

**PRELIMINARY
STAFF REPORT
2008-2009 NORTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT: PROVIDENCE

APR ITEM: 08-II-4V

NOMINATOR(S): Timothy S. Sampson, Attorney/Agent for Vienna Metro LLC

ACREAGE: 28.91 Acres

TAX MAP I.D. NUMBERS: 48-2 ((24)) B, C, D

GENERAL LOCATION: South of Vienna Transit Station, West of Hunters Branch Condos

PLANNING AREA(S): II

District(s): Vienna

Sector: Lee (V1)

Special Area(s): Vienna Metro Station Area (Land Unit C)

ADOPTED PLAN MAP: Residential use at a density of 4-5 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: Residential use at a density of 4-5 du/ac; Option 1 for residential use at 16-20 du/ac and 12-16 du/ac with conditions; Option 2 for Metro-oriented mixed-use up to 2.25 FAR in core area with conditions

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>

PROPOSED PLAN AMENDMENT: Add option to increase office use by substituting 700,000 square feet (sq.ft.) of residential use in core area with 700,000 square feet (SF) of office use in core area. The current Plan intensity of 2.25 FAR and associated conditions would remain unchanged.

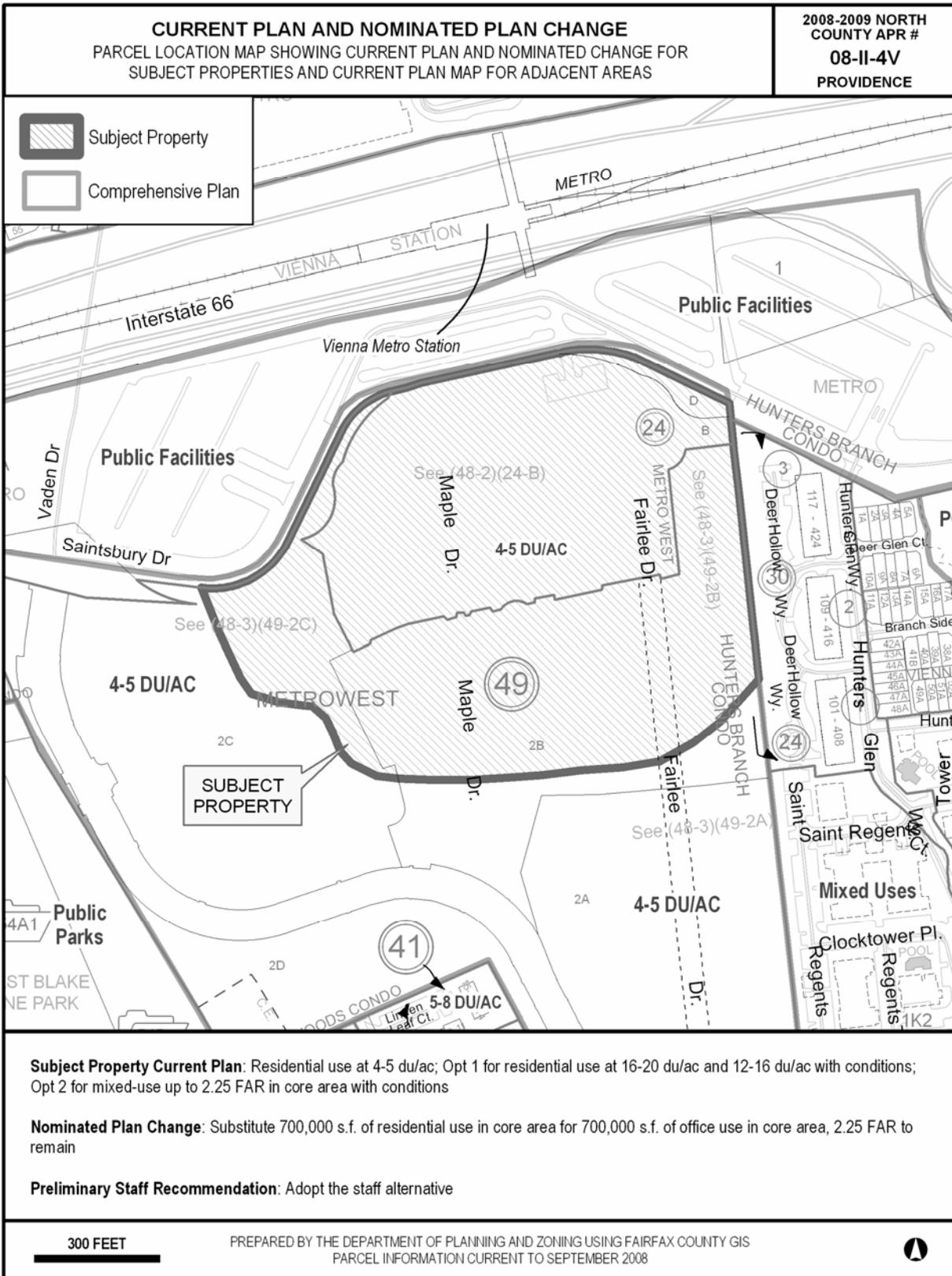
SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

