

**PRELIMINARY
STAFF REPORT
2009-2010 SOUTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT: MOUNT VERNON

APR ITEM(S): 09-IV-11LP

NOMINATOR: David R. Gill/Gregory A. Riegle

ACREAGE: 25.9

TAX MAP I.D.: 107-4 ((1)) 98 and 107-4 ((1)) 98A

GENERAL LOCATION: West of I-95, east of Giles Run EQC, north of Lorton Landfill

PLANNING AREA: IV

District: Lower Potomac

Sector: LP2 – Lorton-South Route 1 Community Planning Sector

Special Areas: Land Unit B, Sub-unit B-1c

ADOPTED PLAN MAP: Private open space; residential at 1-2 dwelling units per acre (du/ac)

POLICY PLAN TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Amended through 2-25-2009, Environment, Page 7-8:

“Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy k. In order to minimize the impacts that new development and redevelopment projects may have on the County’s streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Encourage the preservation of wooded areas and steep slopes adjacent to stream valley EQC areas.”

For complete Policy Plan text, refer to:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/environment.pdf>

AREA PLAN TEXT:

Fairfax County Comprehensive Plan, Area IV, 2007 Edition, Lower Potomac Planning District, Amended through 5-4-2009, LP2-Lorton-South Route 1 Community Planning Sector, pages 77-78:

“Sub-units B1-b and B1-c are generally located south of Lorton Road, east of the Giles Run Environmental Quality Corridor, west of Sanger Street and I-95 and north of the Lorton Landfill. Sub-unit B1-b contains the Curtis subdivision while Sub-unit B1-c encompasses all parcels within tax map 107-3 ((8)) and 107-4 ((25)), the Gunston Commons subdivision. The boundary between Sub-unit B1-b and B1-c is Fourth Place. At the present time, these sub-units should be maintained as

single-family residential use. As long as these subdivisions are in residential uses, they should be preserved and protected. To be compatible with these subdivisions, new or infill residential development should be at 1-2 dwelling units per acre, with the exception of Tax Map parcel 107-4((1)) 85A and parcels within the Gunston Common subdivision, which are planned and zoned for residential use at 12-16 dwelling units per acre. The following site-specific condition should be met:

- For that portion of Sub-unit B1-c that is adjacent to I-95, any development proposal should provide attenuation measures to mitigate noise impacts from I-95. These measures should mitigate both interior and exterior noise in accordance with Policy Plan guidance.”

PROPOSED PLAN AMENDMENT:

Add option for mini-warehouse facility up to 125,000 GFA with accessory outdoor storage for boats/RVs.

