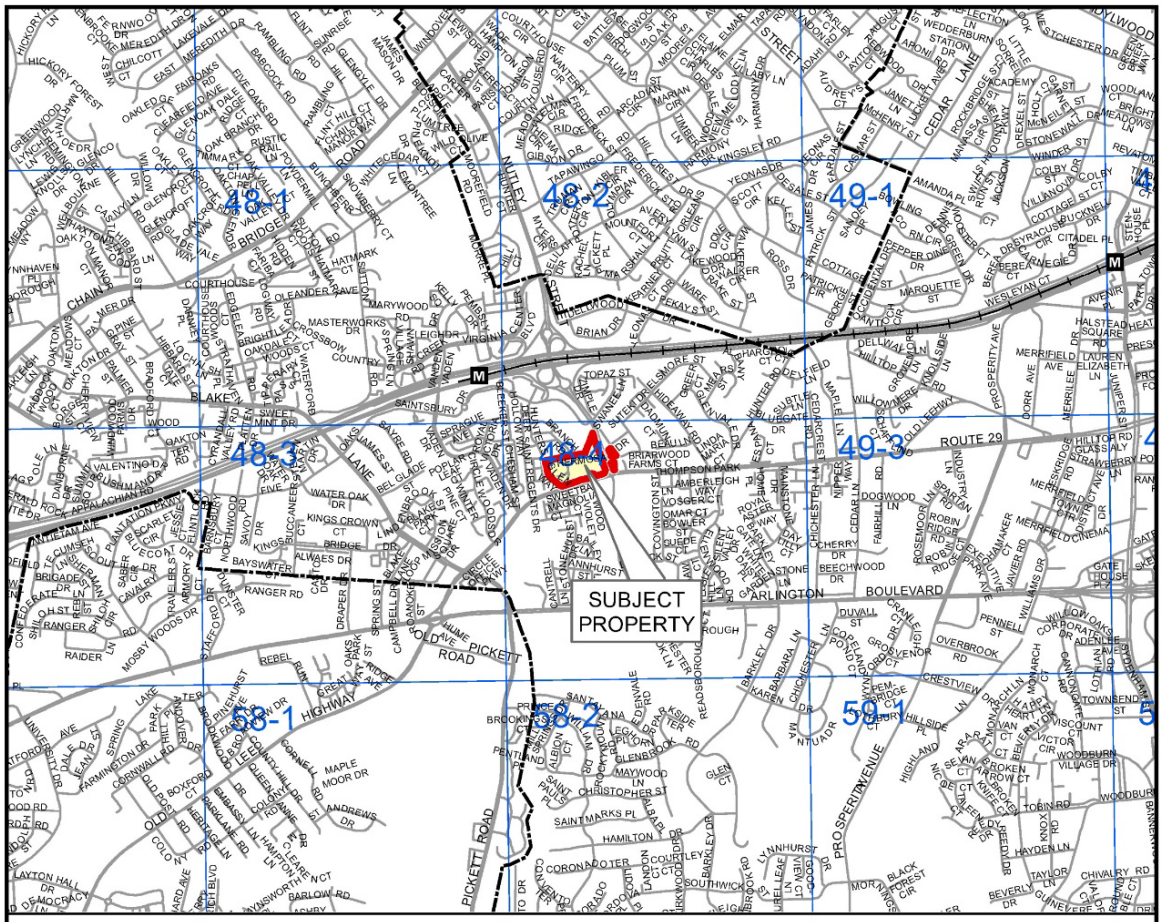
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, March 12, 2025 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, May 13, 2025 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



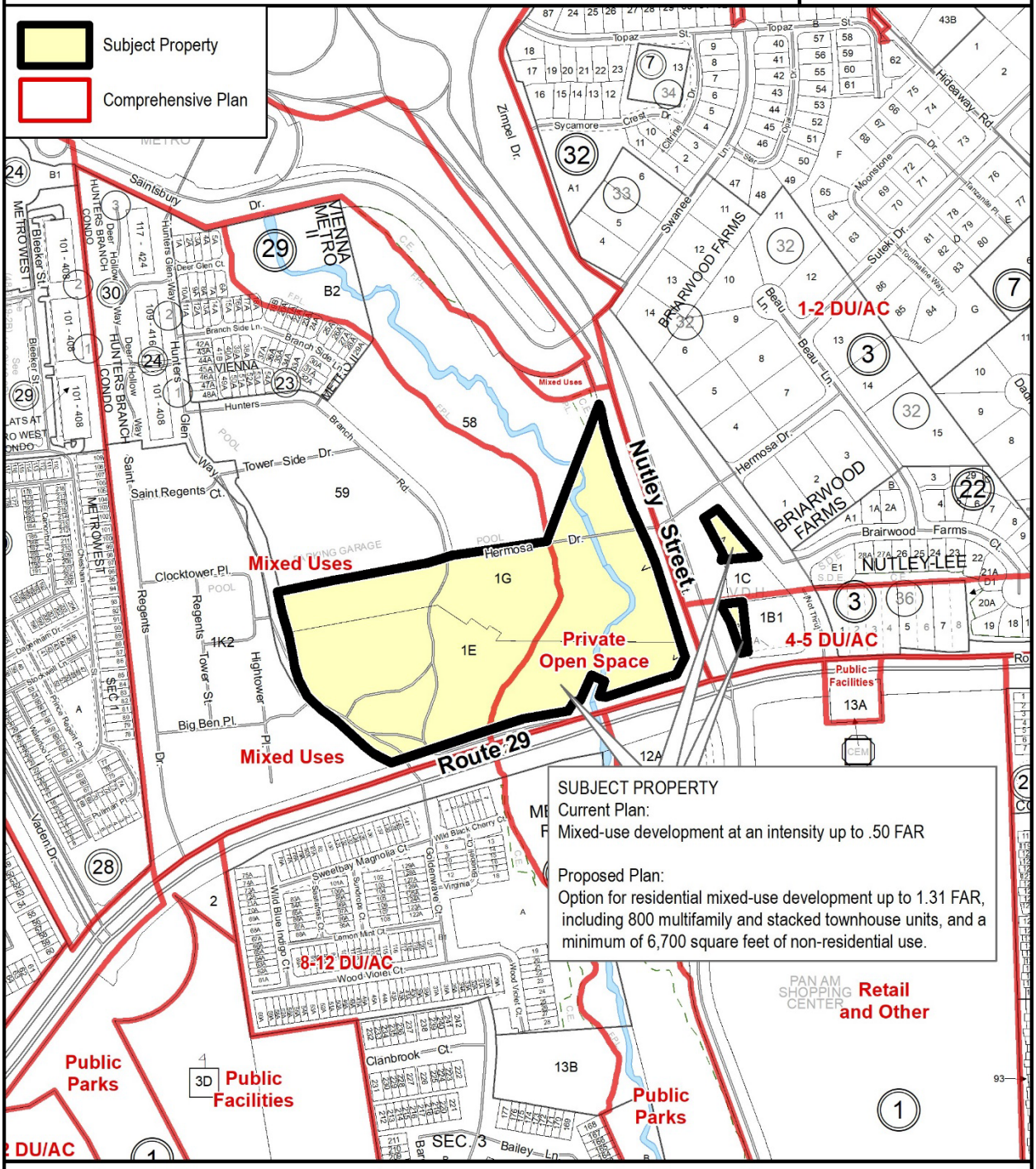
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-II-2V Hunters Branch Office Complex

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CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM:
SSPA 2023-II-2V



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JANUARY 2025

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STAFF REPORT FOR PLAN AMENDMENT SSPA 2023-II-2V

BACKGROUND

On April 11, 2023, as part of the 2023 Comprehensive Plan Amendment Work Program, the Fairfax County Board of Supervisors (Board) authorized the consideration of a Plan amendment for Tax Map Parcels 48-4 ((1)) 1E and 1G, located at 9300 and 9302 Route 29 in the Providence Supervisor District. The Plan amendment authorization considered residential use up to 65-80 dwelling units per acre (du/ac), and was listed as a Tier 3, deferred item. On November 21, 2023, the Board re-authorized the amendment as a Tier 1 item as follows:

"Consideration of a Plan amendment for (Tax Map Parcels 48-4 ((1)) 1E and 1G) for residential or mixed-use development up to a density of 65-80 du/ac, including the potential for adaptive reuse of the existing office building for partial redevelopment, or redevelopment of the entire site for multi-family residential uses. Specific considerations should include the mix of uses, appropriate density level, provision of residential amenities, usable open spaces, and multimodal connections to the Vienna Metrorail Station, Pan Am Shopping Center, and other nearby destinations."

In the course of the Plan amendment review, the mix of land uses has focused on residential and non-residential uses, and as a result, Floor Area Ratio (FAR) has been used as the primary metric for describing development intensity on the site. However, in comparison to the density authorized for the residential portion only, the proposed Options described in greater detail below range from 38 to 58 du/ac.

The review of the Plan amendment is concurrent with Rezoning application PCA-80-P-039-010, CDPA-80-P-030-002, and FDPA-80-P-039-09 (RZPA 2023-PR-0015) which seeks to demolish two existing office buildings and construct an 8-story, 485,000 square foot multifamily apartment building (up to 485 units), 76 stacked townhomes and approximately 6,700 square feet of non-residential use.

Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning applications and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE SITE

The 14-acre subject site consists of two parcels located northwest of the intersection of Route 29 and Nutley Street and is accessed from these streets by Hunters Glen Way and Hermosa Drive respectively. Two non-contiguous, remnant portions of the parcels are located to the east of Nutley Street. These remnant parcels were separated from the balance of the site in the 1980s when right-of-way for the current Nutley Street alignment was dedicated with the original office

site development. As shown in Figure 1, the western and central portions of the site are developed with two, 222,000 square foot (444,000 square feet in total), twelve story office buildings built in 1989 known as Hunter's Branch I and II, and two parking structures. The eastern portion of the site contains a tributary of Accotink Creek known as Hunter's Branch, which is situated in a wooded stream valley. This stream valley is an Environmental Quality Corridor (EQC) and contains Resource Protection Area (RPA), floodplain, and a County stormwater easement. As shown in Figure 2, the topography of the site rises approximately 50 feet from a low point on the Route 29 frontage to a high point at the northwest corner.

