

**County of Fairfax, Virginia  
Planning Commission Meeting  
February 22, 2018  
Verbatim Excerpt**

PA 2015-IV-MV1 – COMPREHENSIVE PLAN AMENDMENT (EMBARK RICHMOND HIGHWAY) – COMPREHENSIVE PLAN AMENDMENT (EMBARK RICHMOND HIGHWAY) – *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 primarily involves the Plan recommendations for the Richmond Highway Corridor in the Lee and Mount Vernon Supervisor Districts and considers the land use and transportation recommendations for the areas within 1/2-mile of potential Bus Rapid Transit stations along the corridor. The adopted Comprehensive Plan for 7.5-mile segment of Richmond Highway Corridor, south of Interstate 495 to Fort Belvoir, recommends higher intensity, mixed-use redevelopment concentrated in six Community Business Centers (CBCs) along the corridor. The interstitial areas between the CBCs are recommends to include predominantly low to moderate residential uses. The Plan for Huntington Transit Station Area, which surrounds the Huntington Metrorail station, recommends new development be directed to areas proximate to the station. The Plan for Accotink Village generally recommends residential and neighborhood-serving retail uses with limited options for redevelopment.*

*PA 2015-IV-MV1 proposes to amend the Plan guidance for the Richmond Highway Corridor to enhance the vision for the corridor; supported by multi-modal improvements, including a Bus Rapid Transit system; pedestrian, bicycle, and roadway improvements; and ultimately, from Huntington to Hybla Valley, a three-mile extension of the Metrorail Yellow Line. The Plan amendment considers revisions the corridor-wide guidance, as well as the land use, urban design, transportation, parks and recreation recommendations within the Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, and Woodlawn CBCs. Additional recommendations relating to the transportation, parks and recreation, environment, heritage resources, and public facilities may also be modified, including those within the Huntington TSA, Accotink Village, and surrounding areas. (Lee and Mount Vernon District)*

Decision Only During Commission Matters  
(Public Hearing held on January 25, 2018)

Commissioner Flanagan: Thank you, Mr. Chairman. Our big day has arrived. On January 25<sup>th</sup>, the Planning Commission held a public hearing for PA 2015-IV-MV1 regarding multi-mobile Bus Rapid Transit and Metrorail transportation improvements for the Richmond Highway Corridor and the development potential under the Comprehensive Plan within one half mile of such bus or Metrorail transit stations. Testimony was received from the Hybla Valley Farms Civic Association, the Southeast Fairfax Development Corporation, the Mount Vernon Council, Katherine Ward, Penn Daw Properties, South County Task Force for Human Services, Fairfield Residential, Audubon Naturalist Society, Friends of Historic Huntley, Friends of Huntley Meadows, Gum Strings Historical Society and CIA Sacramento, LLC. These fourteen, however recommended over seventy changes to the staff report proposed amendments. A decision was deferred by the Commission until tonight, to provide the staff time to review those seventy plus recommendations as well as another thirty plus recommendations from the staff, Commissioners, and submitted written testimony since the public hearing. And we also meet with the South County Federation regarding proposed editorial amendments to the Lower Potomac Planning District. A three-and-a-half-week decision deferral has now resulted in eighty-three changes to the staff report proposed plan amendments and they are in Attachment A that was distributed to

you this evening. And you have previously seen a prior draft of that earlier. Of the memorandum provided by staff to the Planning Commission previously and now dated February 22, 2018, including three requested by the Gum Springs Historical Society in particular. The Gum Springs community, request to be mapped as a historic community in the Comprehensive Plan is acknowledged, with a suggestion that the community pursue listing in Fairfax County's Inventory of Historic Sites which is the necessary precursor to mapping of the area in the Comprehensive Plan. As a result, along the above, both Commissioner Migliaccio and I are satisfied with the amendments recommended by staff in Attachment A, and recommend their approval by the Board of Supervisors. Since this plan amendment is unusually large, Commissioner Migliaccio and I have twelve motions for your consideration tonight. Each of which will be open for any questions you may have for us, and or the staff. We will alternate the twelve motions. Therefore, Mr. Chairman, I MOVE THE FIRST MOTION THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THE ADOPTION OF THE STAFF RECOMMENDATION FOR PLAN AMENDMENT 2015-IV-MV1, AS FOUND ON PAGES 29 THROUGH 286 IN THE STAFF REPORT, DATED NOVEMBER 29, 2017, WITH THE MODIFICATIONS AS FOUND ON ATTACHMENT A DISTRIBUTED TONIGHT AND IS DATED FEBRUARY 22, 2018. AND THAT STAFF BE ALLOWED TO MAKE EDITORIAL AND FACTUAL CORRECTIONS, SUCH AS CORRECTING FORMATTING, STREET NAMES OR FIGURED LABELS.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of the motion?

Commissioner Ulfelder: Mr. Chairman.

Chairman Murphy: Yes, Mr. Ulfelder.

Commissioner Ulfelder: Thank you, Mr. Chairman. I was not present for the January 25<sup>th</sup> public hearing. However, I have reviewed the tape of the public hearing, as well as the staff report and the addendum, and all of the other materials that's been provided in connection with this particular plan amendment. And therefore, I do plan to vote on this matter.

Chairman Murphy: Thank you very much. Further discussion? Yes, Ms. Strandlie.

Commissioner Strandlie: Mr. Chairman, I was absent for the public hearing and was unable to get through all the material in time, so I will abstain on all motions.

Chairman Murphy: Okay, thank you very much. Ms. Strandlie abstains in all the motions. Mr. Migliaccio.

Commissioner Migliaccio: No other Commissioners have anything? I just have a short statement I would like to make.

Chairman Murphy: Go ahead.

Commissioner Migliaccio: Thank you, Mr. Chairman. I am glad to second Commissioner Flanagan's motion tonight. This motion is the culmination of two years plus of planning. I would

like to take this opportunity to thank the many people who are sitting in the audience here, mostly County planning staff, who helped put pen to paper and crafted this plan amendment, the largest County planning effort since Tysons. I would like to thank Marianne Gardner and her team consisting of Meghan Van Dam, Sophia Fisher, Jenn Garcia and Joanne Fiebee. This team along with many other County staffers guided the Embark Advisory Group through two years of meetings and countless emails and phone calls. I would also like to thank Tom Biesiadny and his county DOT team for their diligence during this process. Many thanks to my fellow Lee District Advisory Group members, Rodney Lusk and Vernon Lee all members of the advisory group on Mount Vernon side also. And to the members of the public who attended early morning meetings and late night meetings to give us their input. Last but not least, I would like to extend thanks to our state partners. The DRPT for producing the study that became the catalyst for EMBARK, and former Senator Toddy Puller for her leadership. Her hard work helped secure the necessary funds to make certain that the DRPT study could be completed. Simply stated, the EMBARK plan that we have before us tonight, seeks to continue the revitalization of Richmond Highway and works to provide a compact, environmentally sustainable and walkable place along the corridor. The primary focus of the land use changes will be the four Community Business Centers of Penn Daw, Groveton, Hybla Valley and Woodlawn. Each of these CBCs will have a grid of streets lined with retail, residential and recreational uses. Over time, the hope is that each CBC will continue to grow and build upon its existing history and unique environmental characteristics to be a place for people to live work and play. And, as we heard at the public hearing, the EMBARK plan and the final plan for – from the city line in Alexandria to Woodbridge, will be accomplished in four phases. The first phases provide a high-quality Bus Rapid Transit system along Richmond Highway primarily in its own dedicated median lanes, while also providing separate bicycle and pedestrian facilities along both sides of Richmond Highway. The final phase calls for a two-stop extension of the Metro Yellow Line from Huntington to Hybla Valley. And, I know Commissioner Flanagan and Commissioner Sargeant and myself want this to happen sooner rather than later. The one thing that is not in our control is the funding of this, and our partners at the County, state and federal level need to step up and that's gonna dictate how fast we could move this project along. And that is all I have to say on this until the follow-on motions.

Chairman Murphy: Further discussion? Mr. Hart.

Commissioner Hart: Thank you, Mr. Chairman. I wanna say form my perspective, I appreciate that the Commissioners from the two districts as well as staff were able to reach a consensus on the wording of so many changes and so many different directions we were being pulled. It's often difficult to resist the temptation at the plan stage to get too specific. And sometimes I think we have gotten way too specific in the plan text. But I think this compromise still allows the Board sufficient flexibility as applications come in. And I think well appreciate that there is a consensus now. Thank you.

Chairman Murphy: And I would like to identify myself with Commissioner Hart's comments. Nice work everybody. Really great. Further discussion? Yes, Mr. Niedzielski-Eichner.

Commissioner Niedzielski-Eichner: Mr. Chairman, I just – I wanna to clarify one point, and perhaps this is Commissioner Flanagan. Commissioner Flanagan, we received a communication from the Tree Commissioner from Mount Vernon District. A number of suggested changes to the plan as Tree Commissioner, and I was just wondering whether she was a participant in this

extensive process of the EMBARK embraced. And were her – were her observations considered as part of EMBARK?

Commissioner Flanagan: Well again, repeat. Who's considerations?

Commissioner Niedzielski-Eichner: This is Ms. Ledec?

Commissioner Flanagan: Oh, Ms. Ledec.

Commissioner Niedzielski-Eichner: Yeah.

Commissioner Flanagan: I'd have to ask staff that, because I passed that on to staff and I believe that it – they...

Commissioner Migliaccio: Commissioner Niedzielski-Eichner, just to one point, she was an active participant throughout the process.

Commissioner Niedzielski-Eichner: That what was my...

Commissioner Migliaccio: She wasn't – she's not late to the table. She was from the beginning all the way through.

Commissioner Flanagan: She had been of town...

Commissioner Niedzielski-Eichner: To the extent of so recommended edits, I just wanted to have confidence that her consideration – her contribution was considered in the process.

Commissioner Flanagan: She's here tonight and I spoke to her previous to the meeting and told her – I assured her that they are going to be given full consideration.

Chairman Murphy: Ms. Ledec, could you please wave at Commissioner Niedzielski-Eichner. There she is, okay. Question is answered. Further discussion of the motion? All those in favor of the motion to recommend to the Board of Supervisors that it adopt Plan Amendment 2015-IV-MV1, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Abstention. Mr. Flanagan.

Commissioner Flanagan: Yes, my second motion is that I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT PLAN AMENDMENT 2014-IV-MV2 BE RESCINDED. PLAN AMENDMENT 2015-IV-MV1 INCLUDED AN EVALUATION OF THE REVISIONS TO THE WOODLAWN COMMUNITY BUSINESS CENTER (CBC), AND AMENDMENTS ANTICIPATED AS PART OF MY FOLLOW-ON MOTIONS, WILL CONSIDER THE PLAN FOR AREAS TO THE SOUTH OF THE WOODLAWN CBC ALONG THE RICHMOND HIGHWAY CORRIDOR. THE AMENDMENTS SUPERSEDE THE NEED FOR OUTSTANDING PLAN AMENDMENT 2014-IV-MV2 WHICH WAS AUTHORIZED TO LOOK AT THESE SAME AREAS.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of that motion? All those in favor of the motion to recommend to the Board of Supervisors that it rescind Plan Amendment 2014-IV-MV2, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Same abstentions. And now we turn to follow-on motions.

Commissioner Flanagan: Yes, right. Next, Mr. Chairman, will be a number of follow-on motions to recommend that the Board of Supervisors direct staff to refine Embark elements of the Comprehensive Plan and advance the implementation of the Plan recommendations in coordination with community members and other stakeholders which I think Commissioner Migliaccio was just referring to on his opening remarks. So, with that I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO CREATE URBAN DESIGN GUIDELINES, THAT PROVIDE ADDITIONAL DETAIL ON HOW TO IMPLEMENT THE URBAN DESIGN AND STREETScape FEATURES CONTAINED IN THE COMPREHENSIVE PLAN.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Discussion? All those in favor of that motion, say aye.

Commissioner Ulfelder: What you say is just specific to the EMBARK plan or are you [inaudible].

Commissioner Flanagan: These are for – just primarily for the...

Commissioner Ulfelder: EMBARK. Yeah.

Commissioner Flanagan: Every place we were talking about the Comprehensive Plan it will be the amendments we're making...

Commissioner Ulfelder: [Inaudible].

Commissioner Flanagan: These are the amendments we've just adopted.

Chairman Murphy: Okay, further discussion. Mr. Charter.

Commissioner Carter: One small point. That it's the timing of the design guidelines. It's better if they come out at the same time as the plan. Well that's probably not practical. Pretty soon they ought to come out – because if you wait, then things happen. And it sounds like you're trying to rewrite the plan. If it's a year or so. [Inaudible]. Writing those guidelines as soon as possible would be a good move.

Chairman Murphy: Okay. Barbara Byron has a comment.

Barbara Byron, Office of Community Revitalization, County Executive Office: Thank you. Barbara Byron, Office of Community Development, and we agree with you, Mr. Carter. We already have a contract in place with one of our consultants that's worked with us on the plan, and it's our current expectation that we have them done by October of this year.

Commissioner Carter: It's good.

Chairman Murphy: Further discussion. All those in favor of the motion....

Commissioner Flanagan: Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Flanagan: I just also want to point out that we introduced some new features in the Comprehensive Plan. Grid streets for instance, they never existed before and the current urban design criteria just don't – they weren't written for that kind of a urban layout. So, that's the reason why we need the additional...

Commissioner Carter: I would like to further point out. I like the graphics in this plan, and I think they were done in the right way. They were – not – come out at being too detailed. I don't – I think they're done in the – in the right way, but it gives you an impression of what the area's gonna look like. I like particularly that stormwater management feature, I've forgotten the name of it. I thought that was pretty creative. Without saying, "Look, it must be exactly like this." So, I like that feature and I hope we can do that on other plans.

Commissioner Flanagan: I appreciate that.

Chairman Murphy: Further discussion? All those in favor of that motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Flanagan.

Commissioner Flanagan: Mr. Migliaccio is next.

Chairman Murphy: Mr. Migliaccio.

Commissioner Migliaccio: You have the second one.

Chairman Murphy: You have the second one.

Commissioner Migliaccio: The grid of streets.

Commissioner Flanagan: It was the grid of streets I was just talking about. Yeah. I MOVE THAT THAT I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO FURTHER STUDY THE PROPOSED

CONCEPTUAL GRID OF STREETS TO REFINE THE MULTIMODAL STREET  
CLASSIFICATIONS AND RIGHT-OF-WAY NEEDS.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

Commissioner Migliaccio: And I have the next motion...

Chairman Murphy: Mr. Migliaccio.

Commissioner Migliaccio: And I thank this one touches on something Ms. Ledec wanted. So we did listen. I MOVE THAT THAT PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO INITIATE AND EXPEDITE A PLAN AMENDMENT FOR THE – OF THE COUNTYWIDE TRAILS PLAN TO REMOVE THE TRAILS SHOWN ON HUNTLEY MEADOWS PARK PROPERTY NEAR SOUTHERN AND EASTERN PERIMETER WITHIN THE POWERLINE EASEMENT CONNECTING TELEGRAPH ROAD AND LOCKHEED BOULEVARD.

Commissioner Flanagan: Second.

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

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Migliaccio.

Commissioner Migliaccio: Thank you, Mr. Chairman. I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO INITIATE AND EXPEDITE A PLAN AMENDMENT OF THE COUNTYWIDE BICYCLE MASTER PLAN, TO REMOVE THE BICYCLE TRAIL SHOWN ON THE NORTHERN PORTION OF HUNTLEY MEADOWS PARK PROPERTY CONNECTING HARRISON LANE TO TELEGRAPH ROAD.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Discussion? All those in favor of that motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Migliaccio:

Commissioner Migliaccio: Mr. Chairman, I further MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO AMEND THE BICYCLE MASTER PLAN TO BE CONSISTENT WITH THE EMBARK PLAN AMENDMENT AFFECTING RICHMOND HIGHWAY AS PART OF THE NEXT COUNTYWIDE UPDATE.

Commissioner Flanagan: Second.

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

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Over to Mr. Flanagan.

