

ER-2654-99

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

FILE RZ 2001-MV-021

TO: Distribution

FROM: Pamela G. Nee, Planner III *PNH*  
 Planning Division, DPZ

SUBJECT: Proposed Site for the Engleside Branch Post Office

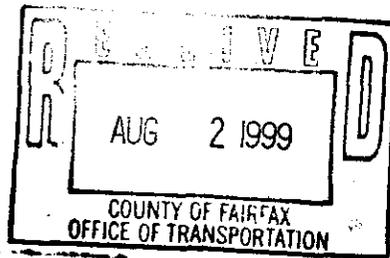
DATE: August 3, 1999

The National Capital Planning Commission (NCPC) has requested staff's review and comment on the proposed location [Tax Map 101-3 ((1)) 36] and program for the U.S. Postal Service Engleside Branch Post Office. I will be coordinating the staff's response. Attached, for your staff's review and comment, is a copy of the submission package provided by the U.S. Postal Service. I would appreciate any comments by COB, August 20. If you have any questions on this matter, I may be reached on extension 41233. Thank you for your assistance.

Attachment: a/s

Distribution:

- Jane Gwinn, DPZ
- Barbara Byron, DPZ
- Bruce Douglas, DPZ
- ✓ Robert Moore, DOT
- Ronald Kirkpatrick, Utilities Planning and Design, DPWES
- Ray Curd, Office of Site Development Services, DPWES



FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

**TO:** Pamela G. Nee, Planner III  
Planning Division, DPZ

**FROM:** Robert L. Moore, Chief *RLM*  
Transportation Planning Division, DOT

**FILE:** 10-5-7

**SUBJECT** Proposed Site for the Engleside Post Office

**REFERENCE:** Your memorandum of July 15, 1998 with related information.

**DATE:** August 5, 1998

Per your request, this office has reviewed the proposed location of the Engleside Post Office and offers the following comments. The site under consideration is parcel 101-3 ((1)) 36, which is located on Richmond Highway mid-block between Sky View Drive and Highland Lane.

The adopted Comprehensive Plan calls for the future widening and improvement of Richmond Highway to a six lane divided roadway. It is anticipated that median openings on the Highway will be located at the two aforementioned intersections, with a raised median along the entire frontage of the subject site. The Ordinance provides for a service drive to be provided along Richmond Highway so as to allow for consolidated access, and access to median openings at nearby intersections. However, the service drive requirement was waived with development of the adjoining residential community to the north of the site. The residential development on that property included a travel stub to the subject site with a qualification that the stub be used to provide interparcel access to residential development of the subject property. As such, interparcel access to the north may not be available.

Any post office design should include a service drive connection to the southern property line so that with future redevelopment or public improvements to Richmond Highway, access can eventually be obtained to Highland Lane. Without access to the adjoining local street system, traffic entering or existing the post office will be required to make a U-turn movement on Richmond Highway. It would be desirable from a transportation perspective to construct the post office on a property which has access from the local street system and/or access from Richmond Highway at a future median opening, rather than the site currently under consideration.

AKR/CAA

cc: Michelle Brickner, Deputy Director, Design Review Division, DPW&ES  
Katharine D. Ichter, Chief, Highway Operations Division, DOT

Attachment 1

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

**TO:** Pamela G. Nee, Planner III  
Planning Division, DPZ

**FROM:** Angela Kadar Rodeheaver, Chief  
Site Analysis Section, DOT 

**FILE:** 10-5-7

**SUBJECT** Proposed Site for the Engleside Post Office

**REFERENCE:** Your memorandum of August 3, 1999 with related information.

**DATE:** August 24, 1999

Per the National Capital Planning Commission request forwarded through your department, the Department of Transportation has reviewed the proposed plans and location of the Engleside Post Office and offers the following comments. These comments are based in part on the accompanying design plans dated July 1, 1999.

The site under consideration, parcel 101-3 ((1)) 36, is located on Richmond Highway mid-block between Sky View Drive and Highland Lane. The initial issues identified in this department's memorandum of August 5, 1998, (copy attached) continue with the referenced plans. These issues include a major concern with the long term accessibility of the proposed site, and as a result, the transportation impacts which will be associated with the proposed use.

~~The adopted Comprehensive Plan calls for the future widening and improvement of Richmond Highway to a six lane divided roadway with a raised median. This department anticipates that median openings will be needed and provided at the two adjoining street intersections of Sky View Drive and Highland Lane. In addition, the VDOT Route 1 corridor recently completed, but not yet adopted, delineates median openings at these two streets - not at the subject site. Median break spacing will not accommodate left turn lanes at these two public streets plus at the post office entrance. As such, and contrary to the note "Main Entry To Median Opening At Highway" all postal access to Richmond Highway is expected to be limited to right-in/right-out operations. The note is mis-leading and should be eliminated from the plans.~~

Extensive disruptive U-turn movements will result with placement and operation of the post office as designed. From a transportation perspective, placement of a high traffic generating use such as a post office at this location is not desirable. At a minimum it should be recognized that in the future, access will likely be limited to right-in/right-out movements.

Pamela G. Nee  
August 24, 1999  
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Proposed Engleside Post Office

In the August 5, 1998 memorandum, this department also recommended that the design include a service drive connection (per the Fairfax County Ordinance) to the southwestern property line of the site so that the option is available for a future vehicular connection to Highland Lane. The design plans do not provide such a connection. The plans should be modified to delineate this connection.

Specific to the July 1, 1999 plans, note that the distance from centerline to the proposed face of curb is not dimensioned. It appears to be located, and should be noted as a distance of 47 feet from centerline. In addition, the design includes what appears to be an 18-foot wide stubbed-out area in the travel aisle for vehicles to back from the eastern most parking space in front of the building. The sidewalk ends at this stub, with accessible ramps at either side. This area will likely be a collection area for trash, grit and sand. It would be desirable to shift the parking or the travel aisle so as to eliminate the need for this stub area. At a minimum, the sidewalk should be extended around the stub to eliminate vehicle/pedestrian conflicts.

AKR/CAA

cc: Michelle Brickner, Acting Director, Office of Site Development Services, Department of  
Public Works and Environmental Services  
Katharine D. Ichter, Chief, Highway Operations Division, DOT