Figure 1. Aerial Photograph of Site. Source: Fairfax County GIS.

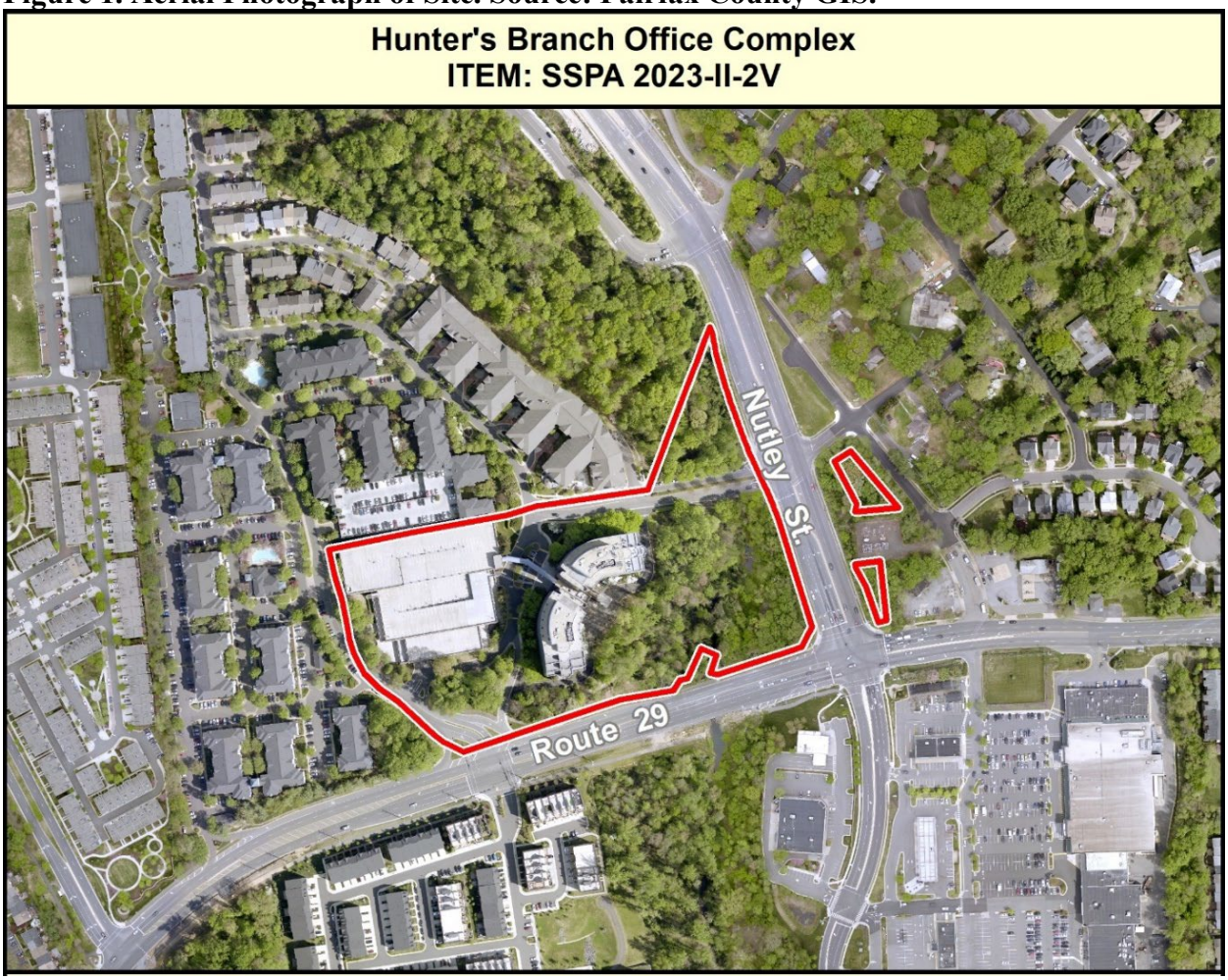
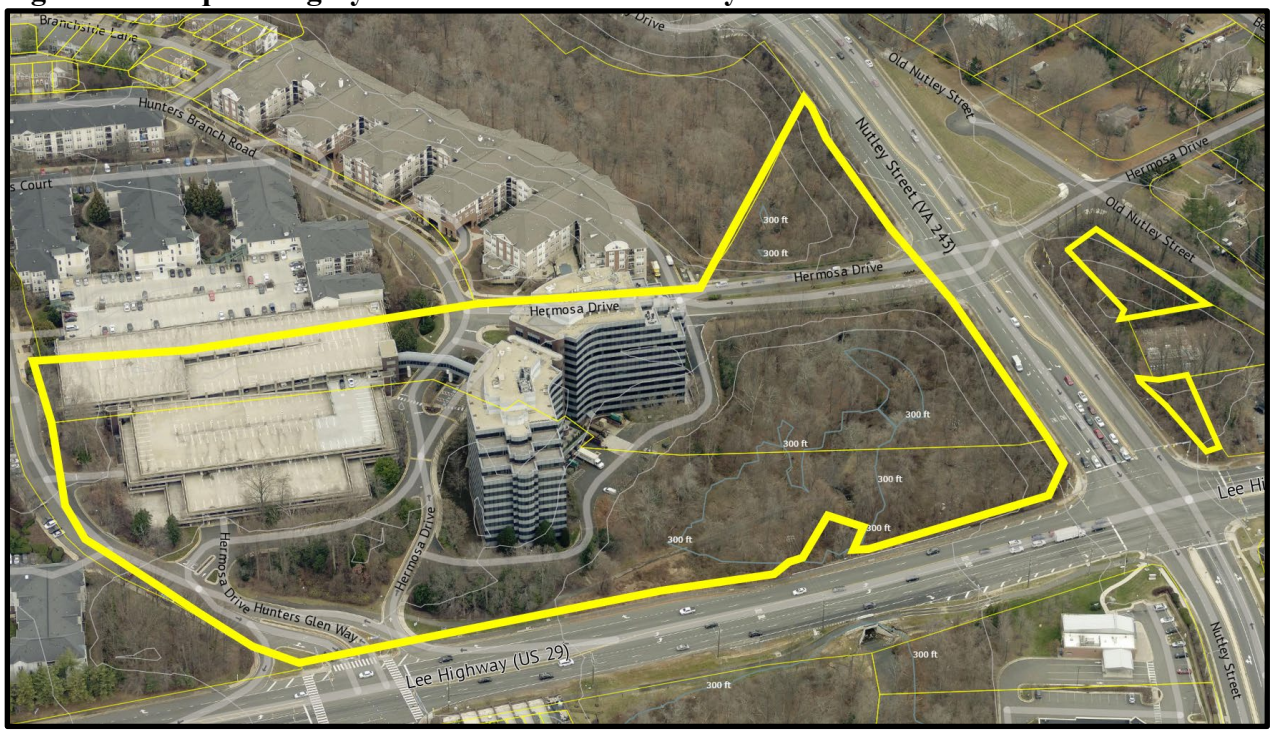


Figure 2. Oblique Imagery of Site. Source: Pictometry.



CHARACTER OF THE AREA

The site is located at the southeast corner of the Vienna Transit Station Area (TSA) and is surrounded by a variety of residential and retail uses. To the east across Nutley Street are an electrical substation, an auto repair shop, and the Briarwood Farms neighborhood, the latter of which is planned and developed as residential use at 1-2, 2-3 and 4-5 dwelling units per acre (du/ac). To the southeast is the Pan Am Shopping Center, planned for community-serving retail use up to 0.35 Floor Area Ratio (FAR) with an option for residential mixed use per Plan amendment 2021-II-V1; to the south are the Hunter's Branch stream valley and wooded land planned for public parks and townhomes planned for residential use at 8-12 du/ac; and to the west and north are apartments planned and developed at 20-30 du/ac. The Hunters Branch Creek's upper headwaters flow from the north into a wooded stream valley in areas planned for private open space. The Vienna Metrorail Station platform is located less than a half mile from the site and can be accessed on foot from Hunters Glen Way in approximately 10 minutes.

PLANNING HISTORY

The existing office buildings were originally approved in 1981 per zoning application RZ 80-P-039, which established a mixed-use Planned Development Commercial zone for the broader area consisting of the office use and adjacent residential use. The Comprehensive Plan at the time did not specify a non-residential intensity maximum, and the original zoning approved up to 1.2 million square feet of office development. However, only 444,000 square feet of office

use was developed. Since construction of the two office buildings, the Plan for the Vienna Planning District has designated this area as the Vienna Transit Station Area, which is organized into land units. The broader Hunters Branch development is located in Land Unit A, which includes a base 0.5 FAR mixed-use development recommendation, along with options for a variety of uses that have not been implemented on the subject site.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, Vienna Planning District, Vienna Transit Station Area, Land Use, Land Unit A, Amended through 9-12-2023, pages 18-20.

"**Land Unit A**

This land unit is planned and approved for mixed-use development to include multifamily residential units as well as office uses up to .50 FAR and ancillary uses including, but not limited to, support retail and a day-care center. Approximately 320-350 housing units are approved for development in the southwest corner of the land unit and these should be provided. Additional multifamily residential units or a mix of multifamily and high density single-family attached units may be considered on the remaining undeveloped portion of the land unit at an average of 20-30 dwelling units per acre built at a ratio converting approved office use to multifamily residential use of 1:1 (one office square foot for one residential square foot).

