

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

**SUPERVISOR DISTRICT(S):** MASON

**APR ITEM:** 09-I-1L

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**NOMINATOR(S):** William B. Lawson, Jr.

**ACREAGE:** 23.10 Acres

**TAX MAP I.D. NUMBERS:** 72-4 ((1)) 3, 5, and 5A

**GENERAL LOCATION:** Northeast corner of the Little River Turnpike and Beauregard Street intersection.

**PLANNING AREA(S):** Area I  
**District(s):** Lincolnia  
**Sector:** Pincrest (L1)  
**Special Area(s):** N/A

**ADOPTED PLAN MAP:** Retail and Other

**ADOPTED PLAN TEXT:** Limit commercial development to the existing development in the vicinity of Beauregard Street.

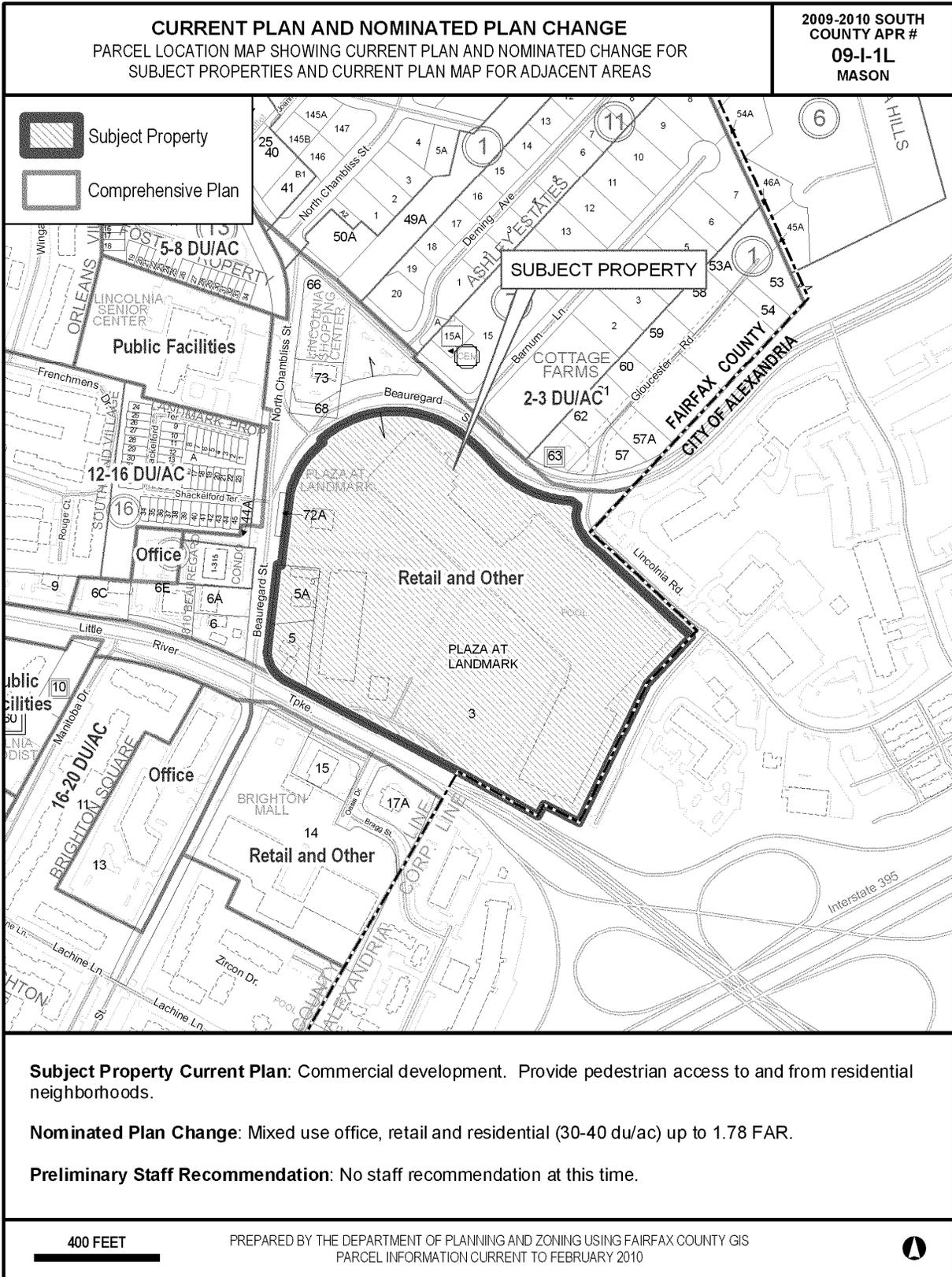
For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/lincolnia.pdf>