Commissioner Flanagan: Yes. Thank you, Mr. Chairman. I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO RECONCILE THE WOODLAWN CULTURAL CORRIDOR TRAILS RECOMMENDATIONS IN THE EMBARK PLAN AMENDMENT, WITH THE FAIRFAX COUNTY COUNTYWIDE TRAILS PLAN AS PART OF THE NEXT COUNTYWIDE UPDATE.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Discussion? All those in favor of that motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Back to Mr. Migliaccio.

Commissioner Migliaccio: Thank you, Mr. Chairman. In order to achieve the County's long term goals and to sustain the corridor's essential social and economic diversity, there must be a housing stock for all range of income levels, especially low to moderate income households. As the Embark plan begins to be implemented, it will be necessary to prepare for potential impacts on the supply of affordable housing – housing. Even now we can see the negative impact of the yet-to-be-approved plan on our current market rate affordable housing stock on the corridor. I propose that the Mount Vernon and Lee Supervisors convene a small advisory group of affordable housing advocates and experts, citizens, developers and other appropriate stakeholders to assess the current affordable housing policy along the – along Richmond Highway, and to also look at the potential loss of existing market affordable housing. The goal of putting together this group will be to develop specific strategies within the next nine months to preserve and enhance the quality of these market affordable units, and to make recommendations to the current affordable housing policies along the corridor. The strategies – these strategies and recommendations should be realistic and attainable and not become part of a document that simply collects dust on a bookshelf. Therefore, Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS AUTHORIZE THE ESTABLISHMENT OF AN ADVISORY GROUP ON AFFORDABLE HOUSING FOR THE RICHMOND HIGHWAY CORRIDOR AND DIRECT THE DEPARTMENTS OF HOUSING



AND COMMUNITY DEVELOPMENT AND PLANNING AND ZONING TO FACILITATE THE WORK AND RECOMMENDATIONS OF THE ADVISORY GROUP.

Commissioners Flanagan and Hart: Second.

Chairman Murphy: Seconded by Mr. Flanagan and Mr. Hart. Is there a discussion? All those in favor of that motion, say aye.

Commissioners: Aye.

Commissioner Niedzielski-Eichner: I just want to be on record in support of this amendment, Mr. – Commissioner Migliaccio for her – for his initiative and in being responsive to the kind of issues that were raised at the public hearing for this matter.

Commissioner Migliaccio: Commissioner Niedzielski-Eichner, I – I'd love to take all the credit, but Commissioner Flanagan and Sargeant were also part of this. So, I just had to read it.

Commissioner Niedzielski-Eichner: I commend all three of you.

Commissioner Tanner: Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Tanner: Just one quick question, and I agree with Commissioner Migliaccio. This in fact – this is a great amendment and it's a great motion. I just want to make sure that this Commission that you're putting together will set specific targets once they get into study see what's feasible and reasonable.

Commissioner Migliaccio: That is the goal.

Commissioner Tanner: Thank you.

Chairman Murphy: Further discussion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Flanagan.

Commissioner Flanagan: Yes, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT STAFF EVALUATE THE PLANNED LAND USES WITHIN THE SUBURBAN NEIGHBORHOOD AREAS BETWEEN COMMUNITY BUSINESS CENTERS ALONG RICHMOND HIGHWAY. THE EVALUATION SHOULD BE INFORMED BY NOMINATIONS THAT ARE RECEIVED AS PART OF THE SOUTH COUNTY SITE-SPECIFIC PLAN AMENDMENT PROCESS.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of that motion? All those in favor, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. And, Mr. Flanagan again.

Commissioner Flanagan: We're getting near the end.

Chairman Murphy: No, that's alright. It's very interesting.

Commissioner Flanagan: I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS THAT STAFF EVALUATE THE EFFECT OF THE PLANNED METRORAIL EXTENSION ON THE AREAS WITHIN ONE-HALF MILE OF THE POTENTIAL STATION LOCATIONS AT BEACON-GROVETON AND HYBLA VALLEY/GUM SPRINGS AREAS. THE EVALUATION MAY CONSIDER LAND USES AND DEVELOPMENT AROUND THE STATIONS, INCLUDING THE EFFECT ON THE SURROUNDING NEIGHBORHOODS. ELEMENTS SUCH AS ACCESS AND CONNECTIVITY SHOULD BE CONSIDERED. THE EVALUATION SHOULD OCCUR FOLLOWING THE CONCLUSION OF THE REVIEW OF THE SUBURBAN NEIGHBORHOOD AREAS INTERSTICES, THE REFINED GRIDS OF STREETS ANALYSIS, AND THE DEVELOPMENT OF URBAN DESIGN GUIDELINES AS WELL.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion?

Commissioner Flanagan: Mr. Chairman.

Chairman Murphy: Mr. Flanagan and then Mr. Niedzielski-Eichner.

Commissioner Flanagan: I just want to point out that we had several requests through the public hearing for issues related to the suburban neighborhoods and the proximity to the planned station areas. Because of the need to have twelve buildings probably adjacent to the station areas, where it would loom over the nearby one-story communities. And, I just want to assure everybody who testified out there that may be watching tonight, that this the particular motion that I think would address their needs.

Chairman Murphy: Mr. Niedzielski-Eichner.

Commissioner Niedzielski-Eichner: Thank you, Mr. Chairman. Perhaps this is a question posed to Commissioner Flanagan, or perhaps staff. But what is of interest to me is understanding if the Comprehensive Plan is executed, what we're – what we're – it's calling for BRT and then it says at some desirable time, or time when the finances are there it will – there would be support for these additional stops of the Metro Line. In the – in the interim between BRT being put in place and the existence of the Metro Station, and presumably with the Metro Station becomes higher density, how do we transition from a lower density BRT to higher density Metro and is that part of this study?

Commissioner Flanagan: Yes, it was a part of this study. There was an advisory group appointed by the Supervisors to meet with the staff on a regular basis, once a month, for the last two years and to basically give a understanding of what this change for having BRT or Metrorail will prompt or what is actually needed in order for it to actually occur. So consequently, there are densities that are available now that are not yet used and those will continue to build. And as the buildup that will justify the BRT. We have a certain maximum development that can – that BRT can handle and then after that where the density goes beyond that is planned for, as we increase the density beyond that. That would be then justify the extension of Metrorail at a later date.

Chairman Murphy: Mr. Biesiadny, do you have any comments you would like to make on this subject? I'm not forcing but if you want to add something.

Tom Biesiadny, Department of Transportation: Chairman Murphy, Tom Biesiadny with the Department of Transportation. The transition between bus rapid transit and Metro was considered as part of the advisory group discussion over time. One of the reasons for this motion though is to further amend the plan to incorporate those Metrorail densities in the future.

Chairman Murphy: Further discussion. All those in favor of that motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Migliaccio.

Commissioner Migliaccio: Thank you, Mr. Chairman. I have the final follow-on motion. I MOVE THAT THE PLANNING COMMISSION RECOMMEND THAT THE BOARD OF SUPERVISORS DIRECT STAFF TO DEVELOP A FUNDING PLAN FOR THE TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS RECOMMENDED IN THE EMBARK RICHMOND HIGHWAY COMPREHENSIVE PLAN. THE FUNDING PLAN SHOULD INCLUDE ARRANGEMENTS FOR FINANCING THE PUBLIC SHARE OF INFRASTRUCTURE IMPROVEMENTS AND FACILITATE COOPERATIVE FUNDING AGREEMENTS WITH THE PRIVATE SECTOR.

Commissioner Flanagan: Second.

Chairman Murphy: Seconded by Mr. Flanagan. Is there a discussion? Mr. Niedzielski-Eichner.

Commissioner Niedzielski-Eichner: I'm just jumping in to make sure you don't jump too quickly into voting.

Chairman Murphy: I wouldn't dare.

Commissioner Niedzielski-Eichner: On this motion, this follow-on motion, is this – isn't envisioned – potentially – one of the options in consideration – to be considered is a taxing district that would – a tax district that would be part of the funding stream to support these transportation options?

Commissioner Migliaccio: I don't think, Mr. Niedzielski-Eichner. I don't think anything has been ruled out. However, Richmond Highway does not have the office component that Tysons

does that can easily support a tax district. So, it might be a different type of funding arrangement that we come up with.

Chairman Murphy: Further discussion, all those in favor of that motion. Yes, Mr. Flanagan, did you have an addendum?

Commissioner Flanagan: I just want to also comment in – of course you know, the Comprehensive Plan is recommendations these are not requirements. And we did have public testimony suggesting where the funding would of the – considered by the staff and [inaudible] as we came forward with Attachment A. The funding is not really a planning subject. Funding is – planning is about land use and how we do these things is up to the applicants who make their applications to us. So, we seldom do – you know get into the funding subjects.

Commissioner Niedzielski-Eichner: I've just reacted to this motion which is calling for a transportation funding plan that speaks to the transportation funding.

Commissioner Flanagan: Well the funding plan will not be put into the Comprehensive Plan.

Commissioner Niedzielski-Eichner: I understand that...

Commissioner Flanagan: This is something that staff's going to do....

Commissioner Niedzielski-Eichner: I just wanna – my questioning along the lines of this – these two follow-on motions reflects my interest in understanding how the BRT verses Metro Line. How that transition takes place, and what would facilitate and expedite it – construction of the Metro Line to the locations that have been identified in the Comprehensive Plan. It strikes me as there's some inefficiencies of potentially counterproductive considerations if we on one hand act – call for a BRT but then at some future date call for a Metro Stations. And the alignment of those two transportation options has a funding component to it, obviously. And I was just of interest ensuring that this transportation funding plan is going to take all that into account.

Commissioner Flanagan: I'm one hundred percent with you. And if you would like to join me as staff pursues this – the funding plan that this motion authorizes, I'd be very happy to have you – keep you abreast of what the – of those – as those investigations go forward.

Chairman Murphy: Mr. Biesiadny, do you have a comment?

Mr. Biesiadny: Mr. Chairman, members of the Planning Commission, it's always envisioned that the bus rapid transit will remain in place even after Metrorail is extended. The Metrorail would have two stations. The Bus Rapid Transit has nine stations to Fort Belvoir and then additional stations south to Woodbridge. So, it will be – we won't be doing the Bus Rapid Transit then getting rid of it and then doing Metrorail. Metrorail actually be supplemented by the bus rapid transit in the future. The funding plan that's discussed here will take into account not only the Bus Rapid Transit, but it will take into account the grid of streets and other transportation improvements that are needed to support the land use that is being approved as part of this plan. The Metrorail funding plan and future densities are part of that other motion that talks about additional work that needs to be done to get to the Metrorail extension.

Chairman Murphy: Further discussion? All those in favor of the motion, say aye...

Commissioner Flanagan: Mr. Chairman, we have now adopted the recommendations to - in the Attachment A. We would – we have adopted a recommendation in there to expedite the consideration of when Metrorail will occur. So consequently, I presume that the funding of that would have to be, you know, would have to be some study of that at some time as well, before we – if we're gonna expedite the funding of Metrorail as well.

Chairman Murphy: I'm afraid to ask. Further discussion of the motion to expedite it. All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motions carried by a vote of 10-0-2. Commissioner Strandlie abstained from the vote, not present for the public hearing. Commissioner Sargeant recused himself from the vote.

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## Proposed Mark-up to Staff-recommended Text for Plan Amendment 2015-IV-MV1 (Embark Richmond Highway)

Revised February 22, 2018. Revisions to Plan text from the February 9, 2018 document shown in **bold, yellow highlight**.

The following table includes substantive revisions to the recommendations contained in Staff Report for Plan Amendment 2015-IV-MV1, dated November 29, 2017, supported by staff. Revisions that respond to or involve issues raised in public testimony state the commenter under the Revision column. Additional factual and editorial changes are not included in this table. Figure changes are shown at the end of this document.

Page	Section	Revision	Mark-Up
32	Richmond Highway Corridor Area, History	Add reference to Gum Springs Community; clarify that Woodlawn and Huntley are designated Historic Overlay Districts  (Gum Springs Historical Society)	"Significant heritage and natural resources are located within or near the corridor, including George Washington's Mount Vernon and Grist Mill, <u>Gum Springs Community</u> , The Pride of Fairfax, Woodlawn <u>Historic Overlay District (HOD)</u> and the Pope-Leighey House, Huntley Meadows Park, and <u>Historic Huntley HOD</u> . These resources are important to Fairfax County and represent unique assets and opportunities in the corridor."
36	<b>Richmond Highway Corridor Area, Guiding Planning Principles</b>	<b>Change reference to ROW to travelway under GPP 3 and note that the work is to be done as expeditiously as possible.</b>	<b>"3.) Provide a variety of safe, reliable, effective, and interconnected transportation modes by:</b>  <b>a. Supporting a bus rapid transit system primarily in an exclusive <u>travelway within the Richmond Highway median right-of-way</u> from the Huntington Metrorail Station to Accotink Village, and a Metrorail extension from the Huntington Metrorail Station to Hybla Valley, as expeditiously as possible."</b>
36-37	Richmond Highway Corridor Area, Guiding Planning Principles	Modify bullet to add clarity to GPP 4f that the recommendation to underground refers to land use projects.	"4.) Encourage high-quality urban design by: ... f. Placing utilities underground for <u>land use</u> development projects."
37	Richmond Highway Corridor Area, Guiding Planning Principles	Add a new bullet under GPP 5 that promotes office development, calling out the relationship between Fort Belvoir and the rest of corridor.	"5.) Support the economic success of the corridor by: ... <u>"f. Encouraging business development that supports Fort Belvoir as a significant contributor to the economic success of the corridor."</u>

Page	Section	Revision	Mark-Up
37	Richmond Highway Corridor Area, Guiding Planning Principles	Add a new bullet under GPP 5 that incorporates smart technology (MVCCA)	<u>“g. Transforming the corridor into a place of invention and innovation using smart technologies and sustainable design.”</u>
37	Richmond Highway Corridor Area, Guiding Planning Principles	Add a new bullet under GPP 5 to align with One Fairfax (South County Task Force; Mount Vernon Unitarian Church; Audubon Naturalist Society)	<u>“h. Embracing a growing diverse population as an asset to the corridor’s economic vitality and promoting fairness and equity in decision-making on public policy and publicly delivered services for the corridor.”</u>
40	Richmond Highway Corridor Area, Corridor-wide (CW) Guidelines, Land Use, Development Potential:	Revise Metrorail guidance; Add text for consistency (MVCCA)	<u>“The quantification shown in Figure 3 does not include additional development potential that is recommended for the Beacon/Groveton and Hybla Valley/Gum Springs CBCs under a scenario where Metrorail is extended to these areas in the future. This additional development potential under a Metrorail scenario will be implemented when a corridor-wide transportation analysis, coordinated with the Virginia Department of Transportation, is completed and a Full Funding Grant Agreement or a comparable funding agreement to design and build the Metrorail extension is executed reevaluated in coordination with the execution of a Full Funding Grant Agreement to design and build the Metrorail extension.”</u>

Page	Section	Revision	Mark-Up
41	Richmond Highway Corridor Area, Corridor-wide Guidelines, Land Use, Discouraged Uses	<p>Modify Discouraged Uses section to clarify that freestanding uses with drive-through facilities may be acceptable if certain criteria are met. Remove specific references to certain uses. Remove separate heading for Discouraged Uses (SFDC; MVCCA; S. Mariska; K. Ward)</p>	<p><b>“Flexibility Among Non-Residential Uses</b></p> <p>The distribution of land uses by square footage was developed for the purposes of testing the transportation analysis. Irrespective of the distribution of non-residential uses shown in Figure 3, the Plan permits flexibility among the various types of non-residential uses, so long as the total non-residential square footage recommended for the entire corridor and to each CBC is not exceeded. This flexibility among types of non-residential uses is supported to the extent that applicants are able to adequately address multimodal transportation needs and urban design recommendations.</p> <p>The Plan also encourages future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area’s business competitiveness. Generally, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other planned uses.</p> <p><del>Discouraged Uses</del> <i>[Underline in Staff Report]</i></p> <p>Freestanding uses with drive-through facilities and uses that create high traffic volumes which also contribute to the strip-commercial character of Richmond Highway are strongly discouraged. In some instances, auto-oriented uses with drive-through facilities may be acceptable only when they are consistent with the desired form and character and are coordinated with adjacent or desired building and site design. The location of such uses should not impede the flow of pedestrian or vehicular traffic, compromise safety, or disrupt the existing and planned interior circulation system of the center and/or building site, or thwart the achievement of the long-term vision of the Comprehensive Plan.</p> <p>In addition, establishments that are not consistent with quality revitalization such as self-storage, pawn shops, and alternative lending institutions or conducive to foot traffic are strongly discouraged.”</p>