Optional uses may include housing for the elderly/elderly care facilities, hotel/motels and health/recreation facilities that are well integrated into the mixture of office and residential use not to exceed the approved commercial development for Land Unit A of 1,200,000 square feet.

Support retail uses should be integrated within office and residential buildings. Freestanding retail use is not appropriate.

Buildings should be sited so that building heights, in general, do not project more than ten (10) feet above the existing ridge line vegetation; the Environmental Quality Corridor should be preserved, covered paths to the Metro station and a minimum 50-foot landscaped or natural buffer to the residences on Fairlee Drive (Land Unit I) should be provided. The fifty (50) foot buffer may be modified to twenty-five (25) feet in the southwestern portion of the site if the following standards are met:

1. Barriers and enhanced landscaping are provided along the common property line.

2. The height of the apartment buildings closest to the property line shall not exceed four (4) stories and shall be located no closer than 100 feet from the western property line.

3. The twenty-five (25) foot buffer shall be undisturbed.

Because of the site's topography, development should be integrated with the land forms to reduce visual impacts to adjacent residential areas."

PROPOSED PLAN AMENDMENT

Two illustrative land use scenarios were submitted by the nominator to help facilitate the review of the proposed Plan amendment. Option A, shown in Figure 3, consists of two multifamily buildings containing 800 total units, at a density of 58 du/ac. Option B, shown in Figure 4, consists of 450 multifamily units and 76 stacked townhouse units (526 total units), at a density of 38 du/ac. Other key differences relate to the provision of active park spaces and the interior street grid. Under both illustrative plans, a portion of the existing parking structure would be retained to serve the development, and the existing Environmental Quality Corridor (EQC), Resource Protection Area (RPA), floodplain and stream valley would remain undeveloped. There are various open spaces planned to serve the residents of the new development. In the course of the amendment review, the nominator expressed a preference for the less dense Option B and has modified the land use mix in line with the authorization to include 5,000 square feet of unspecified nonresidential uses on the ground floor of the multifamily building and a 1,700 square foot retail space located on the first floor of the existing parking structure.

Figure 3. Illustrative Plan Option A. Source: InSight Group, October 2023.



Figure 4. Illustrative Plan Option B. Source: InSight Group, October 2023.



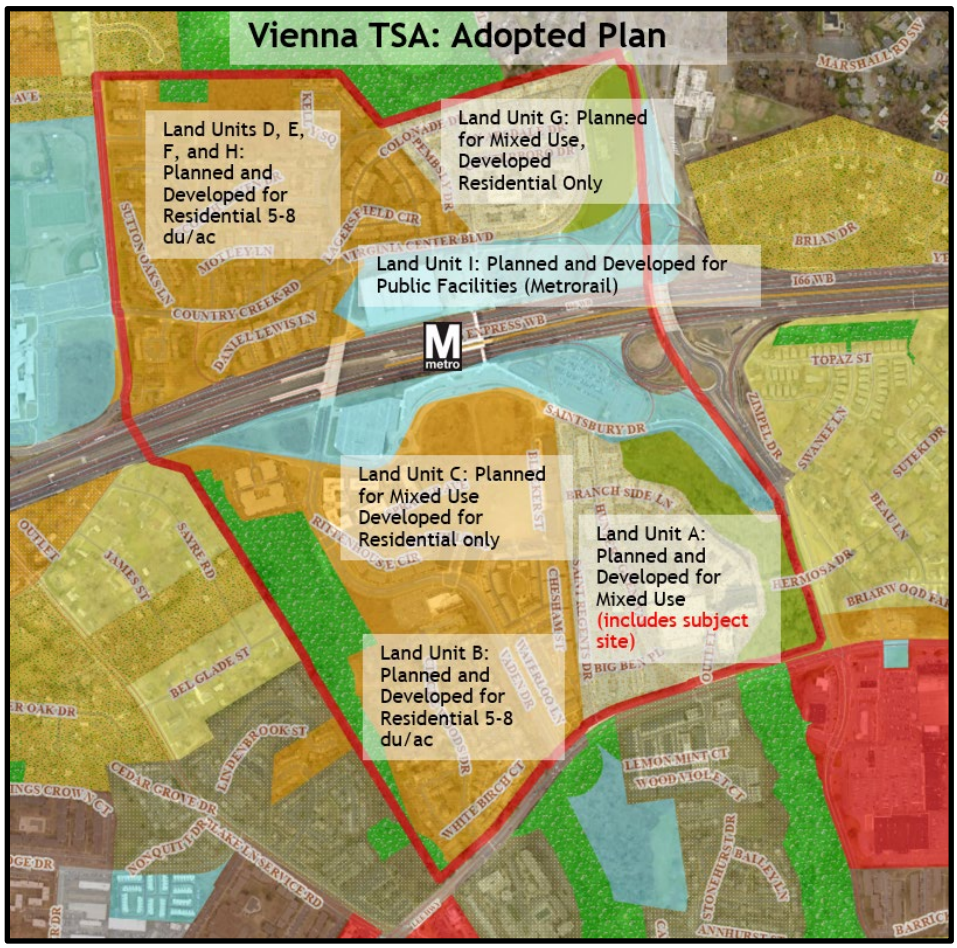
ANALYSIS

Land Use

Areawide Land Use Considerations

The Comprehensive Plan's Concept for Future Development notes that the site is located within the Vienna Transit Station Area (TSA), which is recommended as one of 14 mixed-use centers centered around the County's Metrorail stations. Metrorail stations provide the opportunity for transit-oriented development (TOD) to occur in a manner that is compatible with the existing nearby land uses. The Vienna TSA is comprised of Land Units A-I, and the subject area is located within Land Unit A. Land Units A, C, and G contain mixed-use plan recommendations. Figure 5 below summarizes the adopted Plan recommendations for the Vienna TSA, along with an indication of what uses have been developed within these areas to date. Despite the adopted Plan and related approvals for commercial uses in these mixed-use land units, only residential uses have been constructed, with the sole exception being the subject site. Land areas immediately south of the Metrorail station within Land Unit C (known as Metro West) are approved for mixed use development, however, the non-residential components of the mixed-use option have not been constructed. Moreover, Land Unit G has been fully built out with residential uses, which precludes development of commercial uses within the portion of the TSA north of the station absent redevelopment. As a result, the existing office use on the subject site is the only developed non-residential use in the entire TSA.

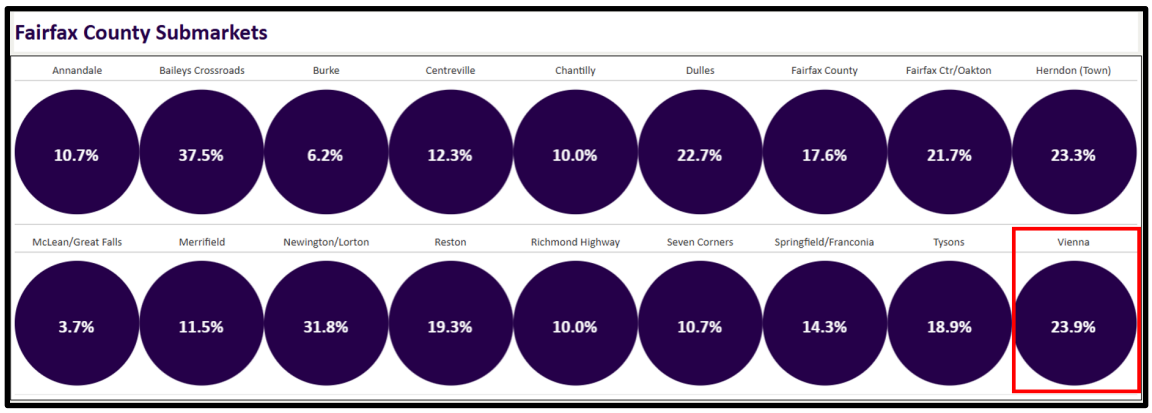
Figure 5. Vienna Transit Station Area Land Use Plan Summary, Source: Comprehensive Plan with edits by Staff



The Fairfax County Economic Development Authority tracks office vacancies throughout the County, including within specific submarkets. A mid-year 2024 assessment (Figure 6 below) indicated that the Vienna submarket has one of the highest office vacancy rates in the County relative to other submarkets and the County-wide average. Given this existing challenge, it is unlikely that the existing office buildings will see an increase in leased space in the future.

The Plan amendment authorization requested that the amendment consider repurposing and redevelopment of the existing office buildings. The Policy Plan Land Use element, specifically Appendix 13 – Guidelines for Commercial Building Repurposing, provides guidance to support the conversion of existing office building into other uses, including residential use.

Figure 6. Fairfax County Office Submarket Vacancy Rates, 2024 Mid-Year. Source: Economic Development Authority.

