



**A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning**

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STAFF REPORT 2009-2010 SOUTH COUNTY AREA PLANS REVIEW

SUPERVISOR DISTRICT: MOUNT VERNON

APR ITEM: 09-IV-7LP

NOMINATOR(S): Linwood Gorham on behalf of the South County Federation (SCF)

ACREAGE: 5.14 acres

TAX MAP I.D. NUMBERS: 108-1 ((1)) 20, 22A, 24, 25, 26, 28

GENERAL LOCATION: Northwest quadrant at the intersection of Richmond Highway and Telegraph Road.

PLANNING AREA: IV
District: Lower Potomac
Sector: LP2 – Lorton-South Route 1 Community Planning Sector
Special Areas: Sub-unit E3

ADOPTED PLAN MAP: Residential at 5-8 dwelling units per acre (du/ac)

ADOPTED PLAN TEXT: Residential use at 5-8 du/ac with conditions. As an option, residential use at 8-12 du/ac with conditions.

For complete Plan text see page 5 of 11.

PROPOSED PLAN AMENDMENT: Amend the base recommendation from residential use at 5-8 du/ac to residential use at 3-4 du/ac for the nominated parcels. Add option for the nominated parcels to be maintained as open space.

Note: The portion of the sub-unit E3 that is not included in the nomination area would remain planned for residential use at 5-8 du/ac. The option for residential use at 8- 12 du/ac for the entirety of sub-unit E3 would remain (see page 5 for nominated Plan text).

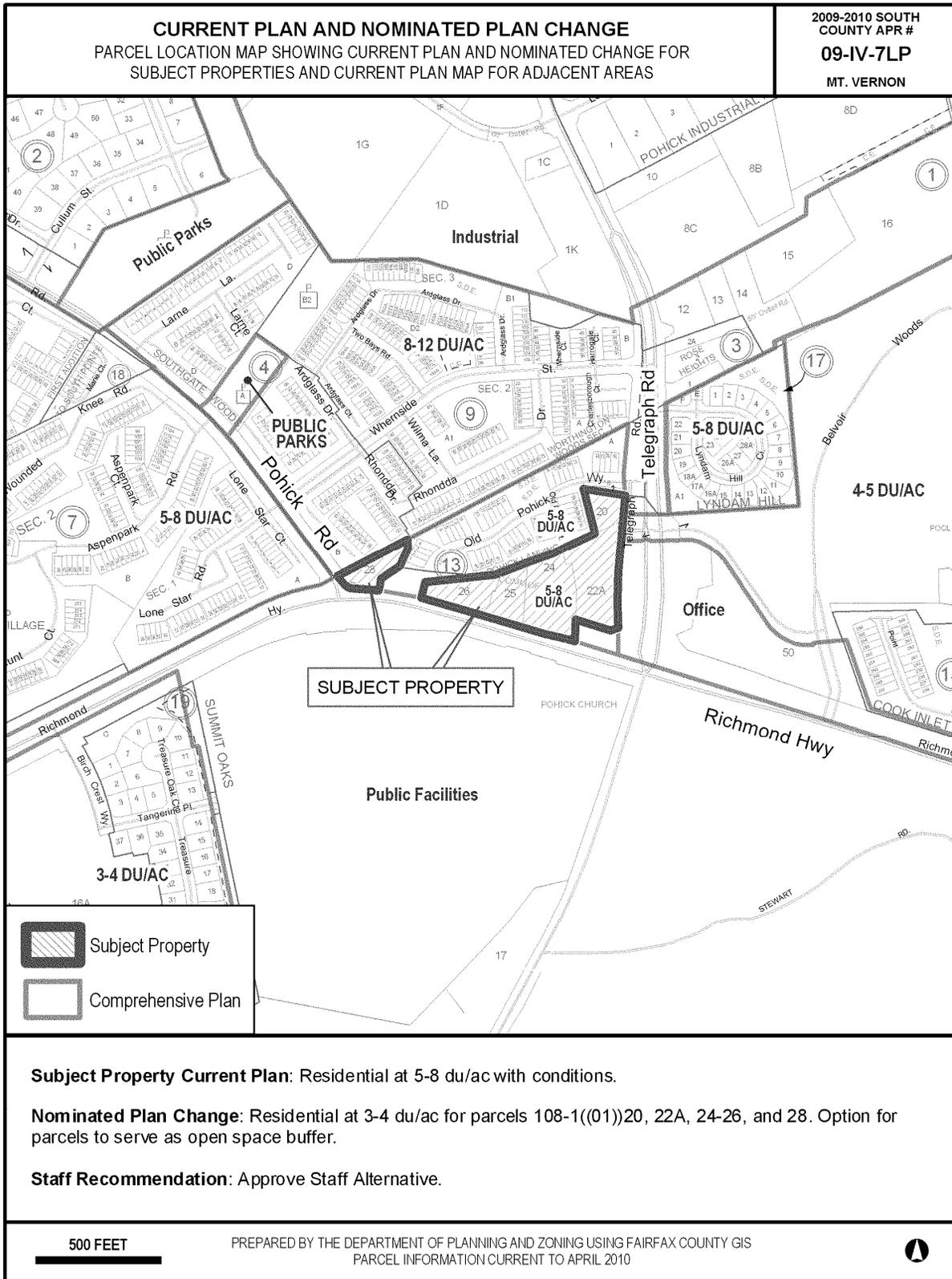
SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted
 Approve Staff Alternative
 Retain Adopted Plan