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42	Richmond Highway Corridor Area, Corridor-wide Guidelines, Metrorail Level of Development	Revise Metrorail guidance; Add total square feet of additional Metrorail development potential (MVCCA) (K. Ward)	“The Comprehensive Plan includes recommendations for additional development potential of <u>approximately 2.71 million square feet</u> for the Beacon/Groveton and Hybla Valley/Gum Springs CBCs under a scenario where Metrorail is extended to these areas in the future. This additional development under a Metrorail scenario <del>can</del> <u>will be implemented considered once in coordination with the execution of a Full Funding Grant Agreement or comparable funding agreement a funding agreement to design and build the Metrorail extension has been executed by all funding stakeholders (for example, a Full Funding Grant Agreement).</u> Additionally, before such an increase in development potential is allowed in these areas, an assessment of the <del>general feasibility and transportation-related impacts of the extension of Metrorail, and an identification of options to mitigate transportation and other impacts will be completed and any necessary mitigation identified, in coordination.</del> <u>Such an analysis will be completed in conjunction</u> with the Virginia Department of Transportation.
51	Corridor-wide Guidelines, Urban Design, Site Design	Clarify service drive reference (MVCCA)	“Uses such as loading docks, mechanical rooms, utility vaults, and exposed parking decks detract from the public realm and should be located on <u>service drives shared lanes or alleys</u> , or placed internally to the building envelope to minimize their negative impacts.”
52	Richmond Highway Corridor Area, Corridor-wide Guidelines, Urban Design, Building Massing and Height	Modify text to remove 15 feet from story height and add caveat regarding multi-story retail buildings (Hybla Valley Farms CA)	“Building heights in this Plan are not measured in feet but rather in stories to provide some flexibility. The ground floor of a mixed-use or commercial building should be at least 16 feet, with the remaining stories generally not exceeding 12 feet <del>to 15 feet.</del> <u>except where greater height is required for multi-story retail uses.”</u>
54	Corridor-wide Guidelines, Urban Design, Parking Design Recommendations	Clarify service drive reference (MVCCA)	“Vehicular access to parking lots and garages should be limited to local streets, <u>shared lanes, or alleys</u> <del>or service drives</del> when feasible.”
54-55	Corridor-wide Guidelines, Urban Design, Parking Design Recommendations, Surface Parking Lots	Clarify intent regarding the design of surface parking areas.	“Surface parking lots should be avoided, particularly in front of buildings and along Richmond Highway. Any surface parking lots should be located to the side or rear of the primary use and should contain <u>clearly delineated</u> pedestrian connections to the associated building. Such lots should be intensely landscaped and well-lit. <del>Surface parking lots should provide low walls at the back of the sidewalk or parallel to the adjacent build-to line to define the pedestrian realm and prevent glare impacts from headlights into adjacent buildings.</del> They also should be designed to contribute to on-site stormwater management by using elements such as planter areas and permeable paving in the parking stall area. The redesign and consolidation of existing, private, surface

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58	Corridor-wide Guidelines, Transportation, Public Transportation, Metrorail	Modify Metrorail guidance (MVCCA)	<p>parking lots is encouraged.”</p> <p>“An extension of the Metrorail Yellow Line from the Huntington Metrorail Station to the Beacon/Groveton and Hybla Valley/Gum Springs CBCs is envisioned as a continuation of the multimodal character of the Richmond Highway Corridor. This extension may occur after the BRT system is in place.</p> <p>The following recommendation(s) apply.</p> <ul style="list-style-type: none"> <li>Assess the <del>general feasibility and</del> transportation and other -related impacts of extending the Metrorail Yellow Line from the Huntington Metrorail Station to the Beacon/Groveton and Hybla Valley/Gum Springs CBCs <u>and identify necessary mitigation measures.</u>”</li> </ul>
66	<b>Corridor-Wide Guidelines, General Streetscape Recommendations, Underground Utilities</b>	<b>Remove the reference to the grids of streets within the CBCs</b>	<b>“Utilities, utility boxes, and utility vaults <del>located along the grid of streets within the</del> CBCs should be placed underground, wherever practical, (with the exception of storm drainage in areas where natural channels are possible) to foster a visually appealing and pedestrian-friendly environment.”</b>
68-69	Corridor-Wide Guidelines, Urban Street Network Design, Transit Boulevard	Add flexibility in reducing the size of Building/Planting Zones on Richmond Highway (both North of Napper Road and South of Napper Road) to accommodate small parcels that may not have sufficient land to redevelop	Pg 68: “The concept for the Richmond Highway Transit Boulevard features dedicated transit lanes with adjacent refuge space for pedestrians at stations, a bike facility separated from vehicular traffic, landscape panels with evenly spaced street trees, and sidewalks on both sides of the boulevard. <u>Signalized intersections and all transit station locations should include pedestrian crossing devices and markings to clearly delineate the crossing area.</u> <del>A large-Large</del> building and planting zones <del>is</del> are planned to provide space for pedestrians <u>and</u> <del>or</del> additional trees and landscaping between the sidewalk and the building. Lighting along the street should be distinctive and designed for all users. <del>Signalized intersections and all transit station locations should include pedestrian</del>

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		due to site constraints and/or ROW taking.	<del>crossing devices and markings to clearly delineate the crossing area.</del> <u>Within the SNAs and the Base Plan option in the CBCs, reductions in the building and planting zone widths may be considered for small parcels that are challenged to develop due to site size constraints, environmental constraints or the presence of heritage resources. Prioritization should be given to maintaining a planting zone wide enough for a row of trees."</u>
69, etc.	Corridor-wide Guidance, USND	Add ROW dimension to the text that is already stated in graphics to all street types from Transit Boulevard to Local Street *** All street type guidance will be similarly changed to clarify ROW dimension [not shown in mark-up]. Add a reference to the optional reduced widths of building and planting zones in the new 'Outside of the ROW' section for Richmond Highway.	Example change for the Transit Boulevard Cross-section: "Richmond Highway, north of Napper Road cross-section dimensions: <u>Within the 178-foot right-of-way:</u> - <u>Bus Rapid Transit Lane</u> [underline present in text]... - <u>Sidewalk</u> [underline present in text]...included in the right-of-way. <u>"Outside of 178-foot right-of-way (See previous paragraphs for guidance on reduced widths in this area):</u> - <u>Planting Zone</u> [underline present in text]..." ... "Richmond Highway, south of Napper Road cross-section dimensions: <u>Within the 178-foot right-of-way:</u> - <u>Bus Rapid Transit Lane</u> [underline present in text]... - <u>Sidewalk</u> [underline present in text]...included in the right-of-way. <u>"Outside of 178-foot right-of-way (See previous paragraphs for guidance on reduced widths in this area):</u> - <u>Planting Zone</u> [underline present in text]..."
97	Community Business Center Overall Vision Elements and Strategies	Remove sentence for clarity	<del>"The Vision Elements, as listed and described below, integrate the Guiding Planning Principles for the corridor with more specific guidance for the CBCs. In general, each Vision Element includes strategies for implementation. Later sections address each of the four CBCs individually."</del>
97	Community Business Center Overall Vision Elements and Strategies	Add reference to Gum Springs Community (Gum Springs Historical Society)	<u>"Numerous historical sites are located within or in proximity to the Richmond Highway Corridor. Notable sites include Woodlawn and Pope-Leighey House (which was relocated to Woodlawn), Historic Huntley, the Original Mount Vernon High School, the Gum Springs Community, and the Pride of Fairfax."</u>

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114	Penn Daw Community Business Center, Conceptual Plan	GRAPHIC EDITS [other graphics may need to change to reflect this edit.]	Update existing road network with double cul-de-sacs instead of a through-street at Poag St and Shaffer Dr; change the label for Shields Ave; add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 29) for planned road improvements.
125	Penn Daw Community Business Center, Multimodal Transportation Improvements	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 29) for planned road improvements.
131	Beacon/Groveton Community Business Center	Revise Metrorail guidance (MVCCA)	<p>“This CBC is planned to be served by BRT and, ultimately, by a Metrorail Station. Figure 32 shows the geographic location of land units within the Beacon/Groveton CBC. The redevelopment option for Land Unit A that is depicted on the Conceptual Plan corresponds to the <del>BRT</del> level of development that would precede the ultimate Metrorail level. However, within the text there are general land use recommendations for additional density in Land Unit A that <del>may will</del> be implemented with the Metrorail extension to Beacon/Groveton. <del>The Metrorail level of development may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Metrorail extension has been executed by all funding stakeholders. This additional development potential under a Metrorail scenario will be implemented in coordination with the execution of a Full Funding Grant Agreement or comparable funding agreement to design and build the Metrorail extension.</del> Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed <u>in coordination with the Virginia Department of Transportation.</u>”</p>
134	Beacon/Groveton Community Business Center, Figure 33	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 38) for planned road improvements.

142	Community Business Centers, Beacon/Groveton CBC, Multimodal Transportation Improvements	Revise Metrorail Guidance (MVCCA)	“The Beacon/Groveton CBC is primarily served by Richmond Highway, Beacon Hill Road, Memorial Street, and Southgate Drive. Existing roads on the east side of Richmond Highway from Dawn Drive south to Popkins Lane have mostly been constructed with perpendicular intersections and could serve as additional connections and complement the grid of streets recommended below. The general location for the proposed BRT station for this CBC is at the intersection of Richmond Highway and Beacon Hill Road. <u>Additionally, an extension of the Yellow-line Metrorail from Huntington is planned with a single station in this CBC.</u> See Figure 38 Beacon/Groveton CBC Map for recommendations to this and other nearby roadways. The following is a list of recommended improvements for the Beacon Groveton CBC:”
143	Beacon Groveton Community Business Center, Planned Road Improvements	GRAPHIC EDITS	Include note for “No-Build option should be considered during the corridor study” at the South Kings Highway and Harrison Lane intersection area (see similar note on the Mount Vernon Planning District Overview map, p. 240)
144	Beacon/Groveton Community Business Center, Multimodal Improvements	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 38) for planned road improvements.
145	CBC, Beacon/Groveton CBC, Land Unit Recommendations Development Potential	Revise Metrorail Guidance (MVCCA)	“Figure 40 contains the estimated maximum development potential inclusive of the redevelopment options for the Beacon/Groveton CBC. The estimate does not include additional development potential under a scenario where Metrorail is extended to this area in the future. Additional development potential <u>of approximately 1.8 million square feet</u> associated with a Metrorail station will be <u>implemented when a corridor-wide transportation analysis is completed, coordinated with the Virginia Department of Transportation, and a Full Funding Grant Agreement or a comparable funding agreement to design and build the Metrorail extension is executed</u> <del>reevaluated in coordination with the execution of a funding agreement to design and build the Metrorail extension.</del> Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed.”
146	CBC, Beacon/Groveton CBC, Land Unit Recommendations, Land	Revise Metrorail Guidance (MVCCA)	“Mixed-use development is recommended, consisting of up to approximately 3,500 dwelling units and 720,000 square feet of nonresidential uses. Substantial consolidation of parcels should be achieved. Where consolidation of parcels is not achieved,

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	Unit A, Redevelopment Option		<p>redevelopment proposals should be evaluated in the context of the existing and future development of the land unit. For example, residual parcels should be integrated into the site design by providing interparcel vehicular and pedestrian access, as appropriate. In addition, redevelopment on a portion of the land unit should not preclude the remainder of the land unit from redeveloping under the plan option in the future. <del>If a Full Funding Grant Agreement for the Metrorail extension is executed and a corridor-wide transportation analysis is completed,</del> <u>Under a Metrorail scenario,</u> this area may be appropriate for a mix of uses up to a total of approximately 6 million square feet <u>in coordination with the execution of a Full Funding Grant Agreement or comparable funding agreement to design and build the Metrorail extension.</u> Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed <u>in coordination with the Virginia Department of Transportation.</u>"</p>
152	Hybla Valley/Gum Springs Community Business Center, Conceptual Plan, Figure 43	GRAPHIC EDITS	Correct Hybla Valley CBC boundary; Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 49) for planned road improvements.
155	Hybla Valley/Gum Springs Community Business Center, Conceptual Plan, Figure 45	GRAPHIC EDITS	Correct Hybla Valley CBC boundary
157	Hybla Valley/Gum Springs Community Business Center, Building Heights, Figure 46	GRAPHIC EDITS  (Gum Springs Historical Society)	<ul style="list-style-type: none"> <li>- Change building height in Sub-unit B3 to show as 5 stories, not 4 stories and Land Unit E to 3 stories, not 3-4 stories;</li> <li>- Correct Hybla Valley CBC boundary and remove building height recommendation;</li> <li>- Label "Boswell Ave." "Dart Dr." "Sherwood Hall Ln." "Beechcraft Dr." "Piper Ln." and "Ladson Ln."</li> </ul>
161	Hybla Valley/Gum Springs Community Business Center, Open Space Network, Figure 48	GRAPHIC EDITS	Correct Hybla Valley CBC boundary; add label "Woodlawn Tr."

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162	CBC, Hybla Valley CBC, Multimodal Transportation Improvements	Revise Metrorail guidance	“Three potential BRT stations on Richmond Highway are proposed for this CBC, which are generally planned at the intersections of Lockheed Boulevard and Dart Drive, Boswell Avenue, and Sherwood Hall Lane. In the longer term, an extension of <u>Yellow-line Metrorail from Huntington</u> is planned to terminate in this CBC with a single station.”
164-165	Hybla Valley/Gum Springs Community Business Center, Multimodal Network Maps, Figures 50-51	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 49) for planned road improvements. Figure 51 - Correct Hybla Valley CBC boundary
166	CBC, Hybla Valley CBC, Land Unit Recommendations, Development Potential	Revise Metrorail guidance (MVCCA)	“Figure 52 contains the estimated maximum development potential inclusive of the redevelopment options for the Hybla Valley/Gum Springs CBC. The estimate does not include additional development potential under a scenario where Metrorail is extended to this area in the future. Additional development potential <u>of approximately 910,000 square feet</u> associated with a Metrorail station will be <del>reevaluated</del> <u>implemented when a corridor-wide transportation analysis is completed, coordinated with the Virginia Department of Transportation, and a Full Funding Grant Agreement or a comparable funding agreement to design and build the Metrorail extension is executed in coordination with the execution of a funding agreement to design and build the Metrorail extension. Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed.</u> ”
167	Hybla Valley/Gum Springs Community Business Center, Land Unit Recommendations, Sub-unit B-1, Redevelopment Option	Add maximum building height consistent with adopted Plan text.	“ <i>Redevelopment Option</i> As an option, if substantial parcel consolidation is achieved, non-residential uses up to approximately 150,000 gross square feet <u>and a maximum building height of 50 feet</u> may be appropriate.”
168	Hybla Valley/Gum Springs Community Business Center, Land Unit Recommendations, Sub-unit B-3, Base Plan	Add maximum building height consistent with adopted Plan text.	“Sub-unit B-3 is planned for retail use up to approximately 200,000 gross-square feet with a maximum building height of <u>50 feet</u> <del>approximately 5 stories.</del> ”