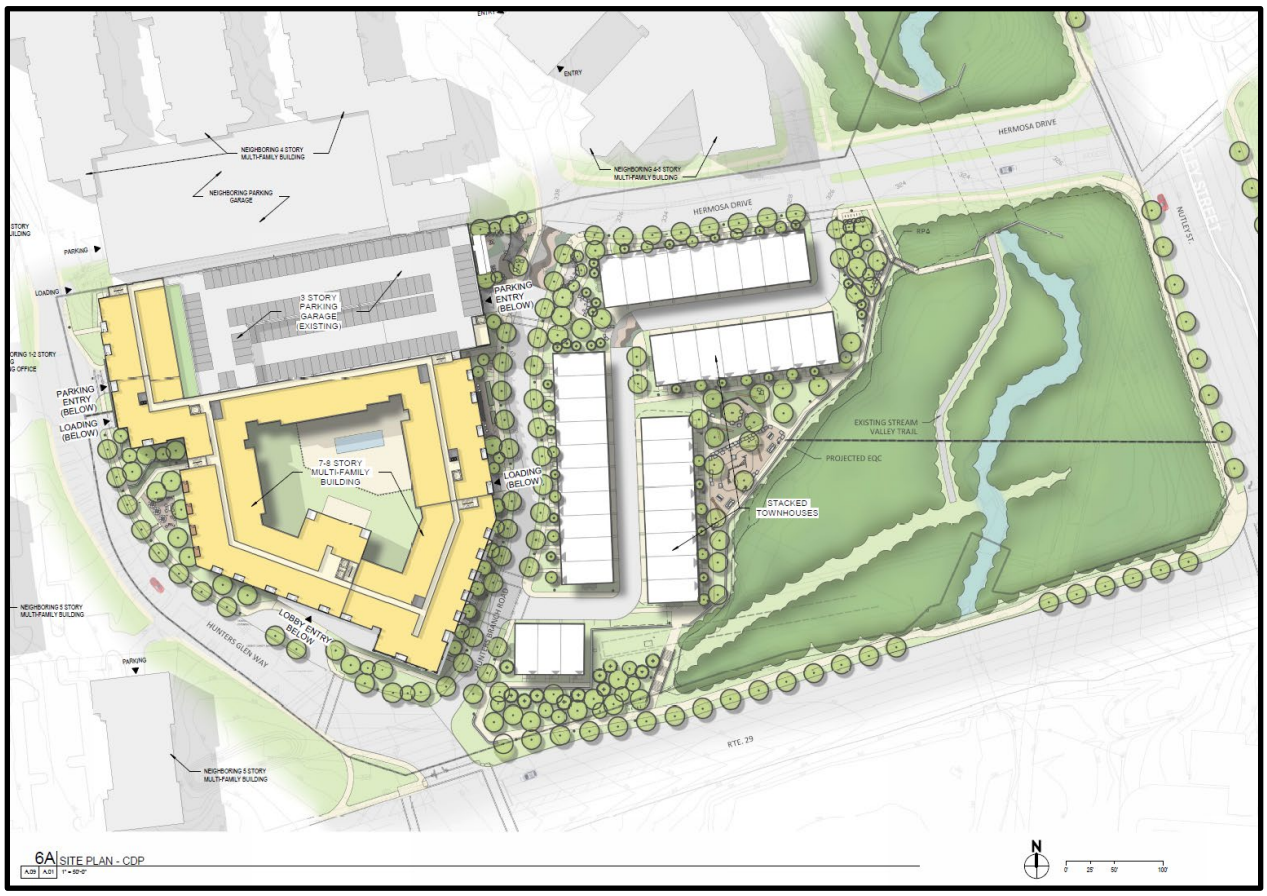


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The nominator assessed the viability of repurposing the existing buildings for residential use and determined that the physical dimensions of the existing buildings, as well as the necessary building modifications to convert to residential use, made repurposing economically infeasible. As a result, the amendment considers the impacts of a redevelopment option.

Although, as laid out above, there have been challenges with implementation of the mixed-use vision for the TSA, the increased residential population in the TSA as a whole will need access to services and amenities within walking distance, and non-residential uses are crucial to supporting day-time activity in the area. For these reasons, an option for the site to add only residential development with no non-residential is not recommended, and the inclusion of non-residential uses with the multifamily and townhouse proposal is of high importance. The illustrative concept plans prepared by the nominator for the concurrent zoning application (Figure 7 below) indicate that the multifamily building would include 5,000 square feet of unspecified non-residential use integrated into the ground floor of the building, as well as 1,700 square feet of retail use integrated with and attached to the existing parking garage along Hermosa Drive. The location and permanency of the proposed non-residential uses should be carefully considered within the context of the concurrent zoning case to ensure they function in manner that can serve the future site residents, as well as the surrounding community. Any such non-residential use should also be provided in permanent structures.

Figure 7. Architectural Site Plan from concurrent zoning case (Shown for Illustrative Purposes). Source, InSight Group, December 2024.



Land Use Intensity

Objective 12 of the Policy Plan Land Use element notes that the highest levels of development intensity should be focused in areas of transportation advantage, such as Transit Station Areas. The Vienna TSA guidance notes that the majority of the site is within a ½ mile radius of the Vienna Metrorail station platform, which the Guidelines for Transit Oriented Development (Appendix 11 of the Land Use Policy Plan) indicate generally aligns with a 5–10-minute walk from the station. Within such a walking distance, TOD is encouraged "as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations". Given this guidance, the higher densities associated with Option A, which proposes multifamily uses at a density of 58 du/ac, may be able to better address the considerations of the Plan amendment which include an appropriate density level, usable open space, and amenities. Multifamily building forms that allow ground floor commercial uses are strongly recommended in order to provide a mix of uses and services to residents, maximize housing units within a walking distance of Metro, provide for a connected street grid, and provide a compact layout that prioritizes open space. Multifamily forms are also consistent with recent planning efforts near the site (Pan Am Shopping Center), where townhouses were considered but not recommended to be included with the adopted Plan text. The nominator is currently pursuing a concurrent rezoning based on Option B, which proposes multifamily with

stacked townhouses at a density of 38 du/ac. While Option B's mix of residential uses is not inconsistent with the generally established pattern of multifamily and townhouses within the TSA more broadly, it is less desirable as it limits the opportunity to maximize density within walking distance of Metro or establish an interior grid of streets.

Compatibility with Surrounding Uses

Objectives 8 and 14 in the Land Use Element of the Policy Plan recommend that new development be compatible with surrounding development in use, intensity, and scale. Multifamily residential uses at 4-5 stories abut the site on the north, west, and south, which range in density from 20-32 du/ac and range in height from 55-70 feet due to the sloped topography. Townhouses are located within the remainder of the TSA as noted above. The proposed multifamily in Option A or multifamily and stacked townhouse uses described for Option B, with building heights up to 85 feet, are shorter than the existing 133 foot office towers. With the provision of high quality architectural treatments, building step backs that take topography into account, and landscaped setbacks, the proposed development could be compatible with the surrounding uses under either option.

Guidelines for Transit Oriented Development

Planning considerations for redevelopment within Transit Station Areas are guided by Appendix 11 of the Land Use element of the Policy Plan (Guidelines for Transit Oriented Development). These recommendations note that, as a general principle, development within the TSAs should be at the highest levels except as necessary to mitigate adverse impacts to County systems or to achieve other planning considerations. As noted above, the multifamily and stacked townhouse Option B, which is being pursued by the nominator, is not the highest intensity option as compared to Option A. The TOD Guidelines also provide recommendations for pedestrian/bicycle access, affordable housing, urban design, street design, parking, transportation, environment, open space, public facilities and more, for the county's Transit Station Areas. These topics will be discussed in the following analysis as they relate to both options submitted by the nominator.

Urban and Street Design

The TOD Guidelines provide the following guidance for urban and street design within TSAs:

Urban Design: Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

Street Design: Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

Given this street design guidance for transit-oriented development, staff has considered improvements to several of the surrounding streets to be of paramount importance, including reducing the width of Hermosa Drive, which has wide drive aisles, to help shorten crossing distances for pedestrians. Additionally, the existing intersection of Hunters Glen Way and Route 29 currently contains channelized turning movements that are difficult to navigate for pedestrians, cyclists, and vehicles. These should be reconfigured to improve access. Comprehensive Plan text regarding road improvements is included in the staff recommendations to address these existing geometric issues and increase comfort and safety for users.

Key to these design considerations is providing high quality architecture, building forms that are aligned with the street but also provide for street trees and landscaping, building heights that work with the topography to ensure compatibility, public spaces, and pedestrian networks. Comprehensive Plan text has been included in the staff recommendation to prioritize these urban design and architectural priorities. Development under the proposed options would need to provide a pedestrian environment that connects people to the Metrorail station, surrounding amenities and neighborhoods, and contributes to the broader connectivity needs for the area. As discussed in the transportation section below, the main arterials that surround the site, Nutley Street and Route 29, are recommended for major paved trails, however, they currently have narrow, poorly buffered sidewalks that are uncomfortable given the high volume and speed of vehicle traffic. The ability for either option to implement the Countywide Trails Plan in a consistent, comfortable, and safe manner is critical to implement the TOD goals and will require specific attention with any associated rezoning application. Providing safe, alternative modes of non-motorized transportation is also a key consideration of the Residential Development Criteria located in Appendix 9 of the Land Use element which is also used in the review of any associated zoning application. Additional refinements to the illustrative plans with the rezoning application may be necessary to adhere to these recommendations.

Other elements of the urban design of the site include the provision of public parks and other public spaces. Consolidated, publicly accessible park(s) should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance found in the Urban Parks Framework. The Vienna Planning District guidance indicates that community parks are in need in the general vicinity. On-site open spaces should be designed to integrate with other nearby open spaces to form a network of parks and plazas. Option A shows park spaces along the interior streets, which would be highly visible and accessible for future residents and the surrounding community but would need to be designed carefully to be useful.

Option B, as shown in Figure 7, proposes a community park between the stacked townhouses and the stream valley, which would serve the residents of the stacked townhouses well, but is located away from interior streets and less visible and accessible to other residents and the public. The appropriate location, access, and character of park spaces should be carefully considered in the context of the rezoning application.

Affordable Dwelling Units/Workforce Dwelling Units

As noted in the Guidelines for Transit-Oriented Development and Residential Development Criteria, it is the policy of the Board of Supervisors that rental and for-sale WDUs be provided within the County's mixed-use centers, including within Transit Station Areas. Any proposed development under the proposed Plan option should provide Affordable Dwelling Units (ADUs) and/or Workforce Dwelling Units (WDUs) per the county's Zoning Ordinance and WDU policies and administrative guidelines. Staff recommends both for sale and rental ADU/WDUs be provided, as appropriate, with any future zoning application to provide for a variety of housing options near Metrorail.