Staff supports the nomination to substitute office use in lieu of planned residential use within the core area. Additional office use, located adjacent to Metro, could promote transit usage and reverse commuting, take advantage of Transportation Demand Management (TDM) techniques, and alleviate the transportation-generated noise concern of residential use near Interstate-66. As proposed, all of the conditions for redevelopment, recommended in the current Plan, related to affordable and age-restricted housing, community-serving uses, urban design, streetscape and landscape improvements, TDMs, etc., would remain. Staff would recommend, however, the addition of text to encourage the office use be located in areas most impacted by noise and to avoid placement of residential buildings in these areas. The Fairfax County Department of Transportation (FCDOT) requests that the nominator provide additional traffic impact analyses to the County during the Plan Amendment review.



BACKGROUND:

The Board of Supervisors (BOS) adopted the current Comprehensive Plan on December 6, 2004 to recommend an option for Land Unit C of the Vienna Transit Station Area for a Metro-oriented, mixed-use redevelopment. This amendment, Plan Amendment (PA) S02-II-V2, consolidated the Plan recommendations for the former Land Unit C, Land Unit I, and the property between the Vienna Metro Station and Land Unit I, into the single area of an expanded Land Unit C. The amended Plan language for Land Unit C focuses the intense, mixed-use redevelopment in a core area, which is the subject area of the APR proposed nomination. PA S02-II-V2 resulted from a previous Area Plans Review nomination, APR item 01-II-4V that the Planning Commission denied due to the lack of consolidation and transportation concerns. PA S02-II-V2 was authorized when the consolidation was achieved. Concurrent with the evaluation and adoption of PA S02-II-V2 was the review of the Rezoning Application RZ 2003-PR-022, to implement the Metro-oriented, mixed-use Plan recommendations. The following analysis of the proposed APR nomination 08-II-4V assumes specific land use components and design, proffered within the approval of the RZ 2003-PR-022, dated March 21, 2006, as the basis for comparison.

CRITICAL ISSUES:Land Use

- As stated in the Background, the subject property is considered the approximately 23-acre core area of Land Unit C within the Vienna Transit Station Area and is zoned Planned Residential Mixed-Use (PRM). It is the location of the former Fairlee subdivision and surface parking for the Vienna Metro station. Land Unit C is located within ¼ mile of the Vienna Metro Station platform and is planned for primarily multi-family mixed-use development at an intensity up to 2.25 floor-area ratio (FAR), including Affordable Dwelling Units (ADUs) and an age restricted housing component of approximately 145 units.
- The nomination subject area consists of approximately 29 acres because the current Plan also recommends that density credit for approximately five to six acres, generally considered the western portion of Land Unit C, would be utilized in the core area, and the land would be dedicated for public purpose. The recommended intensity of 2.25FAR is based on the additional land's inclusion. The nomination would not change this recommendation for the dedication.
- The nomination proposes to replace up to 700,000 SF of planned residential use with up to 700,000 SF office use. The proposed intensity would not change and has already been determined appropriate for a redevelopment that is within ¼ mile of a transit station.
- Substituting office use for residential use, located adjacent to Metro, particularly in the area generally the location of Building 7 in the Final Development Plan (FDP) (See Attachment 1), would provide more convenient access to employees who could take advantage of public transportation.

- The nomination would result in a reduction of the number of residential units in the core area to a minimum of 1,174 units: 124 low-rise multi-family and 1,050 mid/high-rise multi-family. The residential component would remain the primary use in the core area, based on square feet (at least 62% residential use). The proposed land use mixture would continue to provide a live-work-shop-play environment.
- The nomination does not propose to amend the conditions for redevelopment. Any redevelopment would need to meet the conditions for redevelopment in the core area, related to urban design, building height, orientation, parking, streetscapes, landscaping, and plazas.
- The nomination also would need to achieve the current Plan condition for community-serving retail and other non-residential use in the core area. The Plan recommends that 100,000 SF of this type of use should be located primarily within the core area. The nomination proposes a scenario with 80,000 SF of retail use. The proffer conditions include a range of 80,000-135,000 SF of retail and other non-residential uses within the core area and approximately 30,000 SF of public use in the land area to the west of the core area. The nomination does not propose to amend this condition and should continue to seek an amount of community-serving use above the minimum of the proffered range.