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168	Hybla Valley/Gum Springs Community Business Center, Land Unit Recommendations, Sub-unit B-4, Base Plan	Add maximum building height consistent with adopted Plan text.  (Hybla Valley Farms Civic Association)	“This Sub-unit is planned for townhouse-style or well-designed retail and office uses up to approximately 60,000 gross square feet with a maximum building height of <u>40 feet</u> <del>approximately 4 stories.</del> ”
169	CBC, Hybla Valley CBC, Land Unit Recommendations, Land Unit D-1, Redevelopment Option	Revise Metrorail guidance (MVCCA)	“As an option, this sub-unit is planned for mixed-use redevelopment up to approximately 900 dwelling units and 1.1 million gross square feet of nonresidential uses. Full parcel consolidation should be achieved except for the Virginia Power substation located on Tax Map Parcel 101-2((1))12C. Non-residential uses should be located near the BRT station and within the ground-floor of residential buildings, as appropriate. A variety of non-residential uses should be provided to support a diverse employment base. <u>Under a Metrorail scenario, this area may be appropriate for a mix of uses up to a total of approximately 2.7 million square feet of development in coordination with the execution of a Full Funding Grant Agreement or comparable funding agreement to design and build the Metrorail extension. Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed in coordination with the Virginia Department of Transportation.</u> ”
170	Hybla Valley/Gum Springs Community Business Center, Land Unit Recommendations, Sub-unit D-4	Add text referencing the 60-foot height limit for both the Base Plan and Redevelopment Option, as shown on the Building Heights map.  Revise Metrorail guidance (MVCCA)	“Base Plan This sub-unit is planned for retail use up to approximately 565,000 gross square feet <u>with a maximum building height of 60 feet.</u>  Redevelopment Option As an option, this sub-unit is appropriate for mixed-use development up to approximately 200 dwelling units and 340,000 gross square feet of nonresidential use, <u>with a maximum building height of 60 feet. Under a Metrorail scenario, this area may be appropriate for a mix of uses up to a total of approximately 800,000 square feet of development in coordination with the execution of a Full Funding Grant Agreement or comparable funding agreement to design and build the Metrorail extension. Prior to any implementation of Metrorail levels of development, a corridor-wide transportation analysis assuming these Metrorail levels of development should be completed in coordination with the Virginia Department of Transportation.</u> ”



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182	Woodlawn Community Business Center, Conceptual Plan	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 63) for planned road improvements.
193	Woodlawn Community Business Center, Transportation Map	GRAPHIC EDITS (S. Mariska)	Edit graphic to consolidate Sub-units A-2 and A-3 into one Sub-unit A-2
194	Woodlawn Community Business Center, Multimodal improvements	GRAPHIC EDITS	Add a text box to the graphic to refer to the Transportation Recommendations figure (Figure 63) for planned road improvements.
196	Woodlawn Community Business Center, Land Unit Recommendations Sub-units A-2 and A-3	Edit text to consolidate Sub-units A-2 and A-3 into one sub-unit A-2  Edit Figure 55 (page 179); Figure 63 (page 193).  (S. Mariska)	<p>“Sub-unit A-2  <u>Sub-unit A2 includes This approximately 1811-acres sub-unit that primarily consists of the Woodlawn Shopping Center, the Sacramento Shopping Center, and other strip commercial uses located on the west side of Richmond Highway south of Woodlawn Court.</u></p> <p>Base Plan  <u>This sub-unit Sub-unit A2 is planned for community-serving retail use up to approximately 170,000 320,000 gross square feet. An efficient internal vehicular circulation system should be provided to include consolidation of access points away from the existing intersection to the extent possible. A pedestrian and bicycle circulation system which encourages pedestrian and bicycle use within the development and to adjacent developments should also be provided.</u></p> <p>Redevelopment Option  As an option, with substantial consolidation, <del>this sub-unit</del> <u>the sub-unit</u> presents an opportunity for mixed-use redevelopment up to approximately <del>210</del> <u>245</u> dwelling units and <del>170,000</del> <u>440,000</u> gross square feet of nonresidential use.</p> <p>Sub-unit A-3  <del>———— This approximately 7-acre sub-unit is located at the southwest corner of Richmond Highway and Sacramento Drive.</del></p> <p>Base Plan  <del>———— The Sacramento Center shopping center is planned for community serving retail</del></p>

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			<p>use up to approximately 150,000 gross square feet. An efficient internal vehicular circulation system should be provided to include consolidation of access points away from the existing intersection to the extent possible. A pedestrian and bicycle circulation system which encourages pedestrian and bicycle use within the development and to adjacent developments should also be provided.</p> <p>Redevelopment Option            _____ As an option, with substantial consolidation, this sub-unit presents an opportunity for mixed-use redevelopment up to 35 dwelling units and 270,000 gross square feet of nonresidential use.”</p>
197	Woodlawn CBC, Subunit B1	Clarify redevelopment option to remove southern parcels	<p>“Redevelopment options            As an option, a portion of Sub-unit B-1, Tax Map Parcels 110-1((27))ALL, 101-3((1))100, 110-1((1))51 and 52 located along Richmond Highway, may be appropriate for residential use at 4-5 du/ac. Parcels 110-1((27)) ALL, which are located west of Dogue Creek, have been developed without consolidation with the other parcels under this option. However, full consolidation of the parcels located east of Dogue Creek would be required to exercise this alternative on Parcels 100, 51 and 52. Further, if this alternative is exercised on parcels east or west of Dogue Creek, the following conditions should be met:            ...  <u>Parcels 110-1((15))(A)2, 3, and 3A are currently developed with single-family dwelling units and may be retained as residential uses at 2-3 dwelling units per acre consistent with adjacent residential properties.</u>            As an option for the entirety of Sub-unit B-1 <u>except for Parcels 110-1((15))(A)2, 3, and 3A, the area the 16-acre sub-unit</u> is planned for mixed-use redevelopment up to approximately 250 dwelling units and 260,000 gross square feet of nonresidential use. “</p>
197-198	Woodlawn CBC, Subunit B2	Clarify redevelopment option to remove southern parcels	<p>“Redevelopment options            ...            As an option for the entirety of Sub-unit B-2 <u>except for parcel 110-1((15))1,2,3,</u> the <del>approximately 12-acre</del> area is planned for primarily residential mixed-use redevelopment up to approximately 350 dwelling units and 160,000 gross square feet of nonresidential use.”</p>

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257	Lower Potomac Planning District, District-wide, Transportation	Reorder the proposed goals to guide transportation decisions	Bus Rapid Transit (BRT) – keep text as proposed and list as the second goal.
257	Lower Potomac Planning District, District-wide, Transportation	Reorder the proposed goals to guide transportation decisions	Traffic Signalization – keep text as proposed and list as the sixth goal.
258	Lower Potomac Planning District, District-wide, Transportation	Reorder the proposed goals to guide transportation decisions	Interchanges – keep text as proposed and list as the seventh goal.
258	Lower Potomac Planning District, District-wide, Transportation	Reorder the proposed goals to guide transportation decisions	Funding Mechanism – keep text as proposed and list as the eighth goal.
258	Lower Potomac Planning District, District-wide, Transportation	Restore and modify the strike-through text; add bus rapid transit text, and list this as the 1st goal	<ul style="list-style-type: none"> <li>Richmond Highway needs extensive improvements to accomplish the goals of (1) providing improved traffic circulation and increased traffic safety during both peak and non-peak hours; (2) maximizing the use of existing highway facilities to move people and goods more efficiently; <del>(3) implementing a firm policy concerning service roads along Richmond Highway, with clear design standards for their development;</del> (4) <del>(3)</del> promoting the increased usage of ridesharing and public transportation, <u>including the proposed bus rapid transit (BRT) system,</u> to reduce reliance on automobiles; and <del>(5) (4)</del> minimizing the impact of highway widenings, new roadway alignments, and new development projects on adjacent residential communities and the ecology of the district.</li> </ul>
259	Lower Potomac Planning District, District-wide, Transportation	Restore and modify the strike-through text and list as the 3rd goal	<ul style="list-style-type: none"> <li>Public Transportation – <del>Establish</del> <u>Maintain</u> regular bus service along Richmond Highway between Huntington Metrorail station and the Lorton commuter rail station, to serve the needs of the residents and businesses in the vicinity of Richmond Highway. Provide <del>paved, pull-off bus loading areas separate from the travel way, and</del> paved and covered <u>bus</u> waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of <del>a rail or</del> <u>the</u> bus rapid transit system.</li> </ul>

Page	Section	Revision	Mark-Up
259	Lower Potomac Planning District, District-wide, Transportation	Restore and modify the strike-through text and list as the 4th goal	<ul style="list-style-type: none"> <li>Richmond Highway Widening and Access – Widen to six travel lanes from the <del>Buckman Road/Mount Vernon Memorial Highway</del> <u>Armistead Road</u> intersection to the Prince William County line. Limit access to the Richmond Highway main roadway <del>between the Capital Beltway and the Occoquan River</del> to signalized intersections, grade-separated interchanges, and slip ramps from the service roads to the maximum extent possible. Where necessary, realign intersecting streets to eliminate offset and angled intersections with Richmond Highway.</li> </ul>
259	Lower Potomac Planning District, District-wide, Transportation	Restore and modify the strike-through text and list as the 5th goal	<ul style="list-style-type: none"> <li>Pedestrian/Bicyclist <del>Services</del> <u>Facilities</u> – Provide <u>sidewalks</u>, trails and <u>bicycle lanes</u> within the public right-of-way along the length of Richmond Highway. Provide sidewalk access to the Richmond Highway main roadway <del>between the Capital Beltway and the Occoquan River</del>, where needed to serve residential and commercial development. Provide adequately marked and appropriately controlled crosswalks to encourage pedestrian/bicyclist movement and assure pedestrian/bicyclist safety.</li> </ul>
265	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS  (South County Federation)	Lower Potomac Planning District Overview – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River.
267	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS  (South County Federation)	LP1 - Laurel Hill Community Planning Sector – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River.
268	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS  (South County Federation)	LP2 – Lorton-South Route 1 Community Planning Sector – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River.

Page	Section	Revision	Mark-Up
269	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS (South County Federation)	LP2 – Lorton-South Route 1 Community Planning Sector Interchange Improvements – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the edge of this map. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the edge of the map.
270	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS (South County Federation)	LP3 – Mason Neck Community Planning Sector – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the top edge of this map to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between the top edge of the map to the County boundary at the Occoquan River.
271	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS (South County Federation)	LP4 – Fort Belvoir Community Planning Sector – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River.
272	Lower Potomac Planning District, District-wide Recommendations, Transportation	GRAPHIC EDITS (South County Federation)	LP4 – Fort Belvoir Community Planning Sector Transit Facility Recommendations – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the bottom edge of this map. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the bottom edge of the map.
286	Countywide Transportation Plan Map	Symbol for BRT stations (“) added along the segment of the Richmond Highway north of and including Accotink Village/Fort Belvoir.  (South County Federation)	Bus Rapid Transit (BRT) map symbol created and added to reflect the potential BRT stations along North Kings Highway from the Huntington Metrorail station and along Richmond Highway from the Penn Daw area to the <del>Occoquan River</del> <u>Fort Belvoir area</u> ;

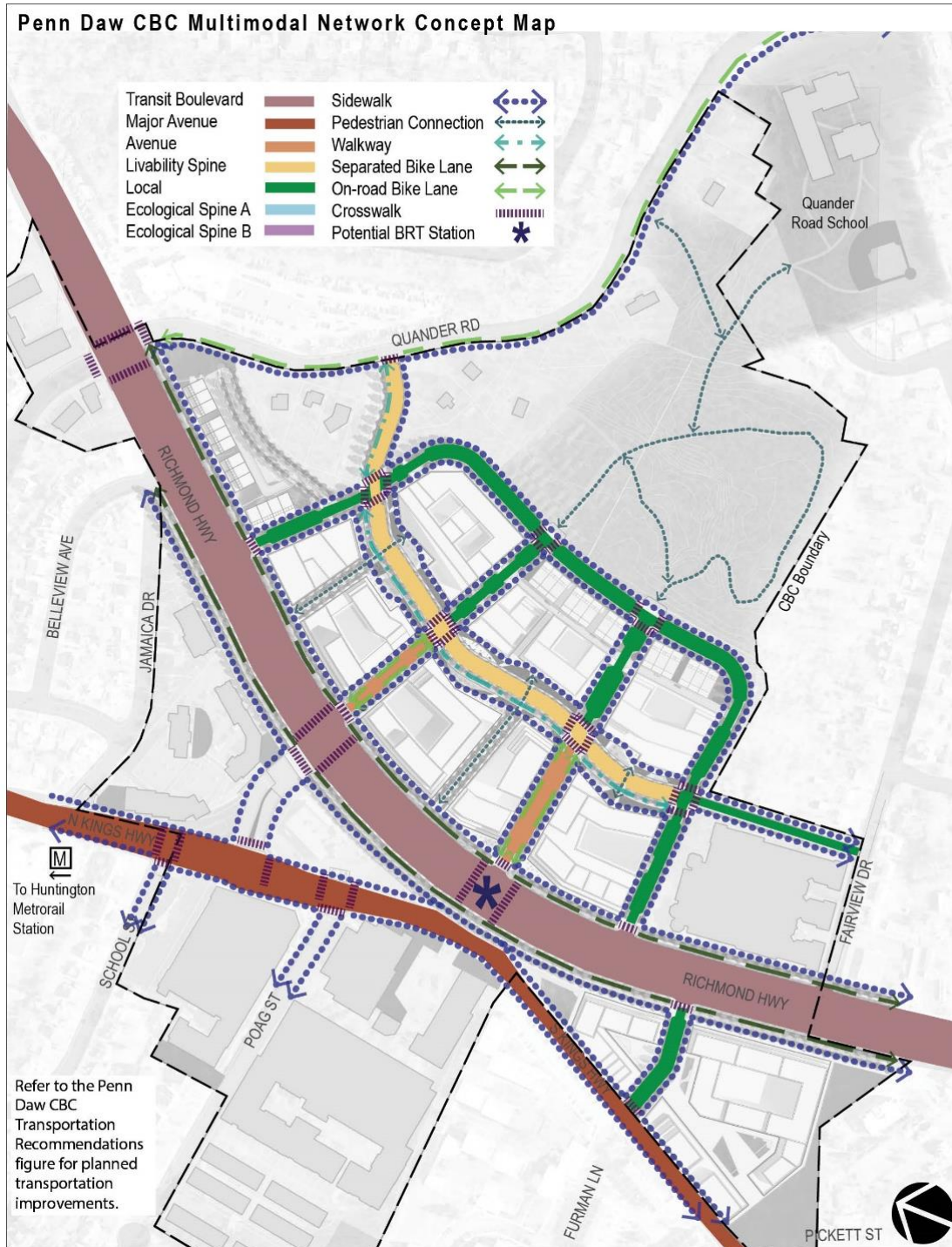
Page numbers and figure numbers refer to the Staff Report for Plan Amendment 2015-IV-MV1, dated November 29, 2017

Page 114, Figure 24, Penn Daw Community Business Center (CBC), Conceptual Plan

GRAPHIC EDITS: Updated existing road network with double cul-de-sacs instead of a through-street at Poag St and Shaffer Dr; changed label for Shields Ave; and added text box to refer to Planned Road Improvements map (Figure 29) for transportation recommendations. [[Penn Daw Concept Plan](#)]