Transportation

A major goal of the proposed Plan amendment and associated redevelopment of the site is to encourage alternative modes of transportation with an effective mix of land uses, due to the site's location within a TSA. The nominator conducted a Comprehensive Transportation Analysis (CTA) to assess the conditions and impacts on transportation facilities such as pedestrian and bicycle facilities, transit, and vehicular activities on the roads and intersections, immediately adjacent to the subject site and the surrounding community. The analysis reviewed existing conditions (2023 was established as the existing year), current Comprehensive Plan land uses and recommendations projected into the future, the proposed land uses, and proposed land uses with solutions to reduce the impacts on the multimodal transportation network.

As described in the land use section, there are two potential redevelopment scenarios for the site. Option A consists of two multifamily buildings containing 800 total units, while Option B consists of multifamily and townhouse buildings consisting of 561 total units. Up to 6,700 square-feet of nonresidential space was also included in both options. The following were included in the analysis:

- Pedestrian pathways inventory and conditions within a ½ mile radius of the site and a pedestrian level of comfort analysis within a ½ mile radius within Fairfax County, excluding streets within the City of Fairfax;
- Bicycle facilities existing and planned within a ½ mile radius of the site and a bicycle level of traffic stress within a one-mile radius;
- Transit services provided by Fairfax Connector, CUE, and WMATA (Metrobus and Metrorail) routes that service the area and are proximate to the site;
- Vehicular analysis of the area roadways and seven existing signalized intersections in the area

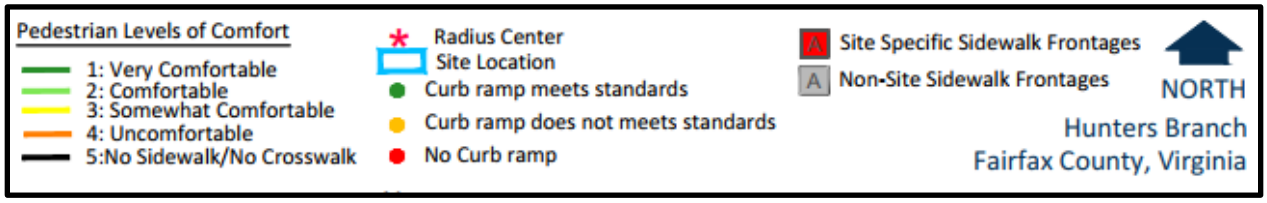
Transportation Study Area
The Plan amendment area is located on the northwest side of Nutley Street and Route 29 intersection. The analysis included the study of the following seven intersections, which are shown in Figure 8, below:

1. Nutley Street/Saintsbury Drive/Swanee Lane
2. Nutley Street/Hermosa Drive
3. U.S. Route 29/Vaden Drive
4. U.S. Route 29/Hunters Glen Way
5. U.S. Route 29/Nutley Street
6. U.S. Route 29/Ellenwood Drive/Hunter Road
7. U.S. Route 50/Nutley Street

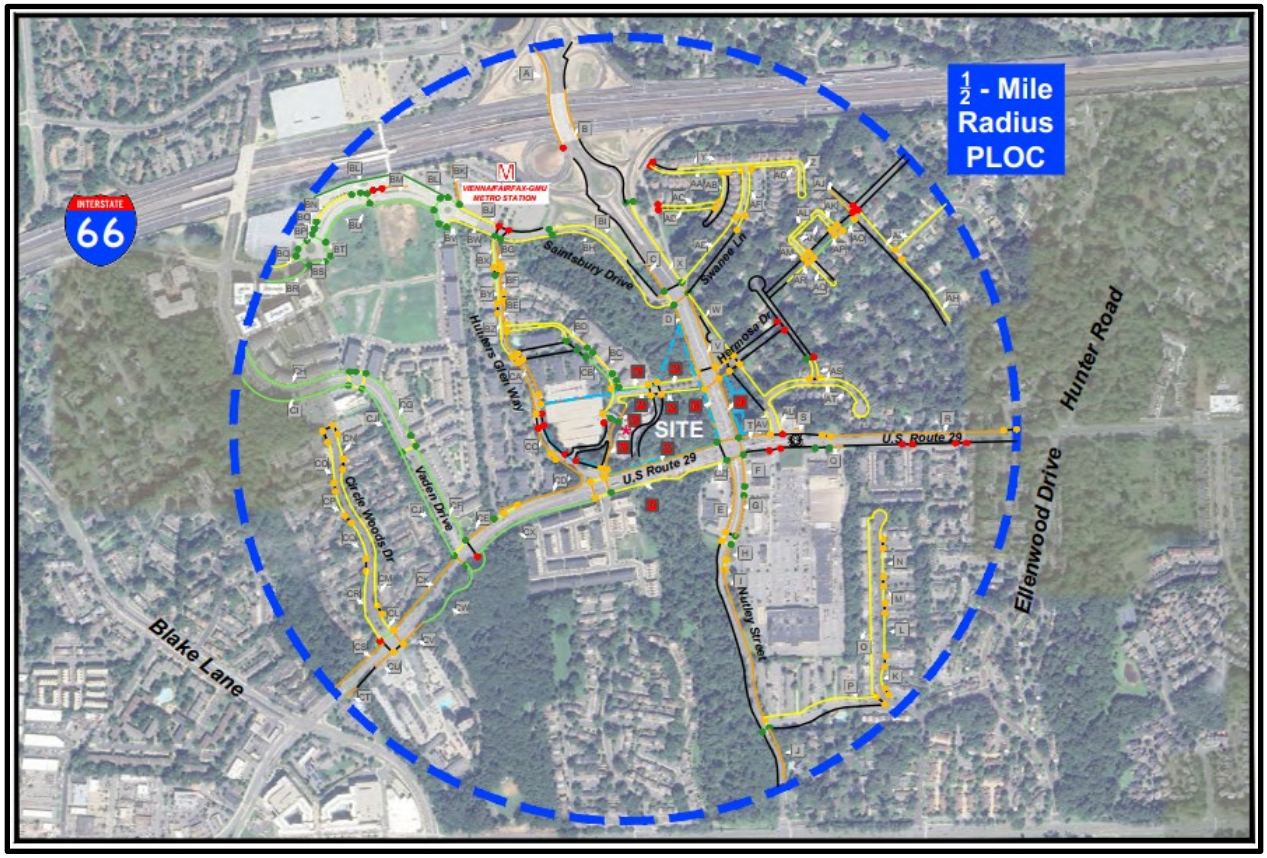
Figure 8: Site Location and Transportation Study Intersections



Figure 9. Existing Pedestrian Levels of Comfort



The existing pedestrian facilities were inventoried within a half mile (1/2) mile radius of the site, shown in Figure 9, below. Sidewalks were noted as present or not, crosswalks as present or missing, and if so, whether they meet standards with curb ramps, detectable warning surfaces, pedestrian signals, and marked crossings. Existing deficiencies in paths near the site were also noted.



Pedestrian Facility Analysis

A pedestrian level of comfort (PLOC) analysis was conducted to account for the comfort of walking on the available facilities as well as an indication of when no pathway exists. The PLOC scoring assigns a point value to factors such as pathway width, posted speed limit of the adjacent roadway, buffer width between the road and path, on-street parking, and presence of street trees or some vertical separation. The scores that achieve the highest level of comfort are ranked with lower numbers, while those with factors that detract from comfortability are ranked with higher numbers. The ideal scores for better pedestrian comfort are in the "1-Very Comfortable" and

"2-Comfortable" ranges. Facilities with "4-Uncomfortable" and "5-No Pathway" are the least desired and do not provide pedestrian facilities to achieve the goals of providing safe and comfortable walking pathways for pedestrians. While a score of 3-Somewhat Comfortable, may meet the utilitarian needs of the pedestrian, there are elements that could be improved to bring the score to a 1 or 2.

Figure 10: PLOC Scoring Table

Level of Comfort
1 = Very Comfortable
2 = Comfortable
3 = Somewhat Comfortable
4 = Uncomfortable
5 = No Pathway/Crossing

Wider pathways improve pedestrian comfort where they may be able to walk side-by-side, push strollers, or navigate a wheelchair without coming into conflict with other pedestrians. Slower roadway speed limits contribute to pedestrian comfort. Additionally, wider buffers between the pathway and the street provide multiple benefits where streets trees can be planted with the goal of enhancing the visual and physical separation of vehicles and pedestrians, and for the ability of street trees to have foliage to enhance the shade canopy.

Using this methodology, the nominator provided the PLOC analysis for the existing 2023 conditions within a one-half mile radius of the Hunters Branch site. The pedestrian pathways around the subject site scored between 3 and 5. Given these lower scores, staff recommends that the facilities around the Plan amendment site and the immediate frontages be improved to achieve a PLOC score of 1 or 2. Of particular interest are the frontages along Route 29 and Nutley Street, adjacent to the site. New facilities within the site should also be designed to achieve a PLOC score of 1 or 2.

Pedestrian Facility Recommendations

Staff recommendations in the Comprehensive Plan amendment are intended to promote safe and comfortable walking environments that connect to the surrounding community. Enhancements such as wider pathways, wider buffers and street trees would assist in creating pleasant experiences along the site frontages and within the subject site. Any missing pedestrian pathway sections along the perimeter of the site should be constructed to provide continuous facilities. A shared-use path was recently constructed along the south side of Route 29 opposite the site. A similar facility is recommended on the north side of Route 29. Connections and access improvements to the Pan Am Shopping Center should be provided, including the addition of a pedestrian crosswalk along the western leg of the Nutley Street and Route 29 intersection. Pedestrian improvements made within the site should include safe and comfortable pedestrian access to the Vienna Metrorail Station.

