

Mount Vernon Council of Citizens' Associations
Transportation Committee Meeting
Mount Vernon Governmental Center
2511 Parkers Lane, Alexandria, VA
Community Room
AGENDA*

Tuesday, October 09, 2018 7:00PM

AGENDA:

1. Sign in and Call to Order:

General Announcements:

2.

➤ **Presentation:**

- Michael J. Coughlin, Walsh, Colucci, Lubeley & Walsh, P.C: Representing the owner of the Woodlawn Shopping Center, will present their option for the re-alignment/intersections for Sacramento Drive and Cooper Road. Sketch attached.

3. Resolution/s:

4. General Business:

Review, discuss, and if necessary take appropriate action on the Comp Plan language addendum to the initial FFC Staff report in reference to adding "residential as an option" and the development at 8800 Richmond Highway.

5. Other Business: Possible update on proposed private school on Lukens Lane. See attachments.

Member Association Business, Elected or appointed Officials' Time, Public Time

6. Adjourn:

*Agenda may change due to unexpected events

Attachments: (Also posted on Website)

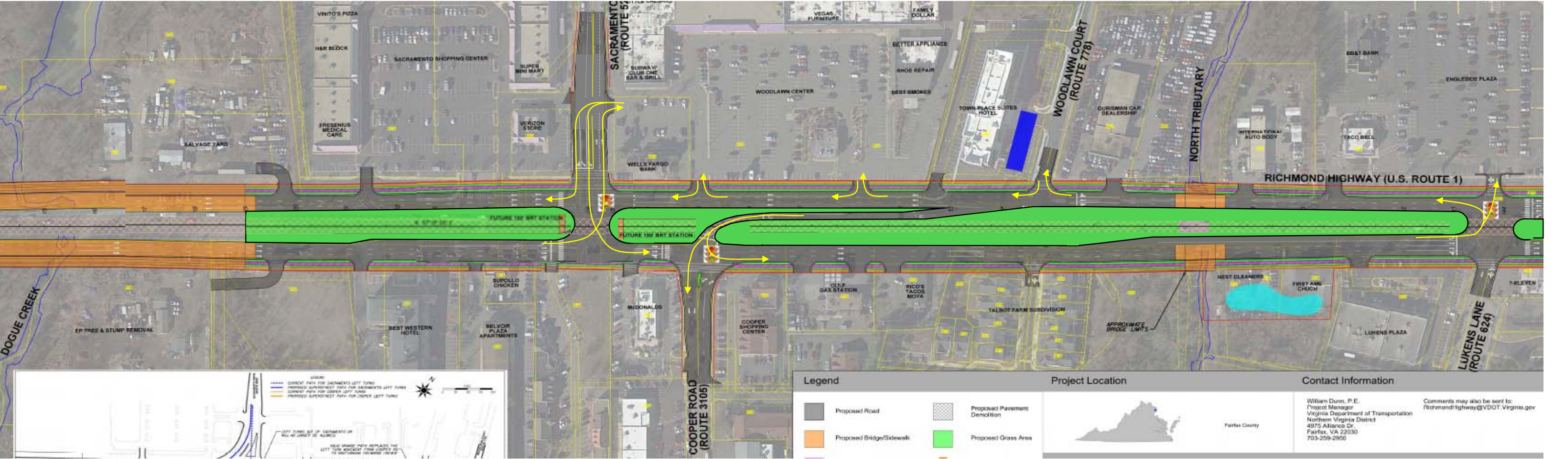
Sketch: Owner of Woodlawn Shopping Center Proposed re-alignment/intersections for Sacramento Drive and Cooper Road.

Letters: Referencing proposed private school on Lukens Lane.

Announcements & Upcoming events:

- Next MVCCA Transportation Committee Meeting
November 05, 2018, Monday, 7:00 PM
Mount Vernon Governmental Center
2511 Parkers Lane, Alexandria, VA
Community Room
Agenda TBA.

*Agenda may change due to unexpected events



Gobi Gopinath
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25 September 25, 2018

Fairfax County Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035

Re: Addendum to Special Exception Application No. SE 2018-MV-004
Fairfax County Tax Map Reference: 1101 01 0044 (the "Subject Property")
Applicant: Gobi Gopinath


Dear Mr. Rodenbeck,

Our subject property, as can be seen on the sign below, is zoned R2 and HC (Highway Corridor overlay district).