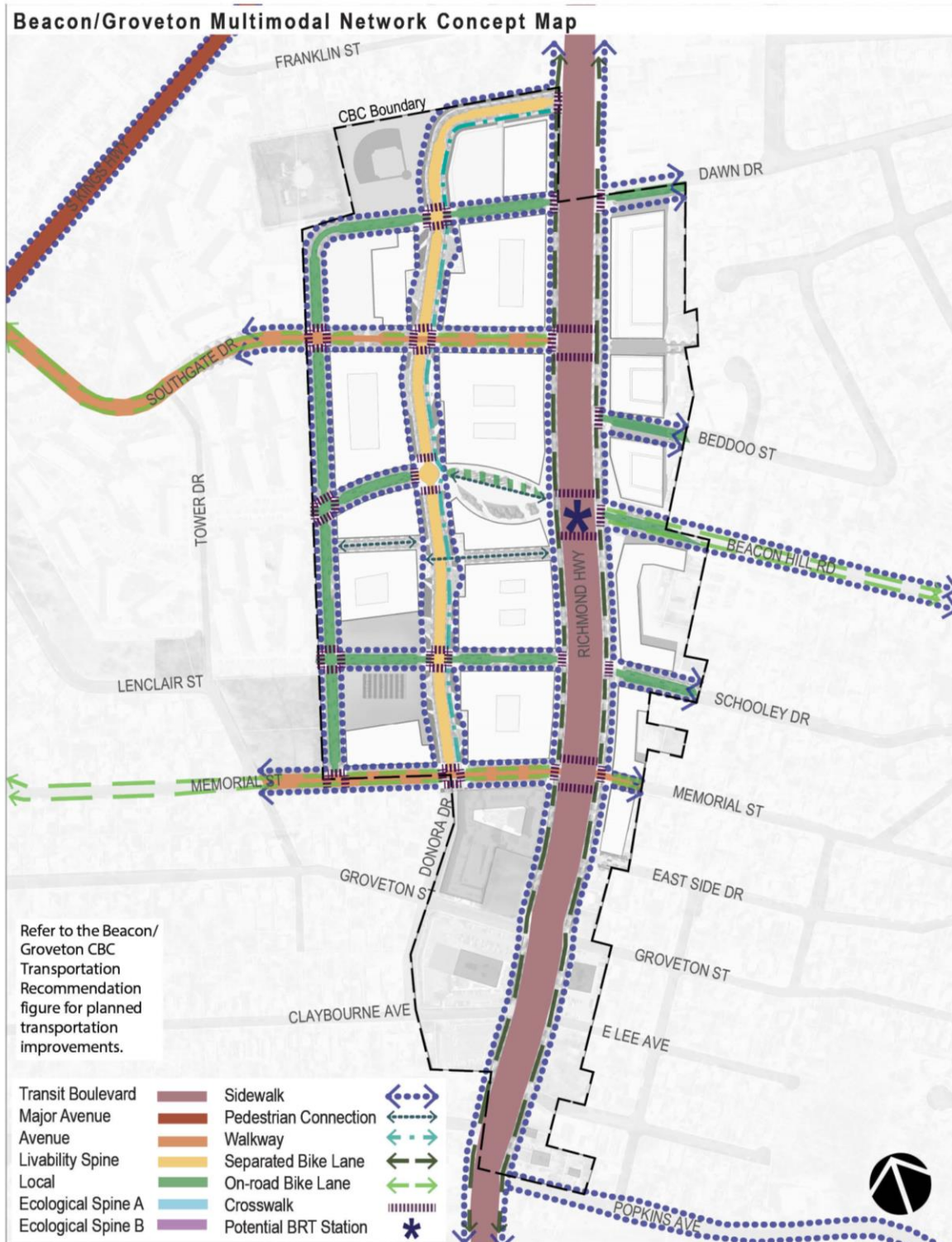


GRAPHICS EDITS: Added a text box to refer to Planned Road Improvements map (Figure 29) for transportation recommendations; updated existing road network with double cul-de-sacs instead of a through-street at Poag St and Shaffer Dr [[Penn Daw Multimodal Network Concept Map](#)]



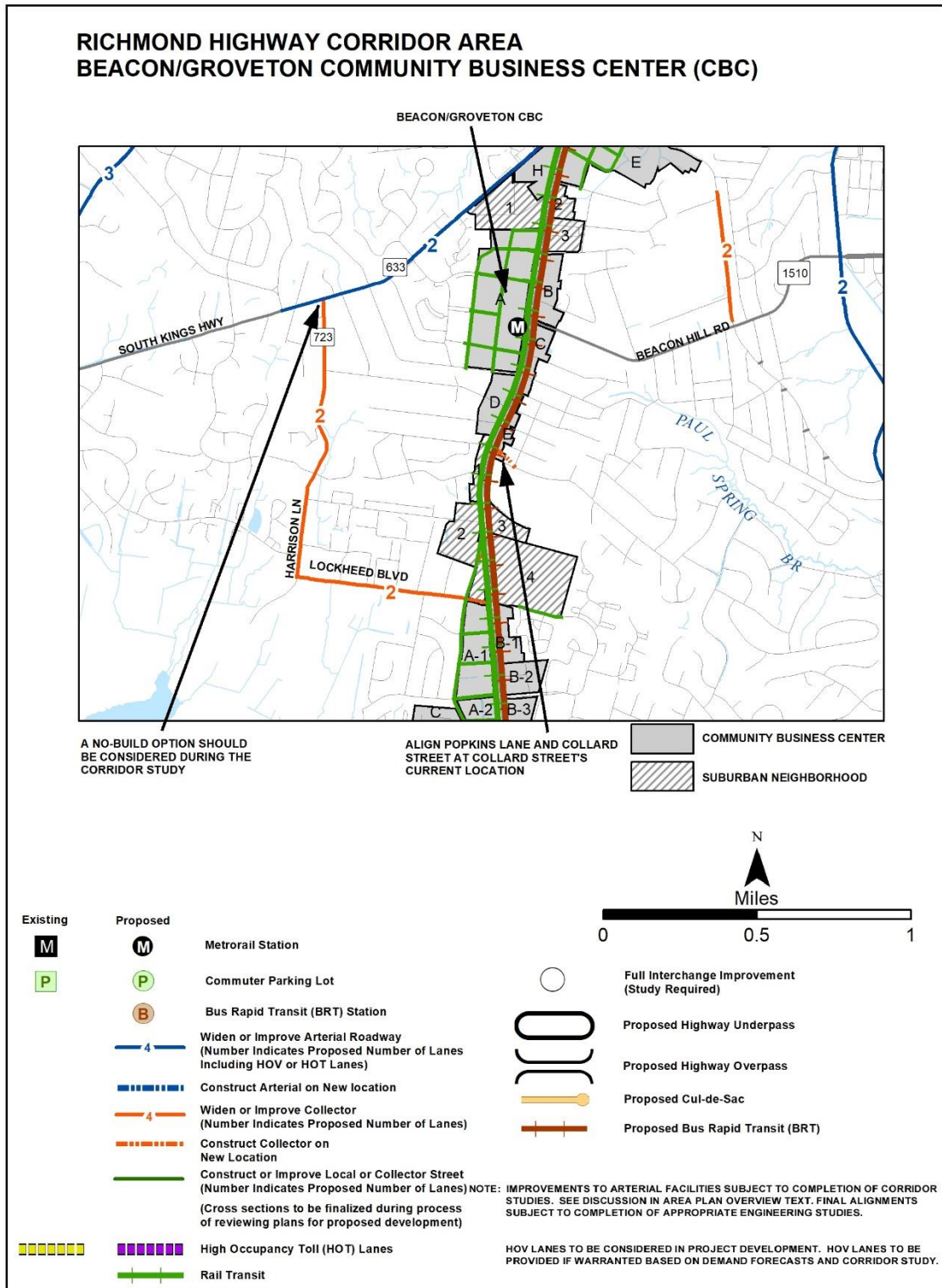
Page 134, Figure 33, Beacon/Groveton CBC, Conceptual Plan

GRAPHICS EDITS: Added a text box to refer to Planned Road Improvements map (Figure 38) for transportation recommendations [[Beacon Concept Map](#)]



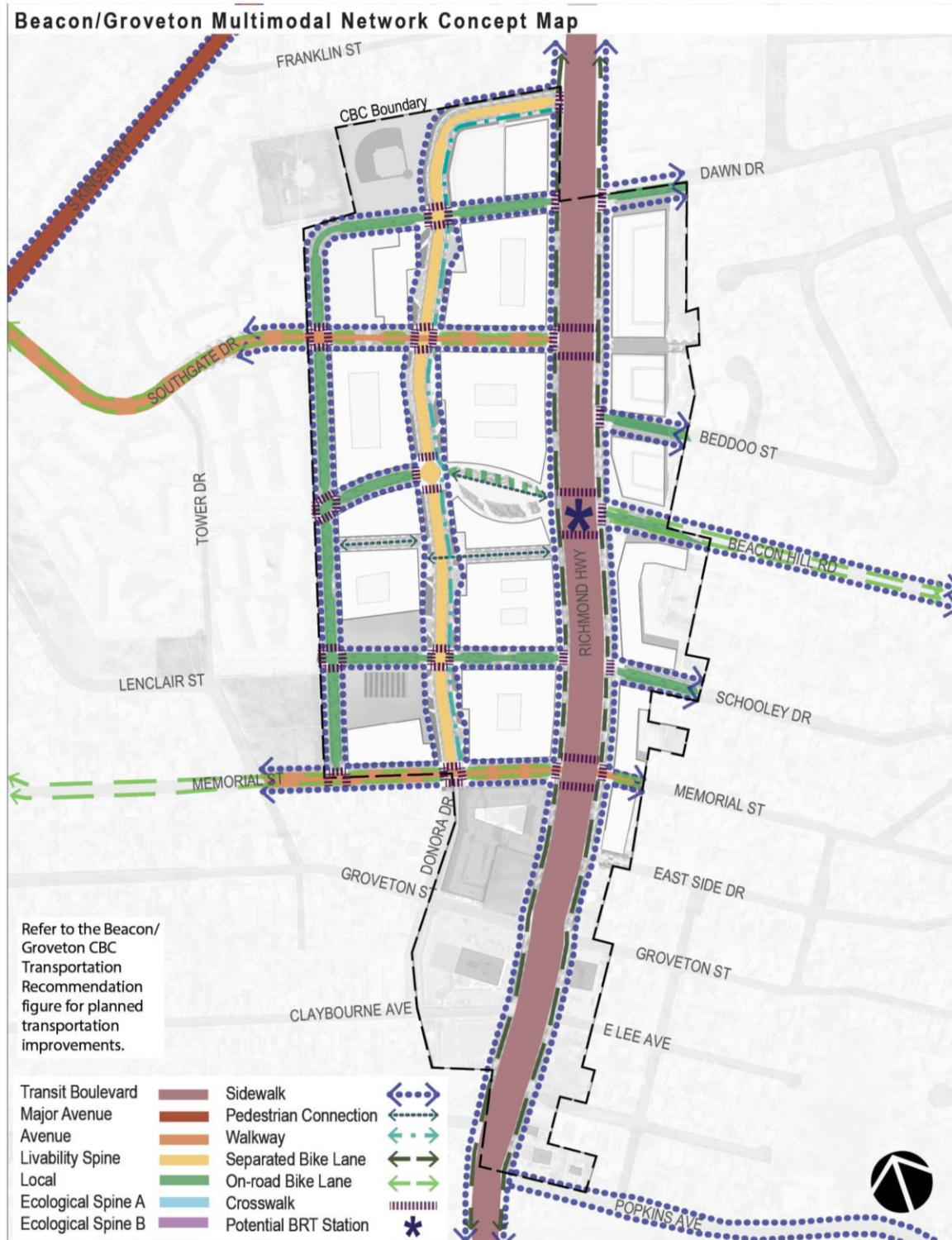


GRAPHICS EDITS: Included note for “No-Build option should be considered during the corridor study” at the South Kings Highway and Harrison Lane intersection area (see similar note on the Mount Vernon Planning District Overview map, p.

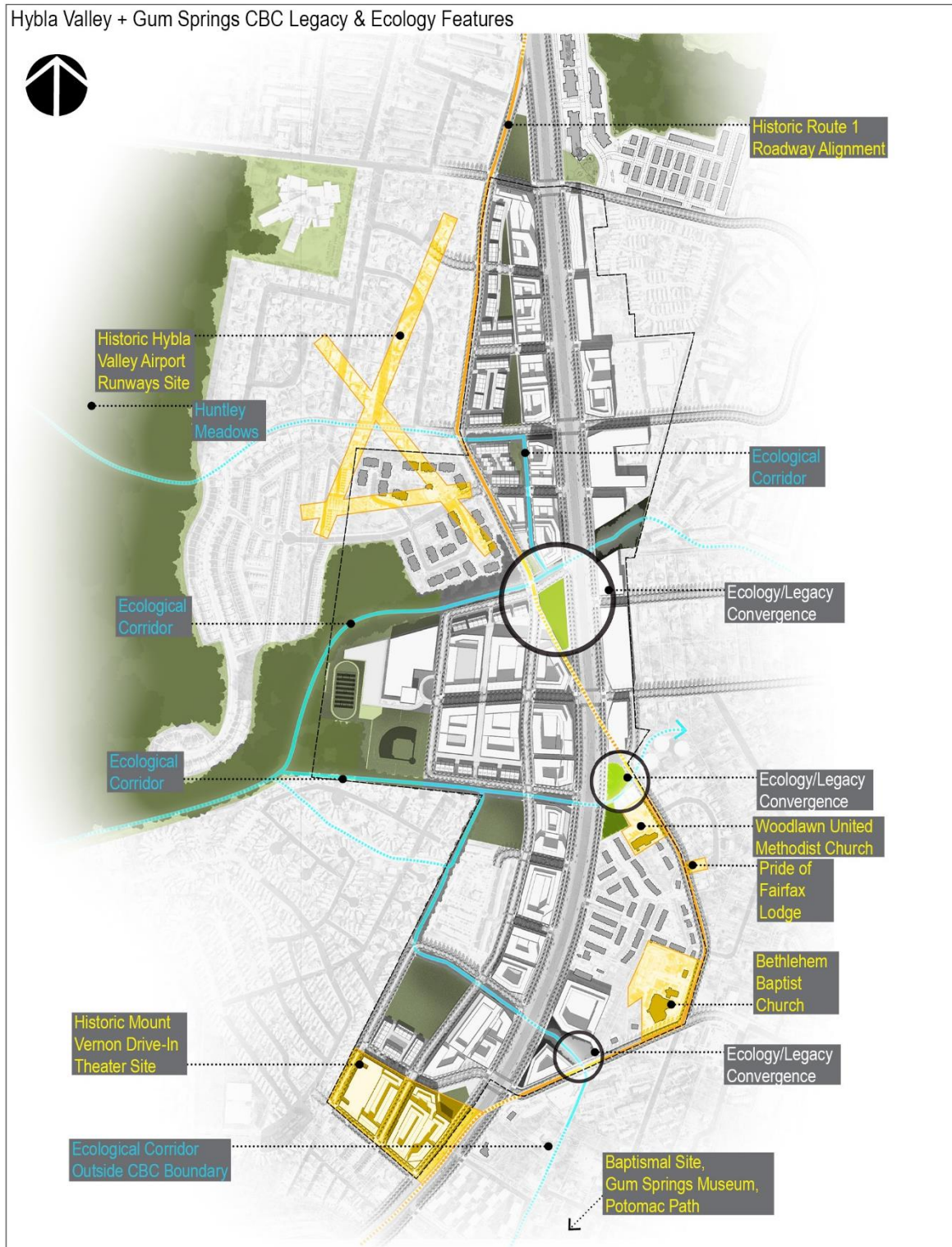


Page 144, Figure 39, Beacon/Groveton CBC, Multimodal Network Concept

GRAPHICS EDITS: Added a text box - Refer to Planned Road Improvements map (Figure 38) for transportation recommendations [[Beacon Multimodal Network Concept Map](#)]



GRAPHIC EDITS: Corrected Hybla Valley CBC boundary [[Hybla Valley Legacy and Ecology](#)]