Bicycling Facility Analysis

The active transportation analysis inventoried existing bicycle infrastructure within a one half mile radius and noted where there are desirable and undesirable conditions. The existing

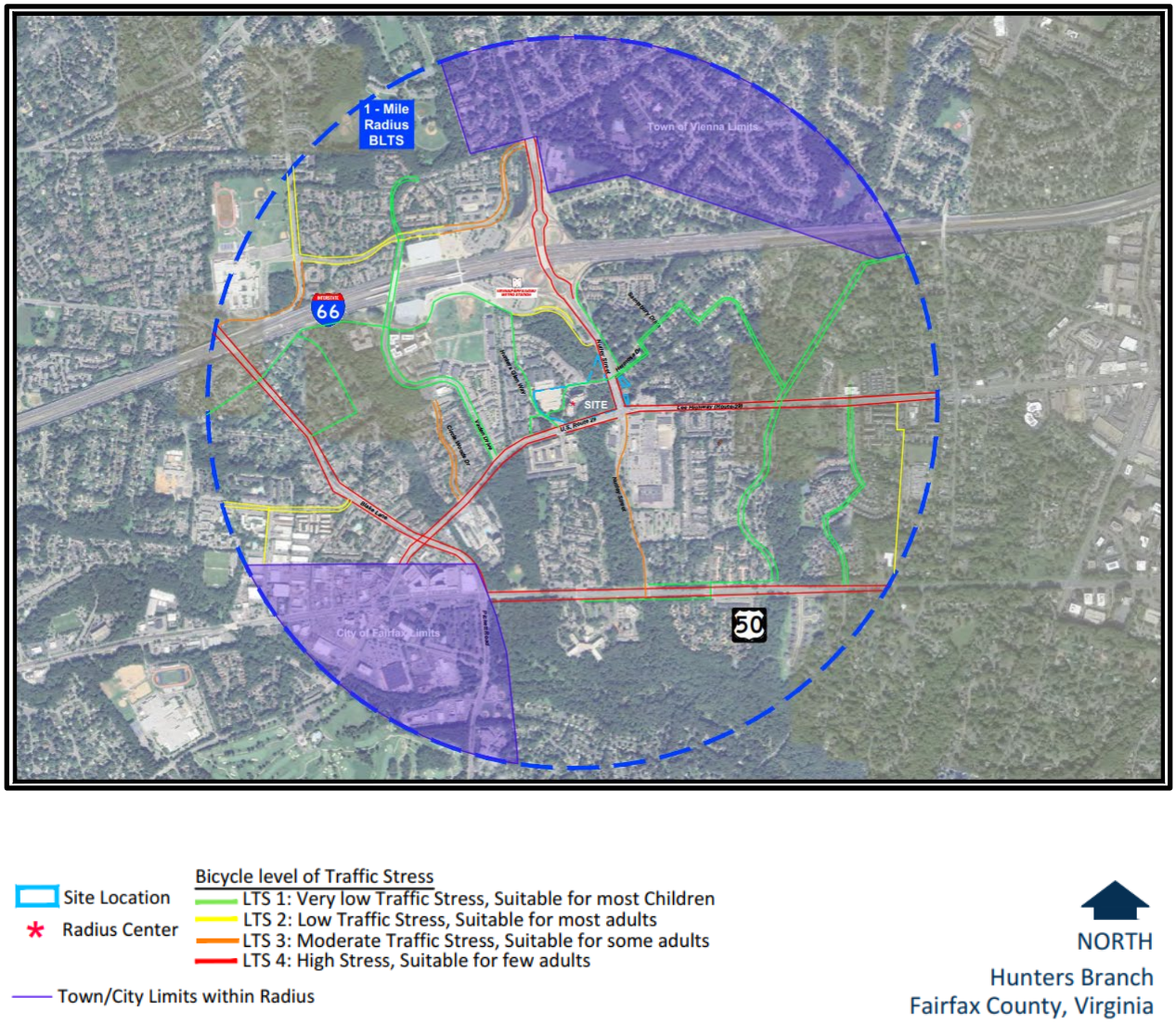
facilities were compared with the planned recommendations in Fairfax County's Bicycle Master Plan.

The analysis of existing bicycle facilities and conditions is based on the bicycle level of traffic stress (BLTS). The BLTS analysis classifies how stressful the streets and bike paths are to bike along. The analysis identifies the types of facilities that are present, where cyclists can ride, if they ride in mixed traffic, the roadways' average daily traffic (ADT) volume, the number of through lanes, and the posted speed limit. The methodology and rankings include four levels of traffic stress:

- LTS 1 – Very Low Traffic Stress: Cyclists here have separation from all except low speed, low volume traffic and there are simple-to-use crossings. This level indicates facilities suitable for children.
- LTS 2 – Low Traffic Stress: Cyclists have their own place to ride, except in low speed/ low volume traffic situations, that keeps them from having to interact with traffic, except at formal crossings. Conditions here also have physical separation from higher speed and multi-lane traffic. Crossings are easy for an adult to manage. Traffic stress is limited to what the mainstream adult population can tolerate.
- LTS 3 – Moderate Traffic Stress: Cyclists at this level are "enthused and confident" and are able to manage interactions with moderate speed or multilane traffic, or a proximity to higher speed traffic.
- LTS 4 – High Traffic Stress: Cyclists are forced to mix with moderate speed traffic or proximity to high-speed traffic. This level of traffic stress is acceptable only to the "strong and fearless".

Figure 11 below shows the existing conditions for Bicycle Level of Traffic Stress (BLTS). Hermosa Drive and Hunters Glen Way are labeled as "Very Low Traffic Stress". Saintsbury Drive west of Hunters Glen Way is also noted as being "Very Low Traffic Stress", as is Vaden Drive. Saintsbury Drive east of Hunters Glen Way is noted as being "Low Traffic Stress". Nutley Street south of Route 29 is shown to have "Moderate Traffic Stress" and Nutley Street north of Route 29 is shown to have "High Traffic Stress" on the west side of the street. Route 29 and Route 50 are also shown to have "High Traffic Stress".

Figure 11: Existing Bicycle Level of Traffic Stress (BLTS)



Bicycle Facility Recommendations

To achieve the desired scores of LTS 1 or LTS 2, additional Active Transportation recommendations in the plan text should note that enhanced bicycle facilities should be provided with direct paths and buffers away from vehicle travel lanes. Any gaps in the bicycling and pedestrian infrastructure along the periphery of the project site should be eliminated so there are connections with adjacent facilities and neighborhoods. On low-volume streets such as Hermosa Drive, on-road bike facilities, including signs that indicate sharing of the travel lane, are appropriate. On high-volume roads such as Route 29, Route 50, and Nutley Street, off-road bicycle facilities should be incorporated. Connections to the I-66 trail should be made using existing and/or new facilities. Recommendations for new and improved crosswalks noted in the pedestrian facility section also support cyclists.

Transit Facility Analysis

Transit options for the Hunters Branch site and the vicinity include bus routes for the Fairfax

Connector, Fairfax City CUE, and Metrobus. The site is located within the Vienna Transit Station Area (TSA) and is approximately one half (1/2) mile from the Vienna Metrorail Station. Both Metrorail and Metrobus are operated by the Washington Metropolitan Area Transit Authority (WMATA). Both weekday and weekend service are provided. Vehicular and pedestrian access to bus stops and shelters at the Vienna Metrorail Station is provided.

There are twenty-six transit stops for bus riders and one Metrorail station located within a half mile of the Plan amendment site. These transit stops range from the basic sign to a full transit shelter, with ADA landing pads, a bench, trash bin, streetlighting, and access via sidewalk.

Transit Facility Recommendations
Recommendations for transit includes providing updated facilities to the transit stops – with facilities such as seating and shelters, identifying signage, and transit information. Such facility enhancements would encourage transit use and thus reduce the number of vehicles on the roadways. Transit service should also be optimized to provide mobility choices for the new residents, employers, and visitors to the project site.

Vehicular Analysis and Results
One of the other major goals of the proposed Plan amendment is to manage vehicular transportation impacts on the existing roadways. The Comprehensive Transportation Analysis studied the proposed land use, evaluating Option A as it would generate more trips than Option B, and showed that without mitigation there will be transportation impacts to delays of traffic movement and increase in queue lengths in the through and turn travel lanes.

Trip Generation Review
The proposed land use change is expected to result in more daily but fewer peak hour vehicle trips than the current planned land uses. Table 1 below shows a comparison between the General Office use classification in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), the Comprehensive Plan Potential, and the proposed residential scenarios. Option A consists of 800 dwelling units and includes the nonresidential component (restaurant use was assumed). As shown, the existing office building at capacity produces over 4,200 trips per weekday, prior to the trip adjustments for internal capture. The proposed multifamily use produces 3,770 trips before adjustments, and the non-residential component (restaurant) use produces 750 trips. The sum of the residential and restaurant trips represents a slight increase in the weekday trips at the site compared to the existing office use. Small reductions of around 100 trips were seen for the AM and PM peak totals.