**PROPOSED PLAN AMENDMENT:** Mixed use development comprising of 611,000 square feet (sf) of office use, 470,000 sf of retail use and 715 multi-family residential units.

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**SUMMARY OF STAFF RECOMMENDATION:**

The proposed nomination would facilitate redevelopment of an older shopping center and significantly increase the development intensity over the existing level. The Code of Virginia (Chapter 527) requires that VDOT analyze the additional volume in traffic that will be generated from this nomination. Staff feels there may be merit to consider re-planning the subject properties for mixed use at a lower intensity than currently proposed in order to facilitate revitalization and redevelopment opportunities. Staff recommends that the nominator test a range of lower intensities as part of the Chapter 527 analysis. Staff is also concerned about the impacts of the proposed nomination on the transportation network.



**BACKGROUND**

- The subject area is surrounded by single-family detached units planned at 2-3 du/ac north of Beauregard Street, single-family attached units planned at 12-16 du/ac west of Beauregard Street, and office and retail south of Little River Turnpike. East of the nominated site along Beauregard Street and Lincolnia Road is the City of Alexandria. Adjacent to the nominated site are low-rise hotel and office buildings, a US post office, and a 16-story residential tower.
- The nominated site is currently planned for commercial retail development not to expand beyond what is existing in the vicinity of Beauregard Street; pedestrian access to and from residential neighborhoods are to be provided as redevelopment occurs. The nominated site is developed with 412,251 sf of retail space.

**ISSUES**Land Use

- Staff supports revitalization and redevelopment opportunities for this older shopping center, located at a prominent intersection.
- The proposed town center option for office use (611,000 sf), retail use (470,000 sf), and residential (715 dwelling units) raises concerns about the level of intensity.
- The proposed intensity raises concerns about increased traffic congestion and impacts on the surrounding area. Access and circulation are also areas of concern.
- It is not clear that the design for this development at this intensity would comport with existing development, especially single family homes. Building heights of the proposed development may not be compatible with existing development.
- Given the aforementioned concerns, staff recommends that the nominator test a range of lower intensities so that alternatives to the nomination might be evaluated and considered.

Environment

- The nominated area does not lie within any Environmental Quality Corridor or is near a stream bed. However, the site in its current design, consist of nearly full coverage of impervious surfaces. Redevelopment would provide an opportunity to reduce the amount of impervious surface, and improve stormwater management that would benefit surrounding streams.

Parks & Recreation

- This proposal would result in a potential increase in residents within the Lincolnia Planning District by about 1,895 individuals (715 multifamily units x 2.65 per household = 1,895). Residents will need access to park and recreation facilities on-site or nearby. Using adopted service level standards for parks and facilities, this increase population will generate the need for nearly one rectangular field (1 per 2,700 residents), a basketball court (1 per 2,100 residents), a playground (1 per 2,800 residents), and 9.5 more acres of local parkland (5 acres per 1,000 residents).
- Existing nearby parks include Bren Mar, Glen Hills, Green Spring Gardens, Heywood Glen, Lincolnia, Pinecrest Golf Course, and Turkeycock Run Stream Valley. These facilities meet only a very small portion of the existing demand for parks and recreation in the Lincolnia Planning District. In addition to needed parkland, the recreational facilities in greatest need in the Lincolnia Planning District include rectangular athletic fields, basketball courts, playgrounds, a skate park, dog park, and trails. These facilities cannot be built without the addition of parkland.
- The proposed development is envisioned to be more urban with a mix of uses and a high level of activity and it would be appropriate to integrate urban parks within the development to serve employees, residents and visitors. Employees have a need to access recreational amenities at lunchtime or after work. Integration of publicly accessible urban parks in the overall development design would be critical to providing on-site recreation resources within the nomination area and would enhance the desirability of the project, contribute to redevelopment efforts and to a sense of place. This nomination includes provisions for urban parks. If replanning and redevelopment is supported for this site, the Comprehensive Plan text should be amended to ensure that the provisions for urban parks follow the Urban Park Framework that was developed to guide urban park development in Fairfax County and should be used as a guide for integration and design of urban parks. Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be included as a condition in the Comprehensive Plan text if a development option is added for the subject properties.
- This subject property is currently almost 100% impervious surface area and drains to Turkeycock Run upstream of a portion of Indian Run Stream Valley Park. These streams are in bad condition and the parkland experiences regular flooding with excessive scour due to the run off from the surrounding developments. Significant reductions of stormwater flows over existing conditions could greatly benefit the receiving streams and associated parkland.