Development in the vicinity of the subject property generally tapers to lower intensity toward Richmond Highway. Recommending a density of 3-4 du/ac for the portion of Sub-unit E3 located closest to Richmond Highway would achieve the tapering effect suggested by the current Plan map. In addition, lower intensity residential use could better protect the viewshed of historic Pohick Church.

Parcel 108-1 ((1)) 20 was included as part of a rezoning application approved by the Board of Supervisors in 1992 that permitted the development of the existing Pohick Landing townhouse development located along Old Pohick Way (see map on page 3). The approved GDP shows four (4) townhouses on parcel 20. This parcel is the only remaining undeveloped section of the larger Pohick Landing development, and a note on the approved GDP states that the four lots on this parcel can be constructed as a second phase of the project. Since parcel 20 is part of this approved and built development plan, the Plan recommendation for residential use at 5-8 du/ac for this parcel should remain.

The proposed option to maintain the subject area as open space conflicts with the base recommendation for residential use. Many of the nominated parcels are owned by the Commonwealth of Virginia and may be used as right-of-way for a planned grade-separated interchange at the intersection of Telegraph Road and Richmond Highway. Staff recommends adding text to the Plan that notes most of the nominated parcels are owned by the state and may be used in the construction of future transportation improvements.



CONTEXT

General Location:

The subject property is located at the northwest quadrant of the intersection of Richmond Highway and Telegraph Road.

Existing and Planned Land Use and Zoning:

Subject Area: The nominated area is a portion of Sub-unit E3. The entirety of Sub-unit E3 is planned for residential use at 5-8 du/ac with conditions including substantial parcel consolidation, buffering adjacent to non-residential use, and compatibility of design with Pohick Church. As an option, residential use at 8-12 du/ac is appropriate with conditions including full consolidation, buffering, and compatibility with Pohick Church. See page 5 for complete Plan text and Attachment II on page 10 for a map of all the Sub-units in Land Unit E.

Parcel 20 is zoned R-8 and is developed with a single-family detached residential home. Parcel 22A is zoned C-6 and is vacant. Parcels 24, 25, 26, and 28 are owned by the state and are also vacant. Parcels 25, 26, and 28 are zoned R-1; parcel 24 is zoned C-8.

Adjacent Area:

North: The townhouse community of Pohick Landing is located north of the subject property and is zoned R-8. The Plan map recommends 5-8 du/ac. Pohick Landing comprises the northern portion of Sub-unit E3.

East: The area east of the subject property is zoned PDH-4 is part of a larger 107-acre area that is planned for and developed with a sunrise senior living facility and housing for the elderly. This area is part of the LP4 – Fort Belvoir Community Planning Sector. The Plan recommends a substantial buffer utilizing existing tree cover along Richmond Highway and Telegraph Road as part of the site design. The Generalized Development Plan approved with the rezoning application shows a large undeveloped buffer located at the northeast corner of Richmond Highway and Telegraph Road, the portion of the site closest to Pohick Church. The proffers approved with the rezoning state that the property must be developed in conformance to the GDP. The Plan map recommends office and residential use at 4-5 du/ac.