Table 1. Trip Generation Table - Existing vs. Current Comp Plan vs. Proposed Land Uses

Land Use	Size	Units	ITE Code	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Weekday ADT
Existing Development/Existing Comprehensive Plan										
Office	443,394	GSF	710	531	72	603	97	475	572	4,239
Non-Auto Trip Adjustment [2] *30%*				*(159)*	*(22)*	*(181)*	*(29)*	*(143)*	*(172)*	*(1,272)*
Total Trips (Existing Development/Existing Comprehensive Plan)				**372**	**50**	**422**	**68**	**332**	**400**	**2,967**
Plan Amendment Option A										
Multifamily Residential (Mid-Rise)	800	D.U.	221	78	262	340	190	122	312	3,770
Internal Capture with Restaurant (5% AM, 10% PM, 15% ADT)				*(2)*	*(2)*	*(4)*	*(3)*	*(4)*	*(7)*	*(113)*
Non-Auto Trip Adjustment [2] *30%*				*(21)*	*(77)*	*(98)*	*(54)*	*(33)*	*(87)*	*(1,018)*
Total New Residential Vehicle Trips				**55**	**183**	**238**	**133**	**85**	**218**	**2,639**
High Turnover (Sit-Down) Restaurant	7,000	S.F.	932	37	30	67	38	25	63	750
Internal Capture with Residential (5% AM, 10% PM, 15% ADT)				*(2)*	*(2)*	*(4)*	*(4)*	*(3)*	*(7)*	*(113)*
Total New Restaurant Vehicle Trips				**35**	**28**	**63**	**34**	**22**	**56**	**637**
Total Trips (Plan Amendment Option B)				**90**	**211**	**301**	**167**	**107**	**274**	**3,276**
Difference (Comp Plan Option B - Existing Comp Plan)				**(282)**	**161**	**(121)**	**99**	**(225)**	**(126)**	**309**

Existing Conditions

The existing conditions analysis included the seven signalized intersections (Figure 8) and studied Weekday AM and PM peak hour delays and level of service (LOS). Vehicle trip generation (shown above) was determined based on the standards in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

One of the seven intersections and certain movements were found to be operating below acceptable levels of service (LOS) during peak hours. The Policy Plan's Transportation element recommends Level of Service (LOS) D or better as acceptable. Route 29 and Nutley Street (Intersection 5) operates at LOS E during the AM peak and LOS D during the PM peak. Individual movements within that intersection also operate at LOS E and LOS F during the AM and PM peaks. Insufficient lane capacity and storage were noted at Intersection 5.

2045 Baseline Comprehensive Plan

The adopted Comprehensive Plan recommends the widening of Route 29 and Route 50 to six lanes. Based on the Plan's recommendations and consistent with the approved scope, an additional through lane in each direction was assumed on Route 29 and Route 50 under the 2045 conditions. An additional scenario of the 2045 baseline was also studied which did not include the Comprehensive Plan road widening recommendations. The analysis showed that, in both

scenarios, six of the seven intersections operated at an acceptable level of service (LOS), with the exception of Route 29/Nutley Street, which operated at a LOS E in the AM and PM peak hours. Individual movements also operate at LOS E and LOS F. There were also queuing issues at Route 29 and Nutley Street as the queues exceed available storage.

2045 Comprehensive Plan With Development
For the purposes of this assessment, development within the nomination area was assumed to be based on Option A land use densities. The analysis showed that Route 29/Nutley Street and Route 50/Nutley Street operated below acceptable levels of service, with Route 29/Nutley Street operating at LOS E in the AM and PM peak hours. There were also queueing issues at this intersection, with queues exceeding storage capacity. The issues identified were also seen in the 2045 scenario with and without Comprehensive Plan improvements. Intersection 7 (U.S. 50 and Nutley Street) also operated at a LOS E in the AM peak hour under the 2045 Comprehensive Plan with Development scenario.

The changes in levels of service, overall delays, and queuing are minor when comparing the 2045 Baseline Comprehensive Plan scenario to the 2045 Comprehensive Plan with Development, with most impacts less than 15 seconds. This is primarily due to the overall reduction in peak hour trips when comparing the existing and proposed development programs.

Four potential 2045 lane use configuration scenarios were analyzed as part of the analysis. These scenarios included modifications to the baseline 2045 lane uses for Nutley Street/Hermosa Drive, Route 29/Hunters Glen Way, and Route 29/Nutley Street (Intersections 2, 4, and 5, respectively). The findings of this lane use analysis are as follows:

- Modifying the southbound approach at the Nutley Street/Route 29 intersection to provide a single right turn lane would not significantly impact the right turn queue.
- The southbound left turn movement from Nutley Street to eastbound Route 29 is critical during both the AM and PM peak periods and experiences significant delay and queuing. Adjustments to increase the signal timing for this movement were considered but were found to impact other through traffic movements at the intersection without providing a significant benefit.
- Converting the inner southbound right turn lane on Nutley Street to a through lane appears to be a feasible modification. The alignment on the south side of Route 29 appears to be adequate and the simulation shows that acceptable operations would be maintained with the southbound lane terminating at the Pan Am Shopping Center driveway. Given the feasibility of this improvement, it is recommended in order for the fourth leg of the crosswalk at the intersection to be implemented.
- Providing two southbound through lanes on Nutley Street with a single right turn lane was noted as providing the most benefit for overall intersection operations while allowing for the implementation of a crosswalk on the western leg of the intersection. It also is the least invasive improvement to the road network when compared to the other alternatives.

Concluding Transportation Recommendations
The applicant has worked with staff through an iterative process that involved multiple submissions of the Comprehensive Transportation Analysis. However, staff has not found the

updated analyses and recommendations by the applicant to be acceptable, as it has not fully addressed the outstanding comments. Staff has recommended transportation plan text that would achieve the goals and policies for improvements for pedestrians, bicyclists, and efficient vehicular movements.

The frontages along Route 29 and Nutley Street adjacent to the site are recommended to be upgraded and improved to achieve pedestrian level of comfort (PLOC) of 1 -Very Comfortable or 2-Comfortable. This differs from the applicant's proposal which included frontages along Nutley Street and Route 29 with a PLOC of 3. Bicycle level of traffic stress (BLTS) for Route 29 and Nutley Street are reported as High Traffic Stress, and staff recommendations are to improve conditions to 1-Very Low Traffic Stress or 2- Low Traffic Stress.

To achieve better comfort levels and lower stress, staff recommends improvements to the frontages via the widening of existing paths and sidewalks, incorporating tree plantings, and increasing the width of buffers and landscape panels. The applicant did not propose uniform buffers along the frontages, which would have resulted in certain portions of the pathways being located closer to the roadway. For safer pedestrian and bicycle crossings of the Route 29 and Nutley Street intersection, a crosswalk should be provided along the western leg of the intersection; no crosswalk is present currently. Staff has discussed and recommends that Nutley Street could potentially have the innermost southbound right-turn lane restriped as a through lane, the Route 29 striped pavement closest to the curb and adjacent to the subject site frontage could be removed to better allow for pedestrian and crosswalk improvements.

Additionally, the western approach to the Hermosa Drive and Nutley Street intersection should be narrowed to the extent possible to allow for safer bicycle and pedestrian crossings. Intersections such as this one should be evaluated to ensure they are right-sized and not overbuilt. Where existing intersections are over-built, efforts should be made to make them more compact to help facilitate pedestrian and bicycle crossings.

Staff recommends moving forward with the plan amendment subject to the transportation recommendations included in this report.

Schools

Option A was evaluated for school impact since it is the higher density option. The proposed Plan is expected to yield a maximum total of 86 new school students, 22 high school, 15 middle school and 49 elementary school. Oakton High School is projected to have a slight capacity deficit, Thoreau Middle School has sufficient capacity and Marshall Road Elementary School is projected to have a capacity surplus, for the 2024-28 Capital Improvements Plan projections horizon.

Strategies to manage capacity deficits at individual schools include reassigning instructional spaces within a school to accommodate an increase in membership, minor interior modifications to create additional instructional space, temporary classrooms, monitoring student membership, and identifying needs for new schools. The impacts of a Plan amendment may occur beyond the

five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

Parks and Recreation

Option A was evaluated for park impact since it is the higher density option, however, Option B was also evaluated for other considerations such as location and design. The Fairfax County Park Authority uses a population-based standard as described in the Policy Plan, Parks and Recreation Element, to determine parkland and facility impacts generated by proposed development. The standard uses an average household size of 1.75 residents for multifamily residential development in the Vienna Planning District. For the proposed 800 units in Option A, a population of 1,400 new residents would be generated. In addition, there are different service level standards used to generate estimates for needed park and recreation facilities for different types of parks. The proposed Plan would generate a need for 2.1 acres of on-site urban park land, a need for 7 acres of local suburban park land and 18.2 acres of district/countywide park land. These off-site park land needs can be met by donations of land and/or by monetary contributions to the Park Authority that it can use to purchase land for parks.

Existing nearby parks (East Blake Lane, Towers, Briarwood, Hideaway, Villa Lee) meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. In addition to parkland, the recreational facilities in greatest need in the Vienna Planning District include 2 rectangle fields, 12 sport courts, 12 playgrounds, 1 dog park, and trails.

Staff recommends that publicly accessible urban park land be consolidated to ensure the functionality, useability, and quality of user experience of such park spaces and be visible to the surrounding neighborhood, and oriented towards and integrated into the pedestrian environment of public streets and other public access points. Wayfinding signage should be provided directing pedestrians along Nutley Street and Route 29 to publicly accessible urban park space, and particularly to spaces located in the interior of the site that are not otherwise visible from these two streets. A centralized, common open space/park area should be provided with the development in a manner that is inviting for site users and the public.

Environmental

The site contains a large Resource Protection Area (RPA), floodplain, and Environmental Quality Corridor, as defined by the Policy Plan. A floodplain and storm drainage easement was recorded in April 1987. A privately maintained dry pond outfalls onto the site through a pipe under Hermosa Drive. Additional runoff enters the site from Nutley Street. The subject property drains to Hunters Branch, a tributary of Accotink Creek. Accotink Creek has a benthic macroinvertebrate bioassessment TMDL due to sediment tied to excessive stream flows from a high percentage of impervious surface lacking stormwater detention. The Accotink Creek Watershed Management Plan locates a stream restoration project (AC 9294) on this site within the existing RPA area.

The proposed restoration project would entail restoring an eroded section of Hunters Branch immediately upstream and downstream of a pedestrian bridge between Hermosa Drive and Route 29.