SUMMARY OF STAFF RECOMMENDATION

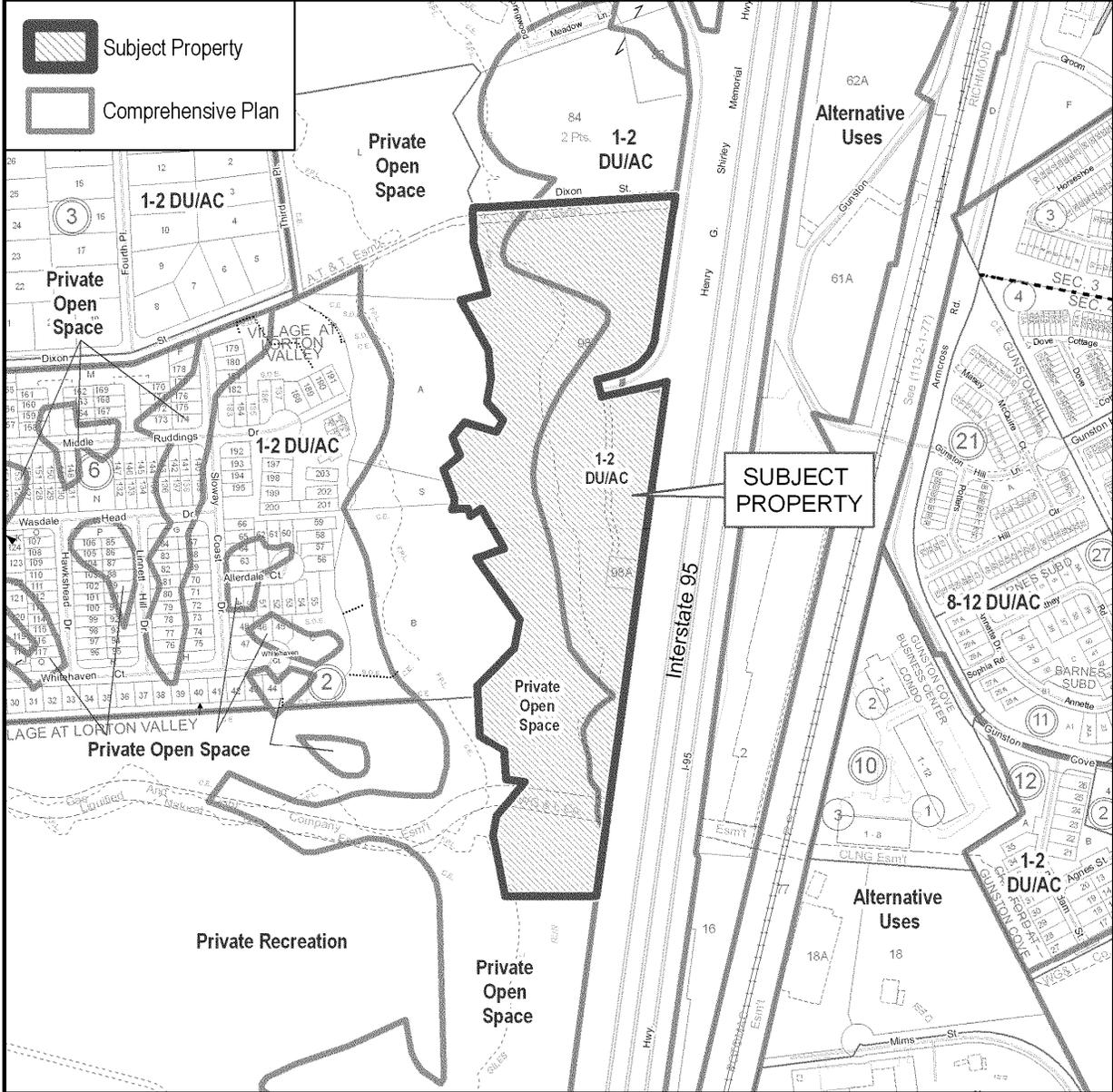
Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

Amending the Comprehensive Plan to include an option for a mini-warehouse facility with accessory outdoor storage could result in the property being rezoned to a commercial or industrial zoning district. While a mini-warehouse itself may not be viewed as generating considerable adverse impacts, introducing commercial or industrial zoning brings the possibility for later intensification with associated transportation, environmental, and other unanticipated impacts. Other locations in Fairfax County that do not have the same constraints as this site are currently planned and zoned for this type of industrial use. These locations are more suitable for a mini-warehouse facility. While staff acknowledges that residential use on this site will be impacted by highway noise, staff does not agree that industrial use is appropriate option to the planned and zoned residential use.

CURRENT PLAN AND NOMINATED PLAN CHANGE PARCEL LOCATION MAP SHOWING CURRENT PLAN AND NOMINATED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS	2009-2010 SOUTH COUNTY APR # 09-IV-11LP MT VERNON
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Subject Property Current Plan: Maintain single-family residential use, new or infill res. at 1-2 du/ac. Development on the portion of sub-unit B1-c adjacent to I-95 should provide measures to mitigate noise impacts.

Nominated Plan Change: Option for mini-warehouse up to 125,000 GFA with accessory storage for boats/RVs.

Staff Recommendation: To be determined.