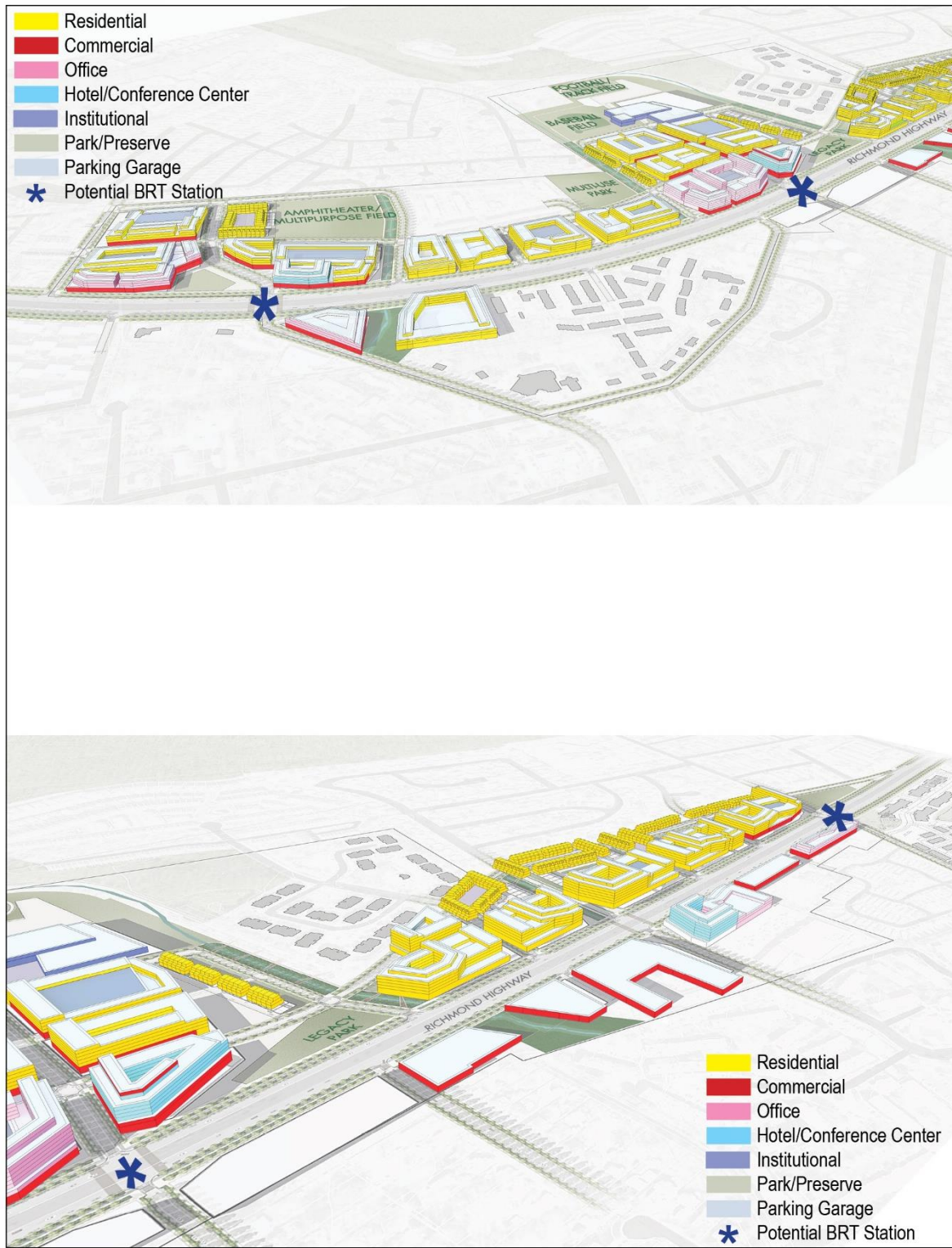


Page 152, Figure 43, Hybla Valley/Gum Springs CBC, Conceptual Plan

GRAPHIC EDITS: Corrected Hybla Valley CBC boundary; added text box to refer to Planned Road Improvements map (Figure 49) for transportation recommendations. [\[Hybla Conceptual Plan\]](#)

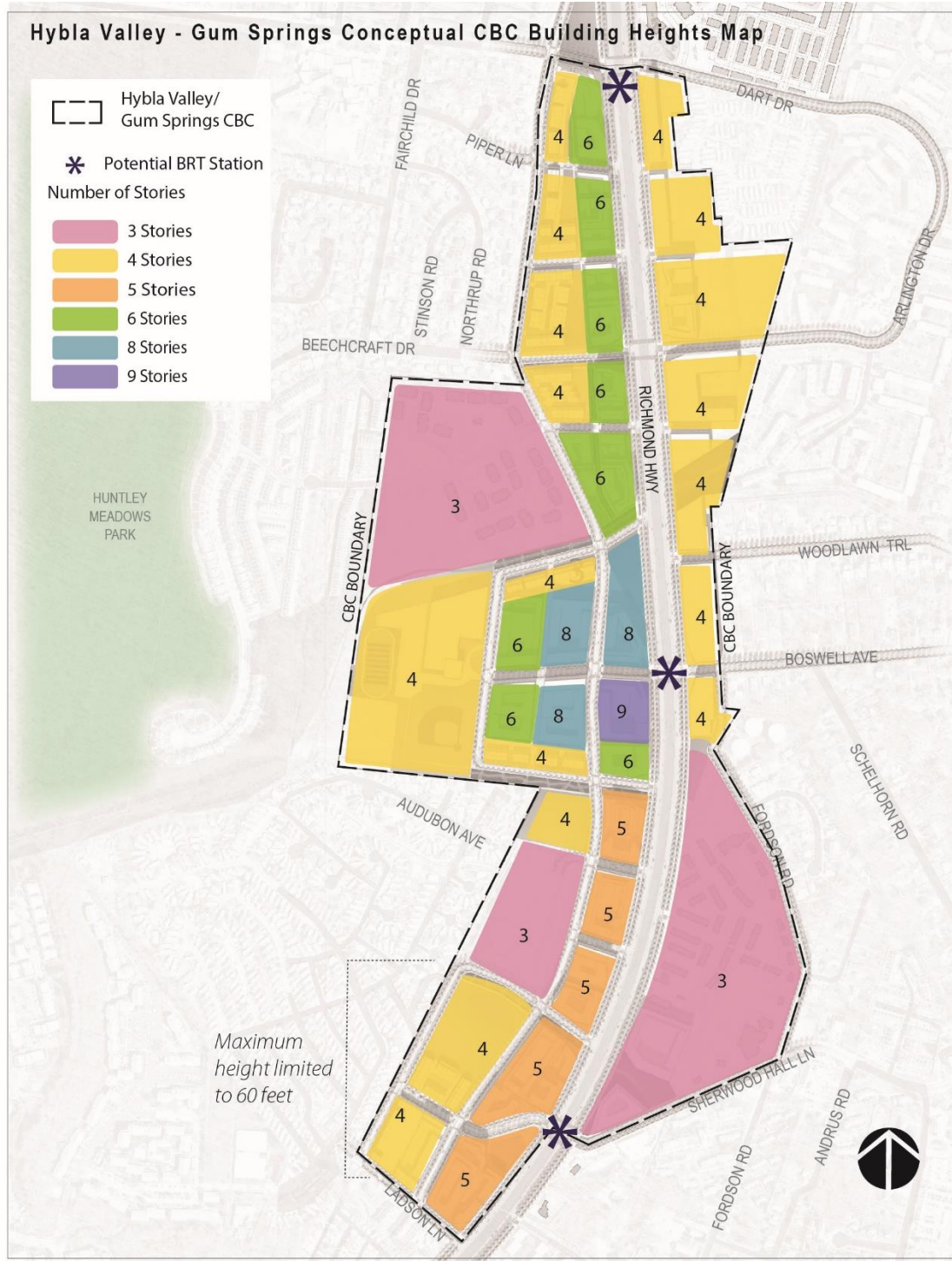


GRAPHIC EDITS – Corrected Hybla Valley CBC boundary [[Hybla Valley Building Massing](#)]



Page 157, Figure 46, Hybla Valley/Gum Springs CBC, Building Heights

GRAPHIC EDITS – Changed building height in Sub-unit B3 to show as 5 stories and Land Unit to show as 3 stories, not 4 stories; corrected Hybla Valley CBC boundary and remove building height recommendation; and labeled “Boswell Ave” “Dart Dr” “Sherwood Hall Ln” “Beechcraft Dr” “Piper Ln” and “Ladson Ln” [[Hybla Building Heights](#)]

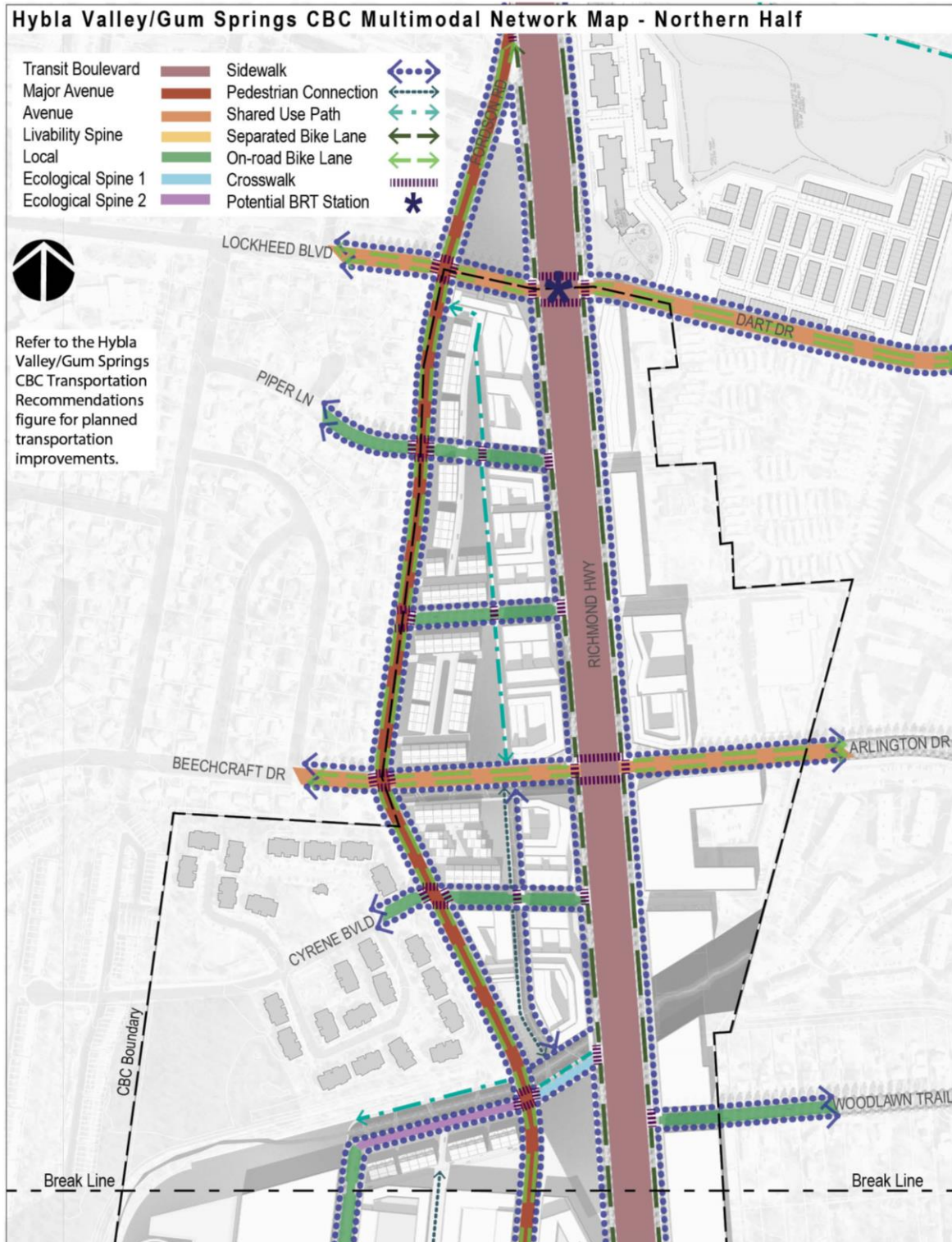


GRAPHIC EDITS: Corrected Hybla Valley CBC boundary; added label “Woodlawn Tr.” [[Hybla Valley Open Space](#)]



Page 164, Figure 50, Hybla Valley/Gum Springs CBC, Multimodal Network Concept (northern section)

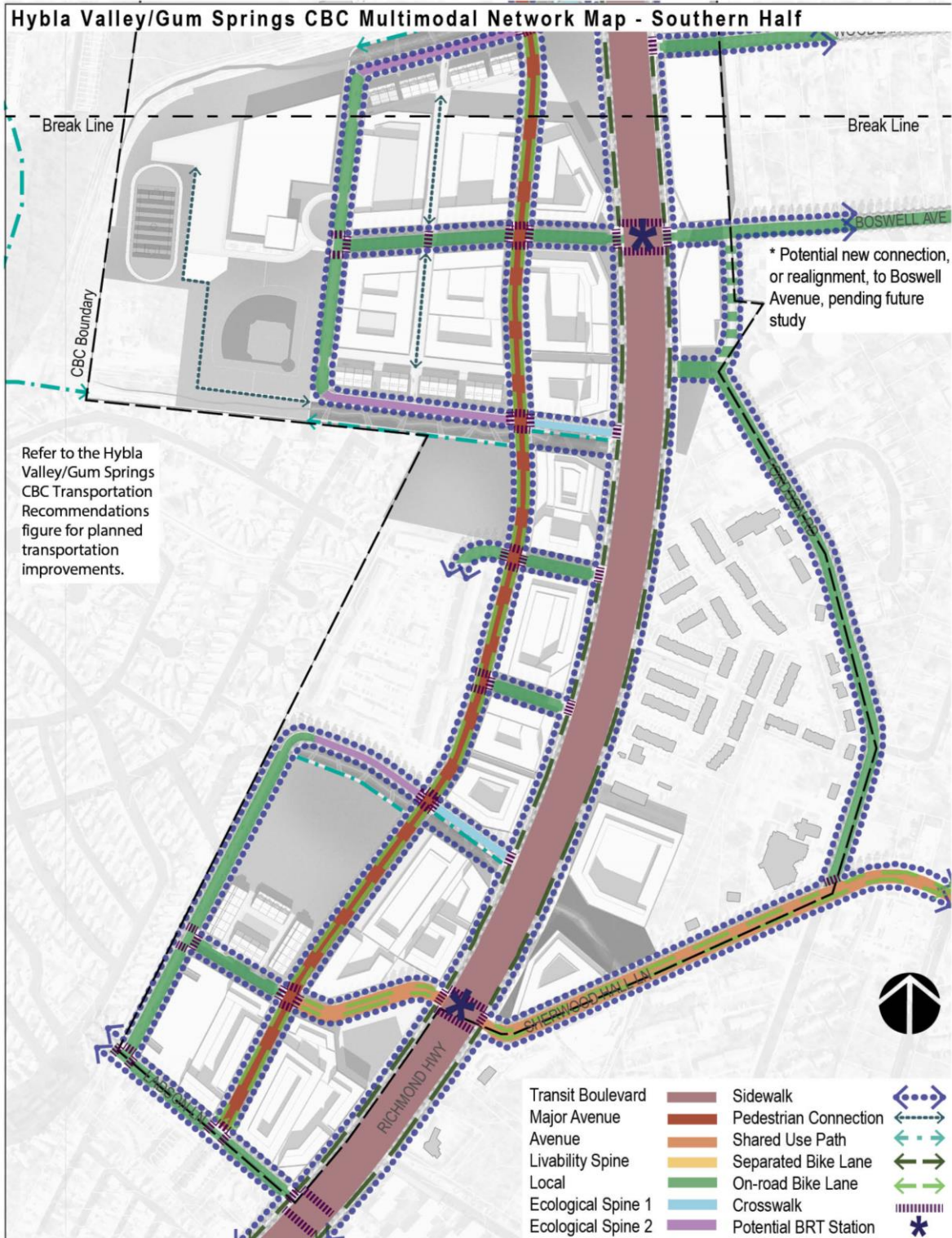
GRAPHICS EDIT: Add text to graphic to refer to Planned Road Improvements map (Figure 49) for transportation recommendations. [[Hybla Multimodal-North](#)]





Page 165, Figure 51, Hybla Valley/Gum Springs CBC, Multimodal Network Concept (southern section)