South: Richmond Highway forms the southern boundary of the site. Pohick Church is located across from the nominated area in Sub-unit G1. The Plan map indicates public facilities use. The Comprehensive Plan guidance references the Pohick Church Historic Overlay District and recommends that the area should remain residential in character.

West: The Pohick Village townhouse development is a portion of Sub-unit E12. Pohick Village is zoned R-8 and the Plan map recommends 5-8 du/ac. The Comprehensive Plan guidance notes new or infill development should conform with the planned residential density as shown on the Plan map, and should be of a compatible use, type, and intensity to surrounding existing residential developments.

ADOPTED PLAN TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District, Amended through 3-23-2010, LP2 – Lorton-South Route 1 Community Planning Sector, Pages 86-87:

“Sub-unit E3

Sub-unit E3 is located within the Pohick Church Historic District at the northwest quadrant of Route 1 and Telegraph Road (see Figure 33) and is planned for residential use at 5-8 dwelling units per acre provided that the following site-specific conditions are met:

- Development above the low end of the density range should provide substantial consolidation of Sub-unit E3;
- Provision of buffers along any property line adjacent to non-residential use, both existing and planned; and
- Provision of high quality design which is compatible with Pohick Church.

As an option, Sub-unit E3 may be appropriate for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Provision of parcel consolidation of the entire Sub-unit E3;
- Provision of high quality design which is compatible with Pohick Church; and
- Provision of buffers along any property line adjacent to a non-residential use, both existing and planned.”

Figure 33 is shown as Attachment II on page 11.

NOMINATED PLAN AMENDMENT

Additions are shown underlined and deletions are shown with ~~striketrough~~

“Sub-unit E3

Sub-unit E3 is located within the Pohick Church Historic District at the northwest quadrant of Route 1 and Telegraph Road (see Figure 33). The northern side of the sub-unit and is planned for residential use at 5-8 dwelling units per acre provided that the following site-specific conditions are met:

- Development above the low end of the density range should provide substantial consolidation of Sub-unit E3;
- Provision of buffers along any property line adjacent to non-residential use, both existing and planned; and
- Provision of high quality design which is compatible with Pohick Church.

Parcels 108-1((17)) 20, 108-1((17)) 24, 108-1((17)) 25, 108-1((17))26, and 108-1 ((17)) 2 on the southern side of this sub-unit near Route 1 and closest to Pohick Church are planned for residential use at 3-4 dwelling units per acre provided the plan and units are a high quality design which is compatible with Pohick Church; or a second and preferred option is open space and buffer between Historic Pohick Church and nearby residential neighborhoods.

As an option, Sub-unit E3 may be appropriate for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Provision of parcel consolidation of the entire Sub-unit E3;
- Provision of high quality design which is compatible with Pohick Church; and
- Provision of buffers along any property line adjacent to a non-residential use, both existing and planned.”

ANALYSIS:

Land Use

The Worthington Woods community located to the north of Pohick Landing is planned for residential use at a density of 8-12 du/ac. The northern portion of sub-unit E3 that contains the Pohick Landing townhouses is planned for residential use at a density of 5-8 du/ac. The Summit Oaks development adjacent to Pohick Church on the south side of Richmond Highway is planned for 3-4 du/ac. As noted in the description of the adjacent area to the east, an open space buffer that is part of a larger development plan is located at the northeast intersection of Telegraph Road and Richmond Highway. Planning the nominated area for a residential density of 3-4 du/ac would achieve the tapering effect suggested by the current Plan map. In addition, lower intensity residential use could better protect the viewshed of historic Pohick Church.

Staff recommends two modifications to this concept. First, Parcel 108-1 ((1)) 20 within the subject area was included as part of a rezoning application approved by the Board of Supervisors in 1992 that permitted the development of the existing Pohick Landing townhouse development located along Old Pohick Way (see map on page 3). The approved GDP shows four (4) townhouses on parcel 20. This parcel is the only remaining undeveloped section of the larger Pohick Landing development, and a note on the approved GDP states that the four lots on this parcel can be constructed as a second phase of the project. Since parcel 20 is part of this approved and built development plan, the Plan recommendation for residential use at 5-8 du/ac for this parcel should remain.

Second, Parcels 24, 25, 26, and 28 are owned by the state; it is unlikely the development potential will be fulfilled since these parcels may be needed for right-of-way for ramps as part of the future grade-separated interchange at Telegraph Road and Richmond Highway.