Land Use

The Comprehensive Plan recommends new or infill development of 1-2 d/ac to preserve and protect the existing residential character and neighborhoods. Staff recognizes this site is impacted by highway noise due to the proximity to Interstate 95, and that satisfactory noise mitigation measures will need to be provided per land use and Policy Plan guidance should residential use be developed. The current Plan guidance is consistent with the existing surrounding land use, conversely the nomination would provide the opportunity for an industrial use to be developed in a location that can only be accessed by driving through an area that is predominantly residential.

The nominator notes that the subject property is just north of the Lorton landfill located along Furnace Road, and residential use may not be appropriate near a landfill. This landfill has been proffered for future parkland. Furthermore, the southern portion of the nominated area located closest to the landfill is open space associated with Giles Run. New development is prohibited in this Resource Protection Area (RPA); therefore any residential use on the site would be located some distance away from the landfill.

Environment

Over 17 acres of the site contains RPA acreage, generally located on the western portion of the site (see Attachment I). According to Fairfax County policy, new development is prohibited in the RPA and any disturbed RPA should be restored as needed. Environmental Quality Corridor (EQC) acreage appears to be generally consistent with the limits of the RPA on the subject property. The extent of the RPA and EQC limits the developable portion of the site to about 8.56 acres.

There is a small tributary extending east to west across the parcel immediately north of the site. Steep slopes associated with this stream channel should be avoided to the greatest extent possible; steep slopes compromise approximately 3.11 acres of the site and may also limit the developable area.

Parks and Recreation

This property is upstream of sensitive wetland habitat within the Giles Run at Mason Neck West Park and the Meadowood Recreation Area. Giles Run was identified by the Fairfax County Department of Public Works and Environmental Services (DPWES) as having high quality in stream resources and was given Protection status under the 2001 Stream Protection Strategy. If this nomination is approved, new plan text should be incorporated that requires stormwater detention be held to predevelopment forested conditions and provide at least 24 hour extended detention for the one year storm, due to the highly sensitive downstream resources.

Transportation

The Fairfax County Transportation Plan Map shows Interstate 95 (I-95) being widened to eleven lanes, including both high occupancy vehicle (HOV) and toll (HOT) lanes. In addition, I-95 is designated an Enhanced Public Transportation Corridor (EPTC), with the potential for expanded public transportation options. I-95 is currently eight lanes in width, including two reversible HOV lanes, spanning 300 to 470 feet. Further review and analysis will be required to determine if adequate right-of-way is available for the planned road improvements or whether additional right-of-way is required.

While not directly abutting the site, it should be noted that the Fairfax County Transportation Plan Map shows Lorton Road being improved to six lanes between Furnace Road and I-95. The Plan also shows Furnace Road as an improved two lane facility, south of Lorton Road. Interchange

improvements are also planned at I-95 and Lorton Road.

Site access should minimize impacts to the existing neighboring residential communities. If this nomination is approved, further review and analysis is required to determine whether the most appropriate access location would be via Dixon Street to the west of the site as proposed, or from Sanger Street to the north.

As shown in the table below, the proposed change in land use would result in a decrease in trip generation. This would not appear to represent a transportation impact, nor create adversities within the proximate transportation network. Note that these trip generation rates assume the entire nominated area is developable. As indicated in the preceding analysis, it is possible that only a portion of the site could be developed, resulting in a modification of trip generation estimates.

Trip Generation Estimates

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<u>Current Comprehensive Plan</u>					
Single Family Residential; 50 dus	550	11	34	35	21
Total	550	11	34	35	21
<u>Proposed Amendment</u>					
Mini-Warehouse; 125,000 sf	313	11	8	16	15
Total	313	11	8	16	15
Net Impact of Proposed Amendment Above Comp Plan	(237)	0	(26)	(19)	(6)

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 8th Edition (2008). Trip Generation estimates are provided for general order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

ATTACHMENT I