Affordable and Age-Restricted Housing

- The adopted Plan recommends the replacement of affordable units that were lost with the redevelopment of the former Fairlee Subdivision. The Plan recommends the provision of additional affordable dwelling units (ADUs), based on the Zoning Ordinance and the Residential Development Criteria in the Policy Plan. These ADUs would be distributed across the entire Land Unit C, with a few to be located within the core area. The proffered rezoning complied with the Plan text. The current Plan text for the provision of ADUs should remain.
- The adopted Plan recommends that approximately 145 age-restricted units should be provided within the core area. The proffers define that up to a total of 170 age-restricted units would be located in this area. This Plan text should remain as well.
- The nomination does not propose to change the adopted Plan in regards to age-restricted and ADUs.

Environment

- No Resource Protection Area (RPA) and Environmental Quality Corridor (EQC) are present on the subject area. Any new development of the area should incorporate landscaping to improve water quality and provide shade and screening for the proposed future use of this area and achieve the conditions of the adopted Plan. The proposed nomination is not proposing that any of the Plan recommendations for the environment be amended.
- The nomination does not specify the location of the residential use to be replaced. However, given the proximity to Interstate-66, residential development near the Interstate, would be subjected to noise levels which may exceed 75 dBA DNL. The

proposed substitution of residential use for office use at this location could be appropriate as it is not considered a noise sensitive use.

- As the subject property is located within a Transit Station Area, redevelopment should achieve green building standards, as described in the Policy Plan. Furthermore, the adopted Area Plan language for Land Unit C of the TSA, which is not proposed to be changed, describes the conditions for redevelopment to include such features as Low Impact Development (LID) techniques, innovative stormwater management techniques, green roofs, porous pavers, energy efficient design and construction, and tree preservation and transplantation.

Schools

- The proposed nomination is located within the Mosby Woods or Marshall Road Elementary Schools (ES), Jackson Middle School (MS), and Oakton High School (HS) boundaries. In reviewing the nomination, Fairfax County Public Schools (FCPS) has included both Mosby Woods ES and Marshall Road ES, since there was discussion during RZ 2003-PR-022 as to whether the boundary line should shift from Mosby Woods to Marshall Road ES.
- There is an anticipated capacity deficit at Jackson MS and Oakton HS in the projections for the 2013-2014 School Year. The deficit is exacerbated by two rezoning applications (RZ) that have been approved but not yet constructed. Merrifield Mixed Use RZ (2005-PR-041) will generate an additional 20 students in Jackson MS, and the remaining units within the non-core area of RZ 2003-PR-022 will generate 106 additional students in the three affected schools.
- The proposed nomination in the core area of Land Unit C would reduce the number of students entering the affected schools, as compared to the approved rezoning. The nomination would generate 28 fewer students than the core area of the approved rezoning, 106 and 134 students, respectively.

Transportation

- The proposed office use would generate significantly more traffic on the subject parcels, which could adversely impact the surrounding roadway network. The nomination would increase trips on an average daily basis and in and out of the site during peak hours, resulting in a net gain of approximately 4,700 vehicles per day (vpd) above the Comprehensive Plan.
- In regards to peak hour trip generation, the nomination would have a significant inbound traffic increase above the current Comprehensive Plan in the morning peak hours and outbound in the evening peak hours, due to the office use. There would be a negligible or minimal impact on traffic outbound in the morning peak hours and inbound in the evening peak hour, above the current Comprehensive Plan.
- However, these trip generation estimates do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations. Significant trip reduction should be able to be achieved due to the site's location next to the Vienna Metro station.

Reverse use of the Metro Orange line by commuters heading west to the office development and substantial bus service to and from the west along the I-66 corridor would provide good transit access to the development.

- The current Comprehensive Plan recommends specific trip reductions for office and residential uses. The nomination does not propose to amend these recommendations, and the recommendations should be incorporated with any additional transportation analysis that may be warranted.
- The Transportation Plan shows that Nutley Street is planned to be an improved four-lane arterial from the intersection of Lee Highway (US Route 29) south to Arlington Boulevard (US Route 50). Lee Highway is shown on the plan to be a six-lane improved arterial. Nutley Street and Lee Highway are not currently constructed as shown on the Transportation Plan Map; therefore, any resulting redevelopment on the subject property should incorporate these road improvements.
- The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plans and amendments to Comprehensive Plans that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT). Any amendment to the Comprehensive Plan that would generate 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review is also commonly referred to as “VDOT 527” or “Chapter 527”. The proposed nomination would not warrant a VDOT 527 review. The nomination would not generate 5,000 additional vehicle trips per day, as compared to the highest density recommended under the current Comprehensive Plan
- However, due to the fact that the proposed nomination could increase vehicle trips by approximately more than 25% of what is currently allowed under the Comprehensive Plan, the Fairfax County Department of Transportation (FCDOT) would request that the nominator provide additional traffic impact analyses to the County during the Plan Amendment review.

Parks and Recreation

- Fairfax County Park Authority (FCPA) has no comment on this application, as the application does not propose to change any of the existing Comprehensive Plan language associated with *Pedestrian Circulation* and/or *Parks, Open Space and Public Facilities* for Land Unit C of the Vienna Transit Station Area.