Finally the proposed option to maintain the subject area as open space conflicts with the base recommendation for residential use. In addition, as stated above, much of the nominated area is owned by the Commonwealth of Virginia and may be used as right-of-way for a planned grade-separated interchange at the intersection of Telegraph Road and Richmond Highway.

Transportation

As shown in the table below, the proposed change in land use would result in a decrease in trip generation. This change would not represent a significant impact nor create adversities within the proximate transportation network.

Figure 1: Trip Generation Estimates

| Scenario | Daily | AM Peak Hour | | PM Peak Hour | |
|--|------------|--------------|-----------|--------------|-----------|
| | | In | Out | In | Out |
| <u>Current Comprehensive Plan</u> | | | | | |
| Residential Condominium/Townhouse; 60 DU | 412 | 6 | 28 | 27 | 13 |
| Total | 412 | 6 | 28 | 27 | 13 |
| <u>Proposed Amendment</u> | | | | | |
| Residential Condominium/Townhouse ; 20 DU | 159 | 2 | 12 | 11 | 5 |
| Total | 159 | 2 | 12 | 11 | 5 |
| Net Impact of Proposed Amendment Above Comp Plan | (253) | (4) | (16) | (16) | (8) |

Telegraph Road is currently designated as a Minor Arterial and Richmond Highway a Principal Arterial. According to the Fairfax County Transportation Plan, neither is planned for mainline improvements such as additional lanes. The segment of southbound Richmond Highway fronting the subject area is currently four travel lanes, and northbound is three travel lanes. The Plan shows a future grade-separated interchange at the intersection of Telegraph Road and Richmond Highway, which will require additional right-of-way for ramps if right-of-way has not already been acquired. Due to the planned grade separated interchange, access will be restricted along both frontages. Should this site be developed, primary site access should be provided via the existing frontage road and traffic signal at Telegraph Road at Old Pohick Way/Belvoir Woods Parkway. This access at Telegraph Road is shown in the approved Generalized Development Plan.

The nomination is within the Enhanced Public Transportation Corridor (EPTC) as indicated on the Transportation Plan Map, with a range of transit options to be studied in the future. A future rail station is planned in the vicinity of Telegraph Road and the nominated area. If rail transit or bus rapid transit is implemented, additional improvements and/or right-of-way may be required to support this enhanced public transit service.

The Plan includes improvements to Old Colchester Road south/southwest of Richmond Highway. Old Colchester Road is proposed for an improved two lane cross-section. Any development of this site should accommodate these improvements.

The draft Transit Development Plan dated December 2009 recommends new Fairfax Connector bus service (Route 371) and a BRAC shuttle route along Richmond Highway. Development of this site should accommodate efficient transit operations and provide access for transit users. A major regional trail, major paved trail and on-road bicycle path are planned for both the Telegraph Road and Richmond Highway corridors per the Fairfax County Countywide Trails Plan. Development of the site should accommodate these trails and efforts should be made to

connect internal bicycle/pedestrian facilities with existing and planned County facilities.

Parks and Recreation

The subject property lies within 1,000 feet of historic Pohick Church and is surrounded by other historic sites such as Civic War Union encampments containing rifle pits. Although significant portions of the sub-unit are disturbed, a Phase I archeological survey is recommended prior to any ground disturbing activities on any relatively undisturbed portions. A Phase II significance assessment and a Phase III data recovery should be required as warranted. Amending the Plan to include a condition regarding an archeological survey cannot be included because it pertains to the entirety of sub-unit E3, and changes are limited to the portion of the nominated sub-unit. Despite this, in view of the known historic value of the site, appropriate actions to identify archaeological sites and recover artifacts and features would be requested should development be proposed.

Heritage Resources

The Pohick Historic Overlay District was established by the Board of Supervisors in 1970 and was the first Historic Overlay District designated by Fairfax County. The following goal was identified for the Pohick Historic Overlay District:¹

“By formally establishing the Pohick Church Historic Overlay District, the County sought to preserve the physical integrity of the church itself and to enhance the visual quality of the environs of this historic focal point by encouraging compatible design for future development and a maximum amount of open space and natural landscape treatments.” As noted in the current Plan, any development should be compatible with Pohick Church.