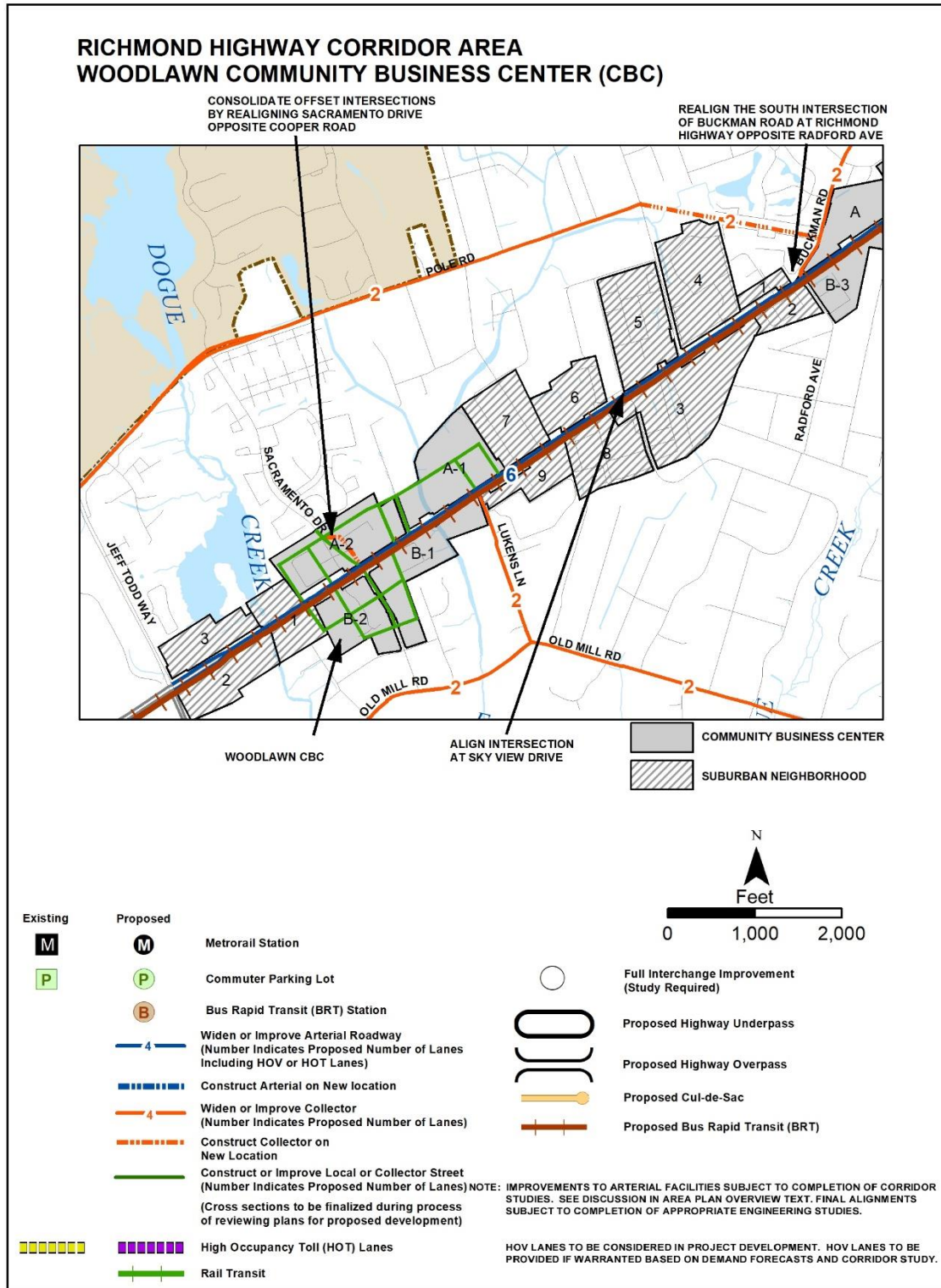
GRAPHIC EDITS: Corrected HV CBC boundary; added text to graphic to refer to Planned Road Improvements map (Figure 49) for transportation recommendations. [[Hybla Multimodal-South](#)]



GRAPHICS EDITS: Added text to graphic to refer to Planned Road Improvements map (Figure 63) for transportation recommendations. [[Woodlawn Conceptual Plan](#)]

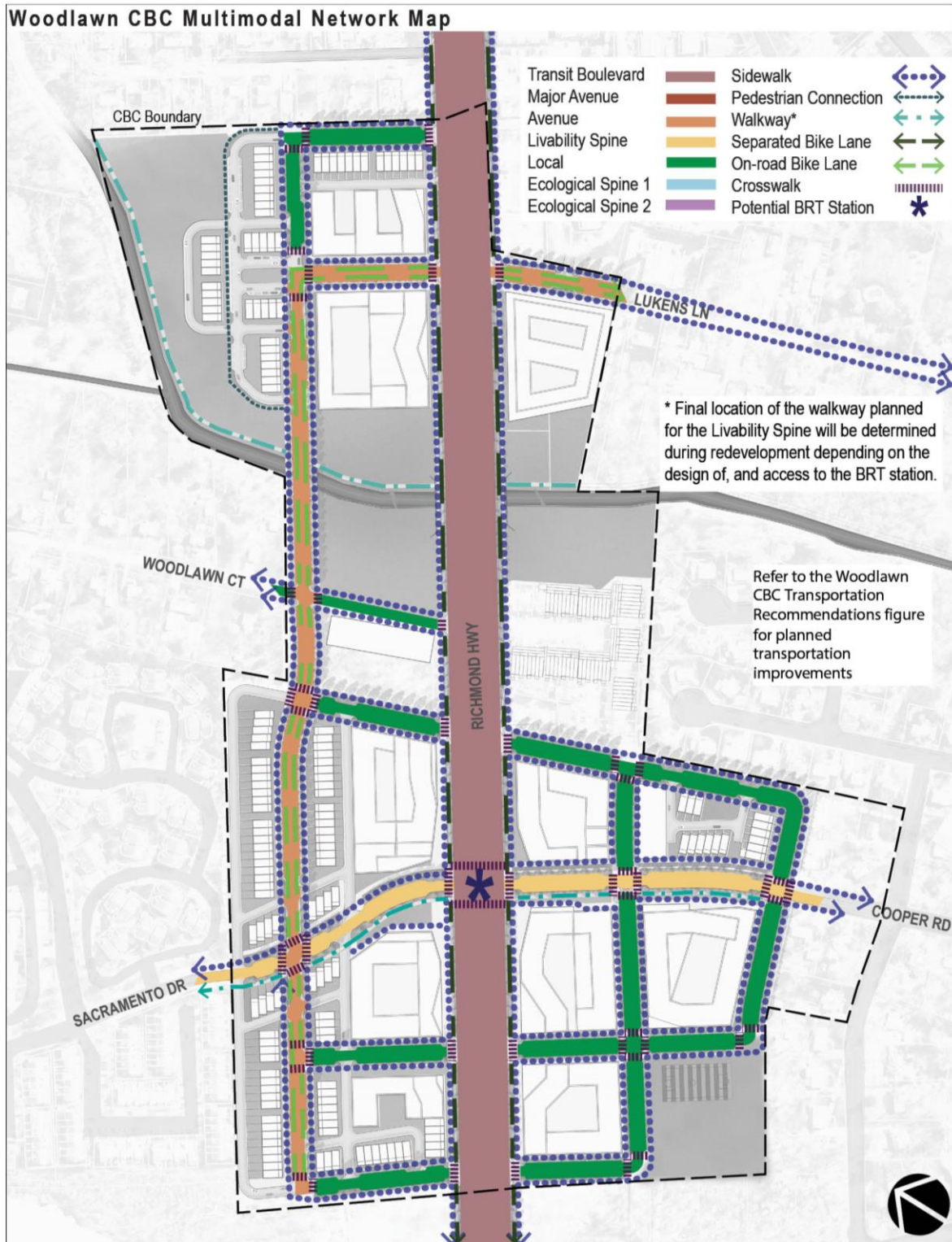


GRAPHICS EDITS: Edited graphic to consolidate Sub-units A-2 and A-3 into one Sub-unit A-2 [Woodlawn Transportation Map]



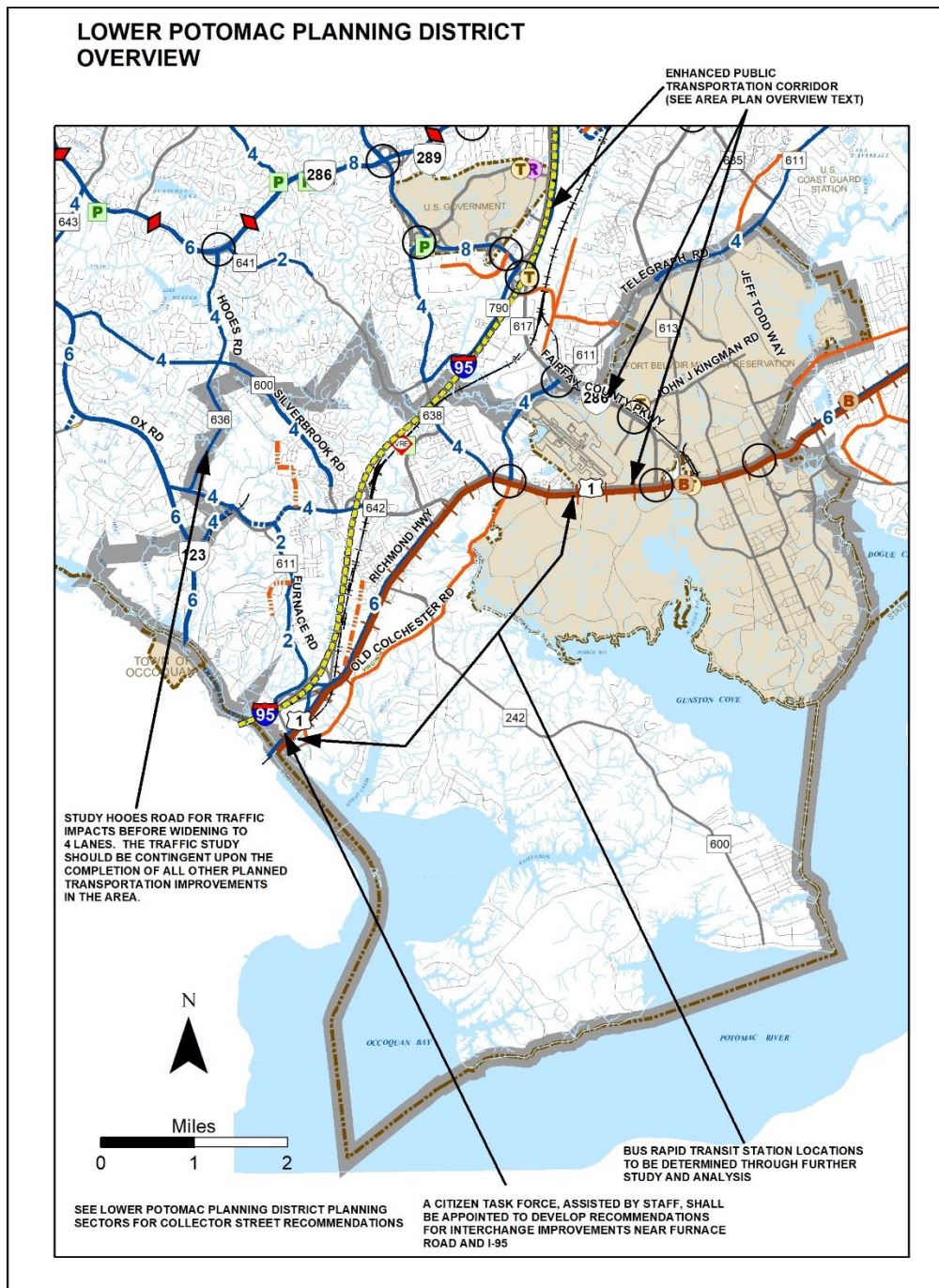
Page 194, Figure 64, Woodlawn CBC, Multimodal Network Concept

GRAPHICS EDITS: Added text to graphic to refer to Planned Road Improvements map (Figure 63) for transportation recommendations. [\[Woodlawn Multimodal Network\]](#)



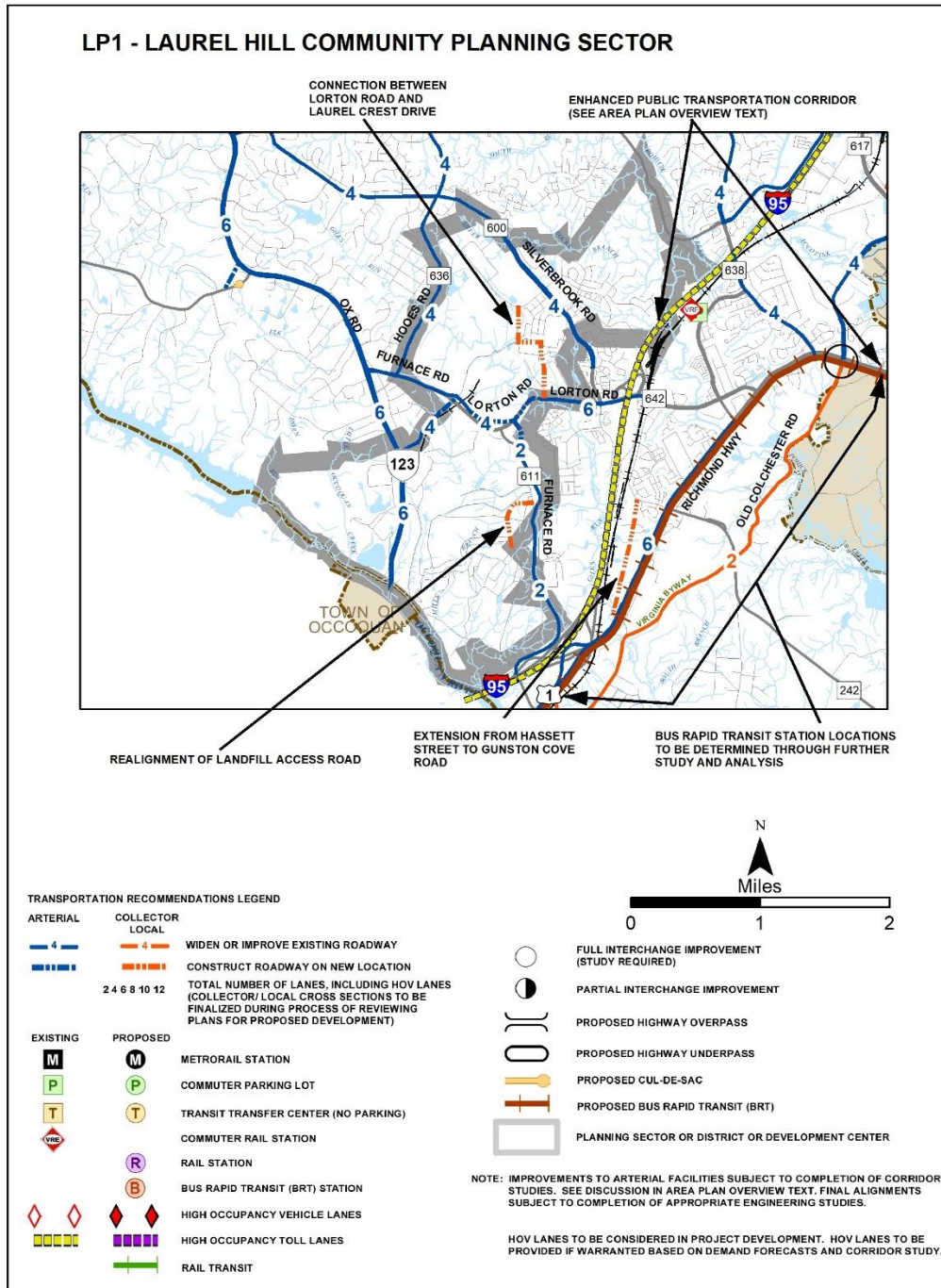
Page 265, Figure 2, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation

GRAPHIC EDITS Lower Potomac Planning District Overview – Remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” and have arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River. [[Lower Potomac Transportation Improvements](#)]