The highlighted text below explains that the HC designation extends along Richmond Highway the entire distance from the Capital Beltway to Fort Belvoir at a width of 1,000 ft. on either side of the highway.

← → ↻ ⓘ Not secure | www.fcrcv.org/richmondhwy/index.htm



Office of Community Revitalization
 Fairfax County, Virginia

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Richmond Highway Corridor

The Richmond Highway Corridor extends approximately 7.5 miles from the Capital Beltway on the north to Fort Belvoir and Woodlawn Plantation on the south. Within the Richmond Highway corridor are six Community Business Centers (CBCs) - North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County and Woodlawn.

Comprehensive Plan Vision

The CBCs are envisioned to serve as focal points or nodes for community-serving retail, residential and mixed-use development. Allowable intensity of development within the CBCs ranges from 0.35 FAR to 1.5 FAR, with unlimited FAR in the core area of the Beacon Groveton CBC. A high standard of urban design and integration of land uses is envisioned. Areas in-between the CBCs are classified as Suburban Neighborhoods and include predominately residential use, but may include neighborhood serving retail and mixed-uses among others. Intensity of development is lower in the Suburban Neighborhoods than in the CBCs.

There are urban design recommendations within the Comprehensive Plan for the Richmond Highway Corridor that specifically address streetscape, landscape, parking lot, building, site design and signage elements. They are intended to foster new development and redevelopment that function well together and contribute to a positive image of the area.

Zoning Overlay Districts

There are two overlay zoning districts in the Richmond Highway Corridor - a Commercial Revitalization District (CRD) and a Highway Corridor (HC) District. The CRD designation is applied mostly within the CBCs. The HC district extends along Richmond Highway the entire distance from the Capital Beltway to Fort Belvoir at a width of 1,000 on either side of the centerline. The CRD designation confers unique regulations that provide flexibility in the development and redevelopment of properties and allows for expedited review and concurrent processing of planning and development review. The HC designation imposes additional regulations on certain automobile-oriented, fast-service or quick turn-over uses in order to prevent or reduce traffic congestion and associated dangers.

Coming Events

- **Southeast Fairfax Development Corporation (SFDC) meeting**
Third Wednesday of every month at 8:30 AM

Latest News

- **EMBARK Richmond Highway: Planning & Zoning Webpage | Fact Sheet**
- **Richmond Highway Corridor Annual Revitalization Report, August 2015**
- **Wayfinding Project**
The goal of this project is to install a system of wayfinding signage along the Richmond Highway Corridor that will guide travelers as well as build identity for the corridor. Phase I of the project was completed in 2013 and consists of five (5) directional signs and seven (7) gateway signs. Phase II of the Wayfinding Project is underway and will result in the installation of three (3) additional

Richmond Highway Corridor Revitalization District

- Richmond Highway Home
- Development Projects
- Comprehensive Plan and Zoning Ordinance
- Demographics
- Maps
- Studies

Resources

- District Supervisors, Planning Commissioners, Land Use Committee, and Mount Vernon Council of Citizens' Associations, Inc.
- Mount Vernon-Lee Chamber of Commerce
- Southeast Fairfax Development Corporation (SFDC)

Established Revitalization Districts/ Areas

Other Locations/ Projects

Programs

Article 7, part 600, of the Zoning Ordinance relates to the HIGHWAY CORRIDOR OVERLAY DISTRICT.

The following text, excerpted from Article 7, part 607, relates to Special Exception Uses within an HC overlay district:

7-607


Special Exception Uses

1. All uses permitted by special exception in the underlying zoning district(s) except as qualified by Sect. 601 above.
2. Except as permitted by right pursuant to Sections 4-502, 4-602, 4-702, 4-802 and 10-202, drive-in financial institutions, restaurants with drive-through, quick-service food stores, service stations and service station/mini-marts subject to the provisions of Part 6 of Article 9 and Sect. 608 below.