Schools

The nomination area is within the Gunston Elementary School, Hayfield Middle School, and Hayfield High School boundaries. The proposed Comprehensive Plan change is anticipated to yield fewer students than the number of students from the current base recommendation. The current Plan recommendation for 5-8 du/ac is estimated to yield 9 total students, and the option of 8-12 du/ac could yield 14 students. The proposed plan base recommendation of 3-4 du/ac could yield 5 total students.

Figure 2: Existing school capacity, enrollment, and projected five year enrollment

| School | Capacity | Enrollment (9/30/09) | 2010-2011 Projected Enrollment | Capacity Balance 2010-2011 | 2014-15 Projected Enrollment | Capacity Balance 2014-15 |
|-------------|----------|----------------------|--------------------------------|----------------------------|------------------------------|--------------------------|
| Gunston ES | 665 | 568 | 571 | 94 | 629 | 36 |
| Hayfield MS | 1,050 | 901 | 934 | 116 | 951 | 99 |
| Hayfield HS | 2,180 | 1,828 | 1,928 | 252 | 1,909 | 271 |

Capacity and enrollment are based on the FCPS FY 2011-15 CIP to be adopted by the School Board in January 2010

¹ Pohick Church Historic Overlay District Design Guidelines, p 73. 28 January 2010. <http://www.fairfaxcounty.gov/dpz/historic/overlaydistricts/pohick_church_dg.pdf>.

There are several rezoning applications that were approved within the Gunston and Hayfield boundaries. If these projects are developed, they are anticipated to yield new students and will impact the capacity status of the schools. RZ 2007-LE-012, Lee Village at Silver Lake, was approved by the Board of Supervisors on May 5, 2008. This property is located at the northeast quadrant of the intersection of Silver Lake Boulevard and Beulah Street. The application was approved for workforce housing up to 111 dwelling units and up to 89 independent living units. This application only affects the Hayfield Secondary School (middle and high school grade levels). None of these residential units have been constructed.

RZ 2003-MV-060 was adopted by the Board of Supervisors on February 6, 2006 to rezone the property from the R-1 and HD Districts to the PDH-8 and HD districts to permit the construction of 43 single-family attached and 36 single-family detached units, for a total of 79 dwelling units. The property is located east of Telegraph Road and north of Whernside Street, There are a few single family detached units located on the property, and no attached units are currently developed on the site.

Public Facilities

Existing parcels are served through 12-inch diameter water mains adjacent to the sites. Offsite water main road crossings may be necessary to provide a looped distribution piping configuration. Specific details pertaining to water distribution infrastructure will be developed concurrent with the requisite site planning and engineering process.

RECOMMENDATION

Staff recommends adoption of a staff alternative as shown in Attachment I on page 10. Staff supports reducing density closer to Pohick Church by re-planning the area closest to Richmond Highway from 5-8 du/ac to 3-4 du/ac. Parcel 20 is part of an approved and built townhouse development, therefore the current Plan recommendation should remain. The Transportation Plan Map indicates a future grade-separated interchange at the intersection of Richmond Highway and Telegraph Road. This improvement will require additional right-of-way for ramps that may include some of the nominated parcels. With the exception parcel 20, the nominated parcels that front Richmond Highway are owned by the state. Staff recommends adding text that addresses ownership by the state and possible use for future transportation improvements.

ATTACHMENT I

Staff Proposed Comprehensive Plan text

Additions are shown underlined and deletions are shown with ~~strikethrough~~.

MODIFY:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District, Amended through 3-23-2010, LP2 – Lorton-South Route 1 Community Planning Sector, Pages 86-87:

“Sub-unit E3

Sub-unit E3 is located within the Pohick Church Historic District at the northwest quadrant of Route 1 and Telegraph Road (see Figure 33). ~~and planned for residential use at 5-8 dwelling units per acre provided that the following site specific conditions are met:~~ Parcels 108-1((1)) 22A, 24, 25, 26, and 28 located in the southern portion of this Sub-unit near Richmond Highway and closest to Pohick Church are planned for residential use at 3-4 dwelling units per acre, provided the units are part of a high quality design that is compatible with Pohick Church. Parcels 108-1 ((1)) 24, 25, 26, and 28 are owned by the Commonwealth of Virginia and may be used for future transportation improvements.

The northern portion of the sub-unit is planned for residential use at 5-8 dwelling units per acre provided that the following site specific conditions are met

- Development above the low end of the density range should provide substantial consolidation of Sub-unit E3;
- Provision of buffers along any property line adjacent to non-residential use, both existing and planned; and
- Provision of high quality design which is compatible with Pohick Church.