The Vienna Planning District policies call out the benefits and the need to provide state-of-the-art water quality control practices, which could be of particular concern with the potential development of this property. The site contains no modern stormwater detention or quality controls and drains to an impaired watershed subject to a proposed stream restoration project. Therefore, the proposed redevelopment could improve the existing conditions with stormwater quality and quantity measures that exceed minimum code requirements. Staff recommends that as Land Unit A of the Vienna Transit Station Area redevelops, those areas subject to land disturbance should provide stormwater quality and quantity management controls to reduce runoff to good-forested conditions and minimize impacts to Accotink Creek. The identification of partnership opportunities with Fairfax County is encouraged to provide additional or enhanced stormwater management facilities to address the Accotink Creek Total Maximum Daily Loads and implement the proposed stream restoration project.

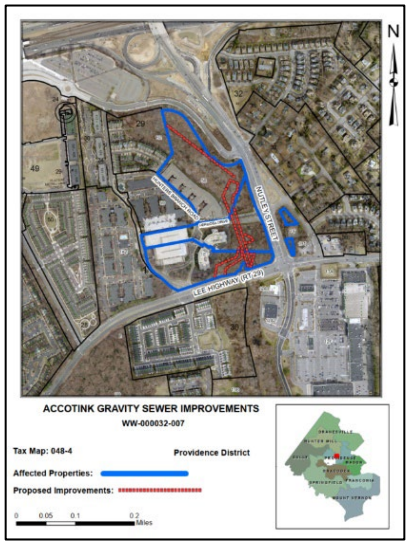
Existing guidance within the Environment element of the Comprehensive Plan Policy Plan provides recommendations for soils, low impact development techniques, forest resources, green building, electric vehicle charging, bird friendly design, noise, and lighting.

Wastewater Management

The Department of Public Works and Environmental Services has initiated an upgrade to the existing wastewater pipes (constructed in 1978) to handle 2045 peak flows and is in the process of acquiring land rights on the subject site to accomplish this project (Project WW-000032-007: Gravity Sewer Capacity Improvements).

The county's existing sewage treatment plants have capacity to treat the projected flows for the proposed amendment through the year 2045. However, the sanitary sewers within the Plan amendment area do not have capacity to convey the projected flows from the subject site to the Noman M. Cole Jr. Pollution Control Plant, and wastewater conveyance capacity needs of the sewers will need to be addressed during the land development review process.

Figure 4. Wastewater Improvement



Heritage Resources

The subject property is not located in a county designated Historic Overlay District (HOD) and is not listed on the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, or the National Register of Historic Places. The two existing office buildings contain expanses of ribbon windows located above synthetic panels. The buildings are connected on the ground floor

via a shared, glass encased, single-story lobby. A pronounced pedestrian bridge extends from the lobby and primary elevation to two parking structures.

Fairfax County does not have a comprehensive countywide historic resource survey, nor any documentation or historic context for office buildings from the Post Modern, or late-20th century period. Although the buildings have not yet surpassed the 50-year age criteria consideration for listing in the National Register of Historic Places, the buildings may possess regional, state, or local significance. To date, the buildings have not been evaluated for their historic or architectural significance. Staff recommends a comprehensive study to evaluate the potential historic and architectural significance of the existing buildings at a Phase II Architectural Survey level in accordance with the Virginia Department of Historic Resources survey standards.

CONCLUSION

The county's Transit Station Areas are designed to support the use of Metrorail by concentrating the highest intensity development within a 5-10-minute walk of stations, and through mixed-use development that is pedestrian and bicycle friendly and that is designed to minimize the use of personal automobiles. As stated previously, the Vienna TSA has already experienced a development pattern that, taken as a whole, has not achieved the envisioned mixed-use environment, with the only commercial development being the existing office buildings. Therefore, it is critical that the proposed Plan guidance and future redevelopment include nonresidential components, including retail uses, preferably located on the first floor of the proposed multifamily building; appropriate densities; and, open space. The proposed Plan amendment also represents an opportunity to implement the vision of the Countywide Trails Plan, for major paved trails with comfortable buffers along both Route 29 and Nutley Street, which will be critical given the needs of the increased residential population on the site. Every effort should be made to substantially conform to this vision.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, Amended through 9-12-2023, Vienna Transit Station Area, Recommendations, Land Use, pages 18-20.

MODIFY: **Land Unit A**

This land unit contains the Hunters Branch complex and is planned~~, and~~ approved, and developed for mixed-use development. 961~~ to include~~ multifamily and single-family attached residential units have been developed at an average of 20-30 dwelling units per acre. 444,000 square feet of office use has been developed in the southeast portion of the land unit. ~~as well as office uses up to .50 FAR and a~~Ancillary uses including, but not limited to,

support retail and a day-care center are also planned. ~~Approximately 320-350 housing units are approved for development in the southwest corner of the land unit and these should be provided. Additional multifamily residential units or a mix of multifamily and high density single-family attached units may be considered on the remaining undeveloped portion of the land unit at an average of 20-30 dwelling units per acre built at a ratio converting approved office use to multifamily residential use of 1:1 (one office square foot for one residential square foot).~~

~~Optional uses may include housing for the elderly/elderly care facilities, hotel/motels and health/recreation facilities that are well integrated into the mixture of office and residential use not to exceed the approved commercial development for Land Unit A of 1,200,000 square feet.~~

Support retail uses should be integrated within office and residential buildings. Freestanding retail use is not appropriate.

~~Buildings should be sited so that building heights, in general, do not project more than ten (10) feet above the existing ridge line vegetation; the Environmental Quality Corridor should be preserved, covered paths to the Metro station and a minimum 50-foot landscaped or natural buffer to the residences on Fairlee Drive (Land Unit I) should be provided. The fifty (50) foot buffer may be modified to twenty-five (25) feet in the southwestern portion of the site if the following standards are met:~~

~~1. Barriers and enhanced landscaping are provided along the common property line.~~
~~2. The height of the apartment buildings closest to the property line shall not exceed four (4) stories and shall be located no closer than 100 feet from the western property line.~~
~~3. The twenty-five (25) foot buffer shall be undisturbed.~~

~~Because of the site's topography, development should be integrated with the land forms to reduce visual impacts to adjacent residential areas.~~

Tax Map Parcels 48-4 ((1)) 1E and 1G are planned and developed with 444,000 square feet of office use. As an option, residential mixed-use development up to 1.31 Floor Area Ratio may be appropriate subject to the following condition:

- Redevelopment should consist of up to 800 multifamily residential units with activated ground floor uses, including a minimum of 1,700 square feet of retail, restaurant, or personal service use and a minimum of 5,000 square feet of general non-residential uses. Stacked townhouses may be provided with multifamily use.

- The minimum 1,700 square feet of retail, restaurant, or personal service use should be provided in a permanent building integrated with the multifamily building and/or garage. Any additional amount

of retail use may be provided in temporary structures such as shipping containers or food trucks.

- Buildings should provide high-quality architecture and pedestrian focused site design, which should include street-oriented building forms, and mitigation of visual impacts of structured parking. Building forms should be designed with the grade to ensure compatible heights with surrounding residential uses.

- New development should provide well landscaped, active streetscapes with street trees and plazas that link the site to the surrounding community, nearby transit facilities, and other destinations. Streetscape design should include complete, low-stress, and comfortable pedestrian and bicycle facilities that connect to and enhance the existing bicycle and pedestrian network. Pedestrian facilities should be constructed with vegetated buffers from the road that promote comfort. Bicycle facilities should be constructed either in their own space or in shared spaces with sufficient width to allow pedestrians to use the same facility. Crossings of driveways and intersections should be minimized. Specific facilities that should be provided include:

    - Missing sidewalk segments in the vicinity, including on Hunters Glen Way and Hunters Branch Road.

    - A minimum 10-foot-wide shared use path with buffers along the site frontages on Nutley Street and Route 29, or equally comfortable, low-stress facilities.

    - A reduction in the number and/or width of the travel lanes on eastbound Hermosa Drive at Nutley Street to the extent feasible in order to create a shorter crossing distance for pedestrians.

    - Pedestrian crossings on all four legs of the intersection at Route 29 and Nutley Street. Additional features, such as high visibility markings, leading pedestrian intervals, and median refuge islands should be provided to promote the safety of active transportation users in the crossings.

    - A reconfigured northern leg of the intersection of Hunters Glen Way at Route 29 to allow for safer pedestrian and bicycle crossings and easier access to and from the site. Slip lanes should be discouraged and the northern leg of the intersection should be made as compact as possible.

  - Wayfinding signage along routes to connect to public infrastructure.

  - Transit stops, which includes a transit pad, seating, and shelter, in addition to identifying signage appropriate to the stop.

- An active Transportation Demand Management (TDM) program should be incorporated to reduce the anticipated vehicular traffic.

- Publicly accessible park(s) should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance found in the Urban Parks Framework. On-site open spaces should be designed to ensure the functionality, useability, and quality of user experiences and to integrate with other nearby open spaces to form a network of parks and plazas and to create "park rooms" as called for in the Urban Parks Framework. Urban parks should be visible and centrally located to ensure public access. Wayfinding signage from the site frontages to the parks should be provided.

- New development should avoid the RPA, floodplain, and Environmental Quality Corridor associated with the Hunter's Branch stream valley. Encroachments into these protected areas for trails are acceptable; however, encroachments should be minimized to the greatest extent feasible.

- Stormwater quality and quantity management controls should be utilized to reduce runoff to good-forested conditions to the extent feasible. The identification of partnership opportunities with Fairfax County is encouraged to provide additional or enhanced stormwater management facilities to address Accotink Creek Total Maximum Daily Loads and implement a proposed stream restoration project.

- Buffer areas should be supplemented with appropriate native, evergreen and deciduous trees, and understory vegetation to provide year-round screening. Removal of invasive species and regeneration of the vegetated understory should be implemented as deemed appropriate in coordination with the county.

- Prior to any zoning action, a Phase II Architectural Survey should be submitted in accordance with the Virginia Department of Historic Resources survey standards to document the property prior to redevelopment. .

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.