This section appears to state that uses such as drive-in financial institutions, restaurants with drive-through, quick service food stores, service stations and service station mini-marts may all be permitted as Special Exception uses within HC overlay districts, in addition to the other Special Exception uses permitted based on the property's underlying zoning. If this interpretation is valid, then it would seem that a small private school, such as what we are proposing, would be a far more desirable and attractive Special Exception use than these uses. This might be a consideration that should be taken into account when our application is considered.

I respectfully request that this letter be included in the application package. Thank you.

Sincerely,



Gobi Gopinath

Gobi Gopinath / Margery Carazzone
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September 21, 2018

Mr. Douglas F. Jones
8729 Lukens Lane
Alexandria, VA 22309 4103

Dear Douglas,

We are writing this letter to address the concerns you voiced at the recent Mount Vernon Civic Association meeting about our application to establish a small private school at 8728 Lukens Lane.

Chiefly, we understand your objection to be based on the potential for sound to carry from the school, such as from car doors “slamming” when children are dropped off or picked up from school and from playground activity.

We are addressing these concerns by making the following changes to our application:

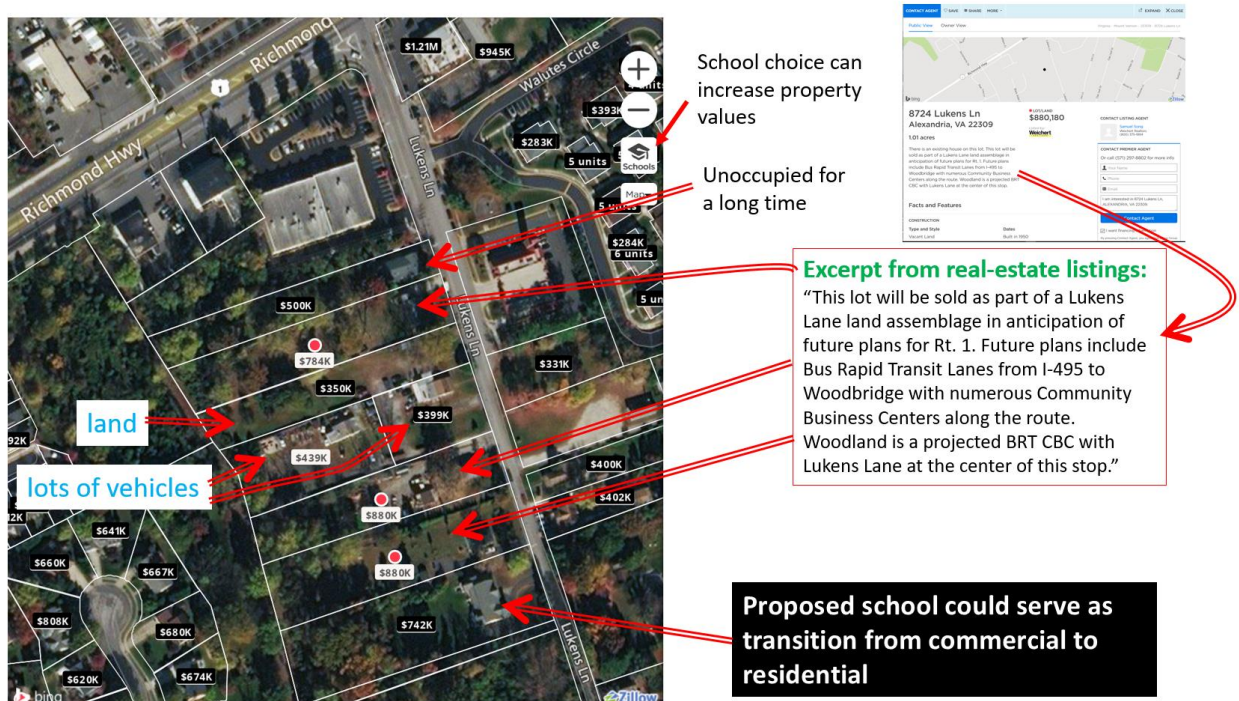
- 1) We changed the early drop off time from 6:00 A.M. to 7:30 A.M., and the late pick up time from 6:00 P.M. to 5:00 P.M.
- 2) We adjusted our application to clarify that the proposal is only for a school and not also for a day care facility: only students enrolled in the school will be arriving between the hours of 7:30 a.m. and the start of the school day at 9:00 a.m., or departing after the end of the school day up to 5:00 p.m. We estimate that up to half the students will participate in the early drop off/late pick up hours.
- 3) We added a plan to plant evergreen trees on both sides of the property in addition to a six-foot privacy fence running along both side property lines and across the back. The trees will not only provide a transition to the adjoining properties but also absorb sound.