As an option, Sub-unit E3 may be appropriate for residential use at 8-12 dwelling units per acre provided that the following site-specific conditions are met:

- Provision of parcel consolidation of the entire Sub-unit E3;
- Provision of high quality design which is compatible with Pohick Church; and
- Provision of buffers along any property line adjacent to a non-residential use, both existing and planned.”

ATTACHMENT II

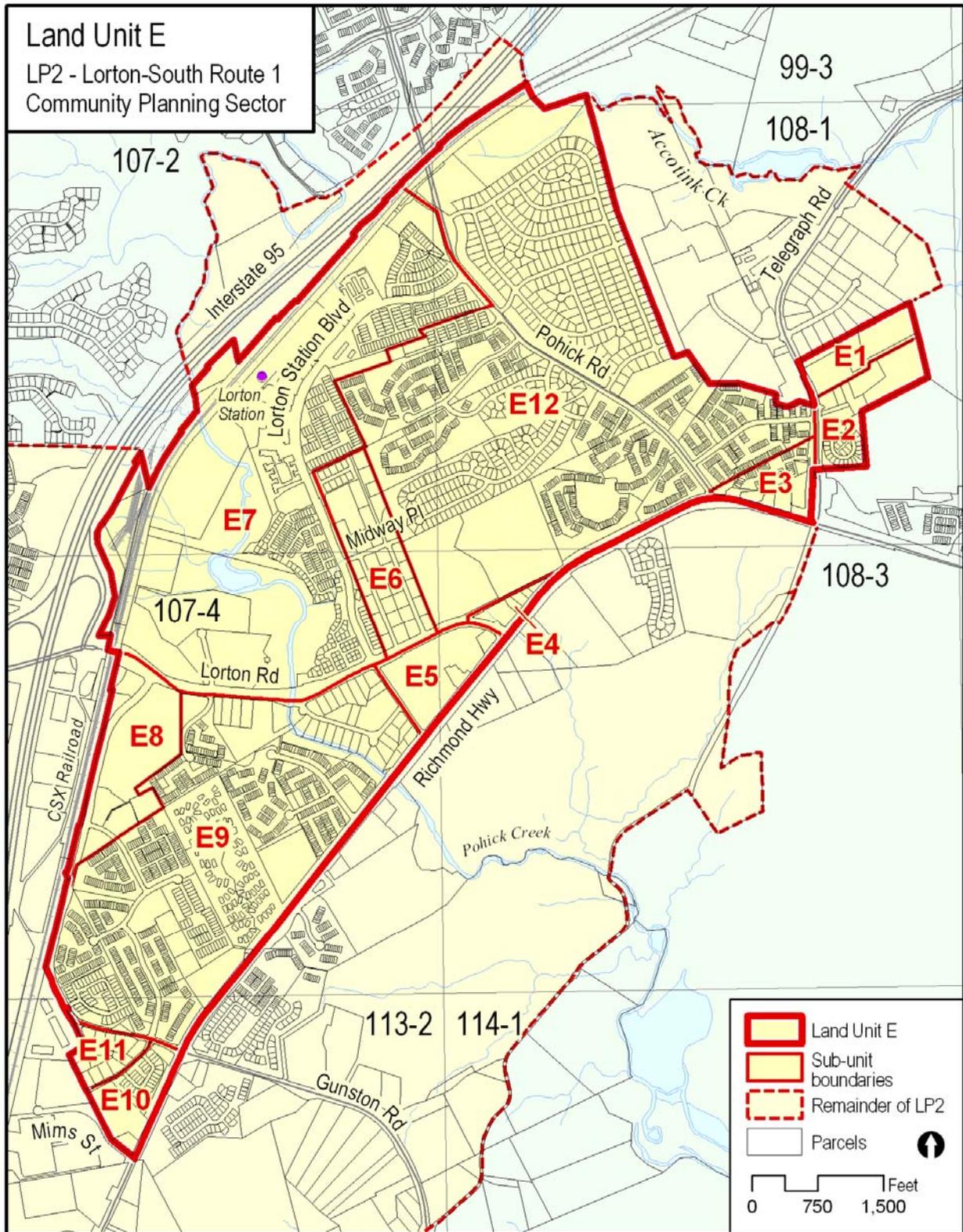


FIGURE 33