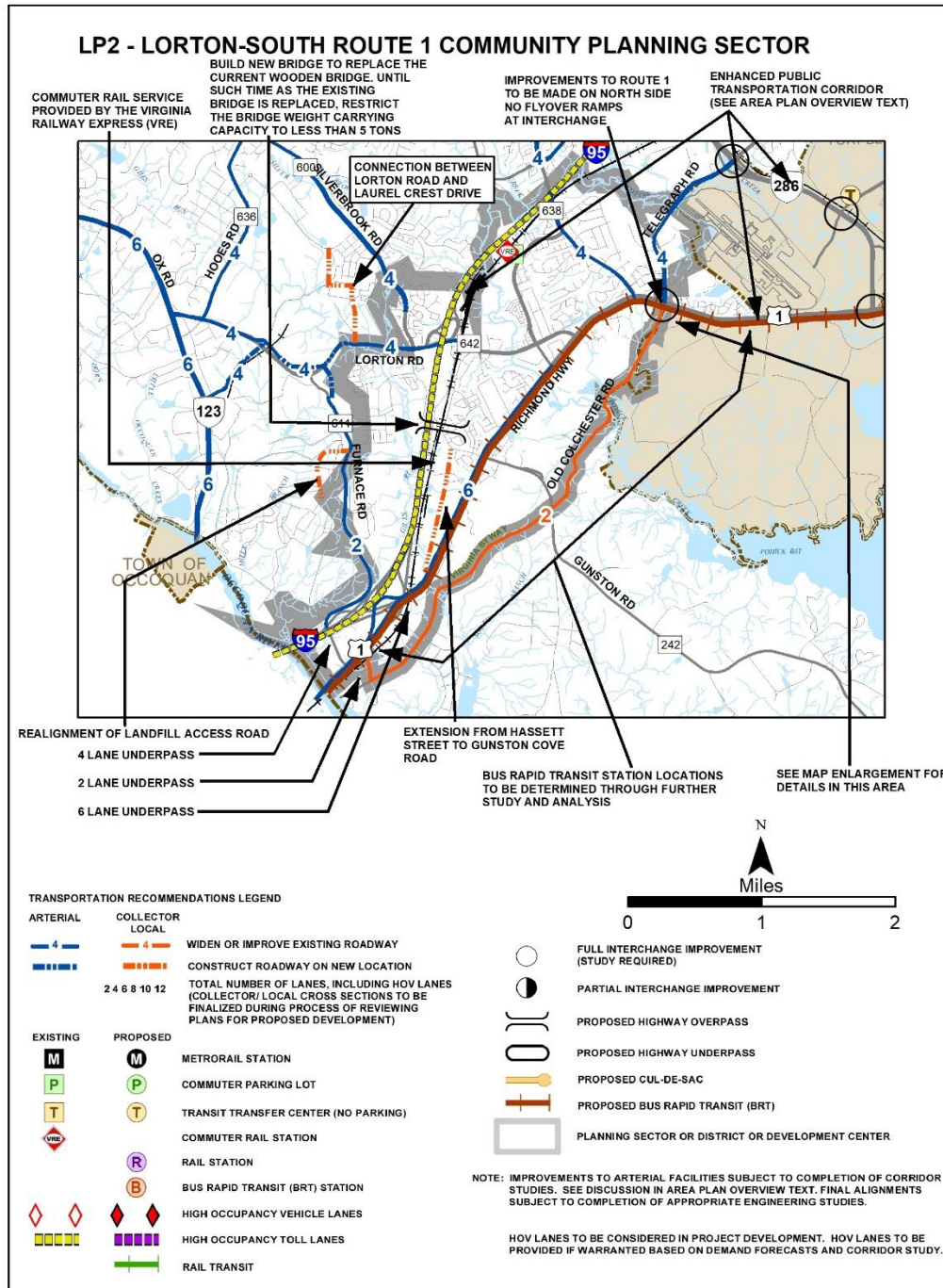
Page 267, Figure 13, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation, LP1 - Laurel Hill Community Planning Sector

GRAPHIC EDITS: Removed the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River; added the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River. [[LP1 Transportation Improvements](#)]



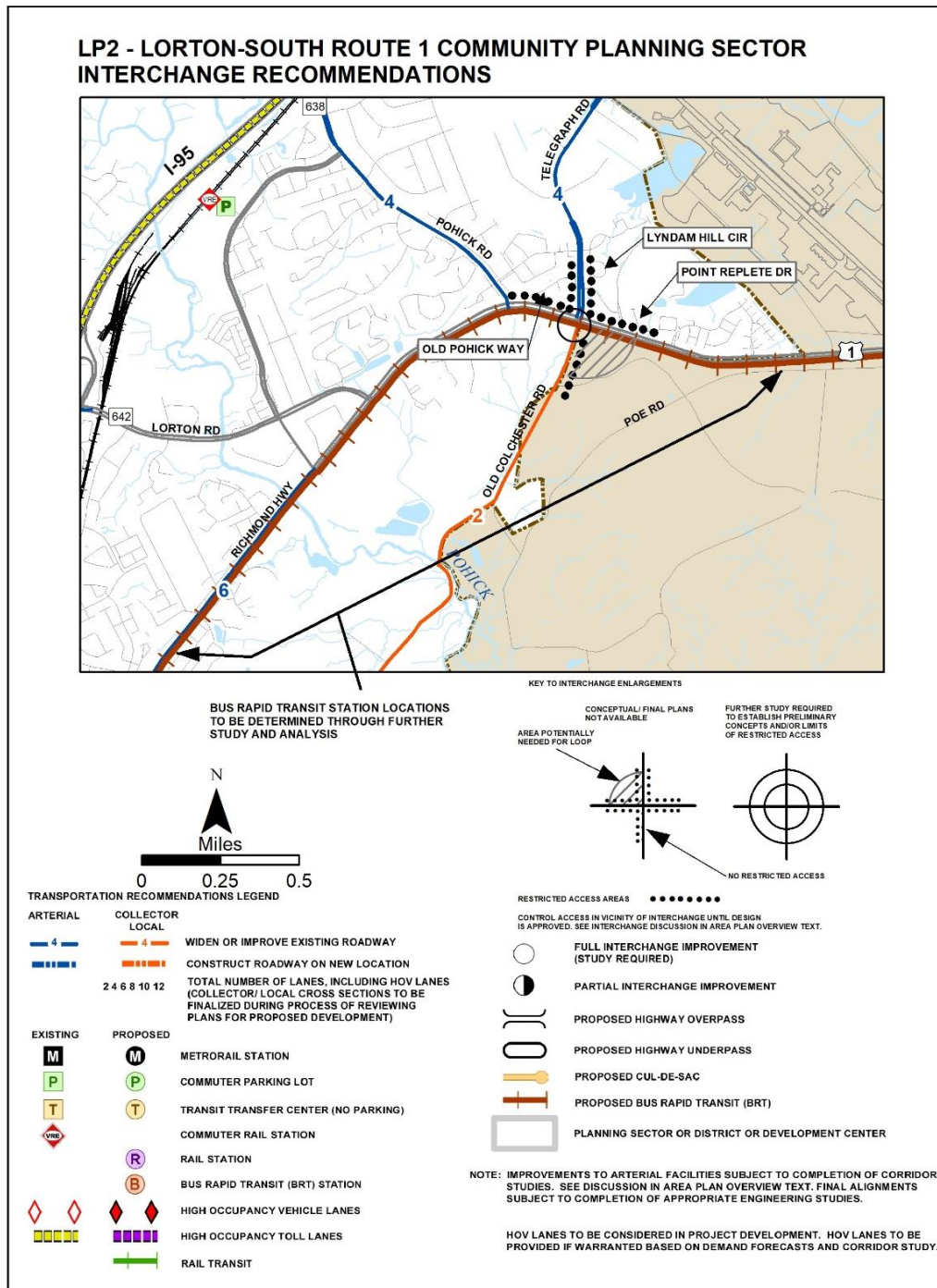
Page 268, Figure 33, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation, LP2 – Lorton-South Route 1 Community Planning Sector

GRAPHIC EDITS: Removed the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River; added the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River. [LP2 Transportation Improvements]



Page 269, Area IV, Lower Potomac Planning District, District-wide Recommendations, LP2 – Lorton-South Route 1 Community Planning Sector, Interchange Recommendations

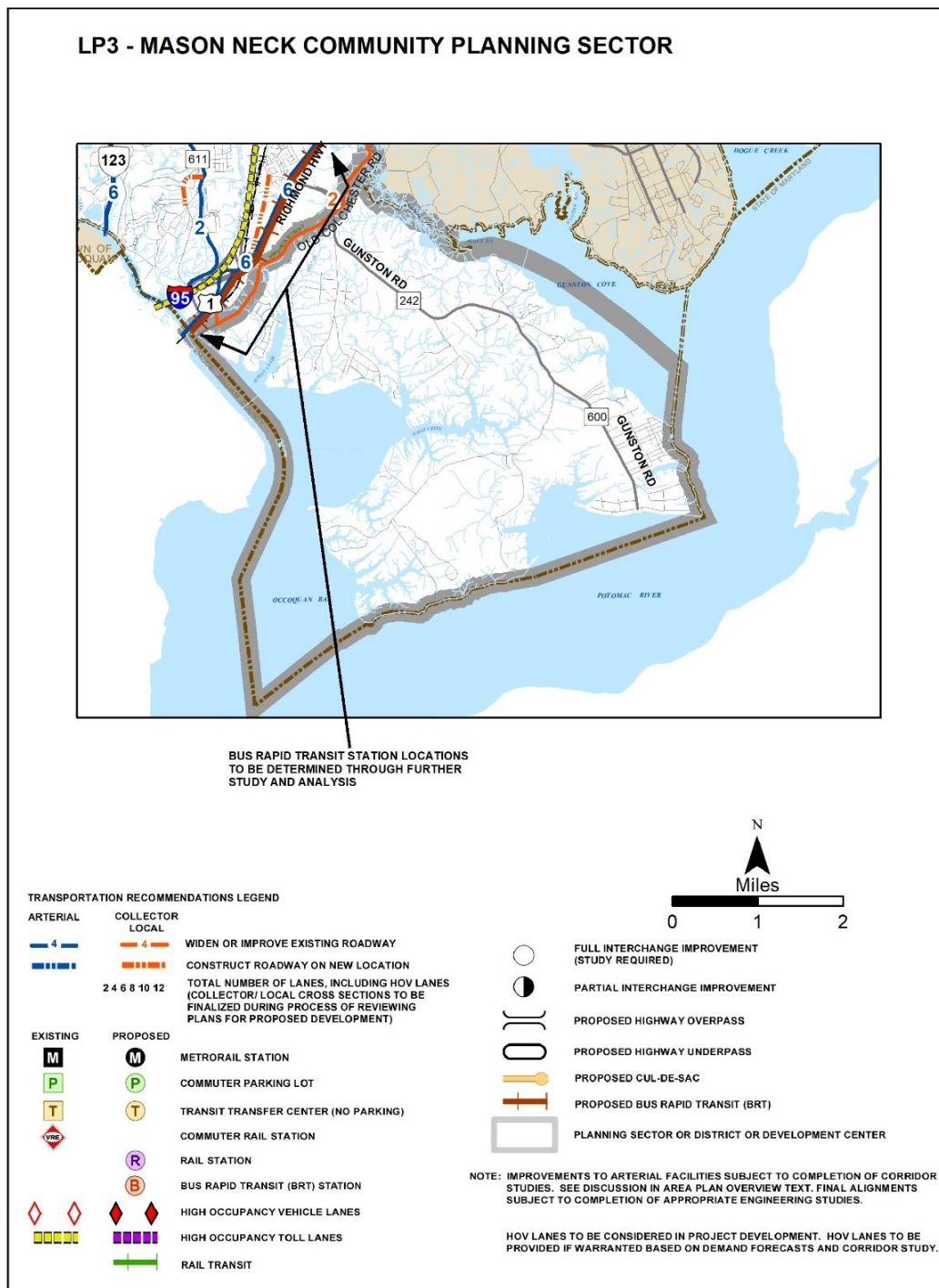
GRAPHIC EDITS: Removed the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the edge of this map. Add the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the edge of the map. [LP2 Interchange]





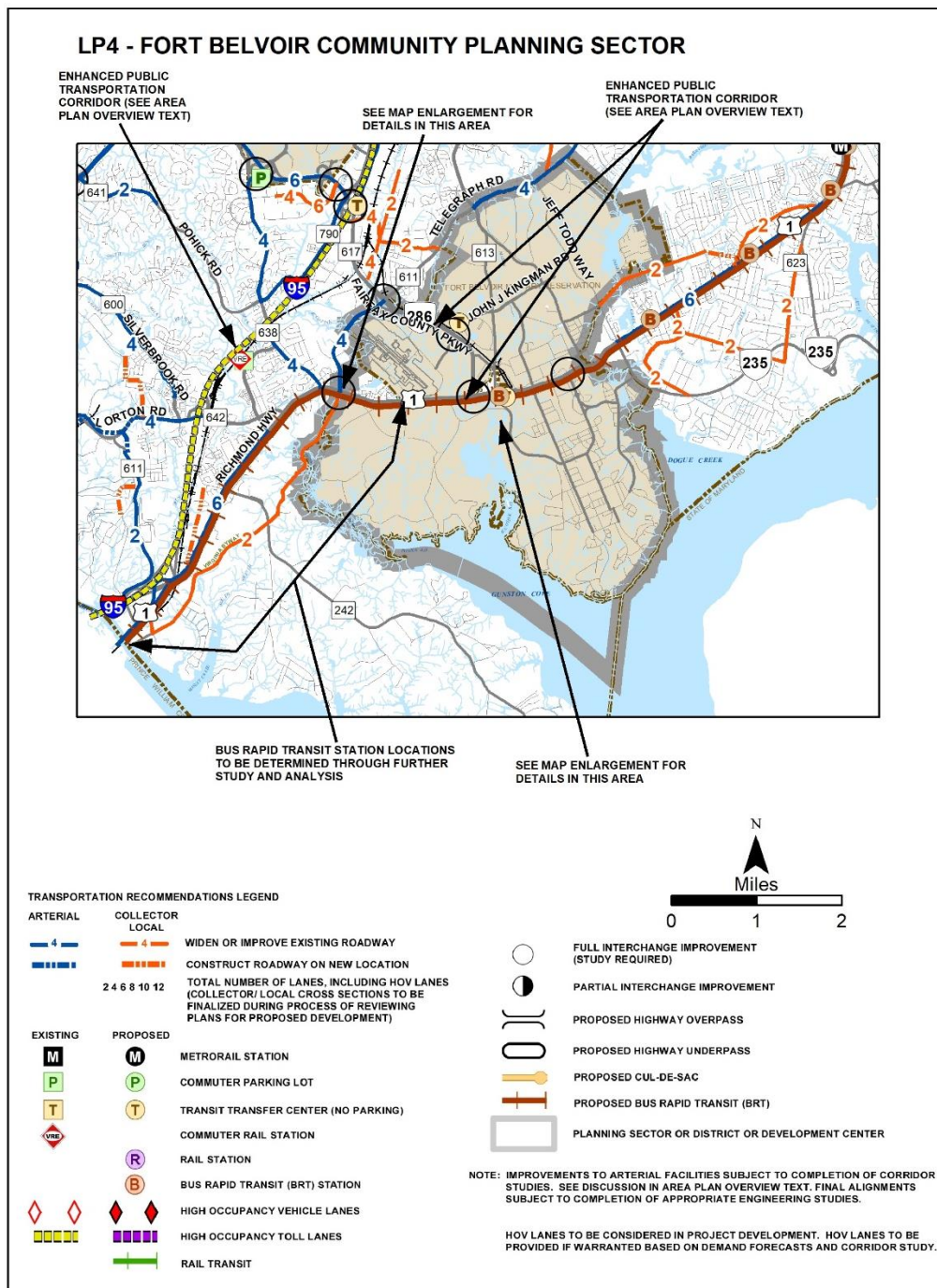
Page 270, Figure 37, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation, LP3 – Mason Neck Community Planning Sector [LP3 Transportation Improvements]

GRAPHIC EDITS: Removed the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the top edge of this map to the County boundary at the Occoquan River; added the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between the top edge of the map to the County boundary at the Occoquan River.



Page 271, Figure 42, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation, LP4 – Fort Belvoir Community Planning Sector [[LP4 Transportation Improvements](#)]

GRAPHIC EDITS: Removed the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the County boundary at the Occoquan River; added the note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the County boundary at the Occoquan River.



Page 272, Figure 43, Area IV, Lower Potomac Planning District, District-wide Recommendations, Transportation, LP4 – Fort Belvoir Community Planning Sector Interchange Recommendations

GRAPHIC EDITS: Updated graphic to remove the “B” symbols for the potential Bus Rapid Transit stations on Richmond Highway, from the western edge of Fort Belvoir to the bottom edge of this map; added a note, “Bus Rapid Transit Stations to be Determined through Further Study and Analysis,” with arrows pointing to Richmond Highway between Fort Belvoir and the bottom edge of the map. [LP4 Transit]