We would also like to note the following:

- a. There will be minimal car doors opening and closing when children are picked up or dropped off since school staff will be escorting each child to and from the school entrance to parents’ cars at the front door. Parents will be instructed not to get out of the car or park to escort their children in or out. The staff will open and close the car door for each child so that the parents do not have to get out of their cars. Staff will be instructed not to slam car doors.

- b. Drop off and pick up of each child will occur only when the parent's vehicle reaches the front door of the school. The driveway will be converted to a one-way clockwise lane. As shown on the Special Exception plat, there is a distance of 68.5 feet from the edge of Lukens Lane pavement to the front steps of the proposed school. With the added distance of the width of the street and the setback of your house, the sound of car doors closing should be minimal.
- c. Directly across from our house on Oak Leaf Drive (about one-half mile from the corner of Lukens Lane and Oak Mill Road) there are two properties whose residents park numerous cars in their driveways and on the street in front of our house. Neither of those houses has a carport or garage. The number of cars parked has often exceeded 14 cars between the two properties. Despite the fact that these cars come and go from early morning hours to late at night, we have never been bothered by the sound of their doors. We estimate that the distance from our front door to those parked vehicles is less than that between the proposed school's front entrance and your house.
- d. The playground area will be in the backyard behind the six-foot privacy fence. There will be no more than 12 children playing at any one time, and only for a limited time during mid-day. The fencing in front of the playground between the back corner of the house and the side property lines on both sides as well as the fencing and the trees that will be planted along both sides of the property will serve to block sound. Therefore, we anticipate that the impact of playground noise will be minimal and should not be bothersome.
- e. Lukens Lane is not a quiet street under existing conditions: Fire trucks go in and out of the fire station day and night, only a few lots away on your side of the street. School buses pass by numerous times and stop two doors down from your property early in the morning and in the afternoon. With the planned expansion of Route 1 and the approved expansion of the fire station even closer to your property, the street will become noisier. Any noise from the proposed school will not be a significant factor in this increased level. We can assure you that the school will make less bothersome noise than a residence with a large family with perhaps several teenagers coming in and out late at night with radios blaring and loud talking.
- f. We are providing a copy of a Washington Post article by Michele Lerner, "School quality has a mighty influence on neighborhood choice, home values," published September 3, 2015. Compared to many other neighborhoods in Fairfax County, the Mt. Vernon area lags behind in school choice. Our proposed school will be committed to providing a high quality education comparable to that offered by expensive private schools elsewhere in the county.
- g. As can be seen in the following diagram three out of the seven properties on the western side of Lukens Lane are for sale and one property contains a long unoccupied house. With the County's Embark Richmond Highway plan and the vision of the Woodlawn Community Business Center, an expansion of commercial activity in area is anticipated. The northern end of Lukens Lane will likely be attractive to future commercial

developers. The proposed school would serve as a buffer between any commercial uses to the north and residential lots to the south.



- h. The proposed school property was on and off the market for eight years. During that time, an interested party was the pastor who currently owns the Emanuel Worship Center now located next to the car wash further north on Richmond Highway. A party recently approached us about the subject property and stated that they would be interested in turning the house into some sort of religious establishment, and they cited the fact that a church already exists diagonally across the street. We think that a small private school would better suit the neighborhood and would enhance the neighborhood's look, as compared with other uses that might be proposed in future.

If you have any other concerns about the proposal, we hope you will discuss them with us and see if we can come up with workable solutions. We have reached out to you in the past to discuss our proposal, and we will stop by to meet again if you are available. We are available by telephone at (703) 880-2664 or by e-mail at g.gobi@outlook.com. We also invite you to stop by our home at 8700 Oak Leaf Drive. Just give us a call in advance to make sure Gobi is home.

We intend to remain good neighbors, with respect for others as well as the desire to enhance our neighborhood and community.

Sincerely,

Gobi and Marge