Utilities

- Future water transmission system improvements are anticipated between Gallows Road and Bailey's Crossroads to compensate for increases in consumption along this corridor, such as is proposed by this nomination. Redevelopment and increased density would

require improvements in public infrastructure to fully support the proposal. Water system improvements will be necessary to continue providing quality service, consistent with customer expectations.

Transportation

The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit Comprehensive Plan amendments that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT). The threshold is any amendment that would generate 5,000 additional vehicle trips per day, assuming the highest density permissible, above the Comprehensive Plan. As shown in the trip generation estimate table below, this nomination requires a VDOT review. *As such, a traffic impact study is required to be prepared and submitted for review by the nominator.*

**Trip Generation Estimates for APR 09-I-1L**

**Mason District**

<b>Current Comprehensive Plan</b>		<b>AM Peak Hour</b>			<b>PM Peak Hour</b>			<b>Average</b>
<b>(0.50 FAR)</b>	<b>Square Feet</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>Daily</b>
Retail (810)	515,314	324	207	531	928	1,005	1,932	22,117

<b>Proposed Amendment</b>		<b>AM Peak Hour</b>			<b>PM Peak Hour</b>			<b>Average</b>
<b>(1.78 FAR)</b>	<b>Sq. Ft./Units</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>Daily</b>
Office (710)	611,000	833	114	947	155	756	910	6,727
Retail (820)	470,000	295	189	484	846	917	1,763	20,172
Residential MF (220)	715	<u>70</u>	<u>282</u>	<u>352</u>	<u>267</u>	<u>144</u>	<u>411</u>	<u>4,456</u>
<b>Total Trips</b>		<b>1,199</b>	<b>584</b>	<b>1,783</b>	<b>1,268</b>	<b>1,816</b>	<b>3,084</b>	<b>31,356</b>

<b>Net Impact of Proposed Amendment</b>								<b>Trips</b>
<b>above Comp Plan</b>		875	377	1,252	340	811	1,151	9,239

<sup>1)</sup> Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2009

<sup>2)</sup> Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions

Due to the location of the nomination adjacent to the City of Alexandria border and the planning studies currently being conducted by the City, the analysis should also include an assessment of the impacts of the following projects within Alexandria: the BRAC 133 Mark Center project, the Beauregard Corridor Plan, and portions of the Landmark/Van Dorn Corridor Plan.

Additional comments are as follows:

- While trip estimates are on a general-order of magnitude and do not include any reductions for retail pass-by, internal capture, and transit use; they do provide a preliminary assessment of the total trip impacts.
- This proposed Plan Amendment would permit significantly higher traffic generating uses on the subject parcels that would adversely affect the surrounding roadway network.
- The Transportation Plan Map identifies the following road improvements that directly affect the nominated site:
  - A full interchange improvement is shown for the at-grade intersection of Beauregard Street and Little River Turnpike (Route 236).
    - In the Comprehensive Plan under the L1-Pinecrest Community Planning Sector section, bullet point #5 states that there is an approved interchange concept at Route 236/Beauregard Street, which is a flyover. The flyover design would allow vehicles traveling south on Beauregard Street to access I-395 via a ramp that would fly over the Route 236/Beauregard Street intersection. All other movements at the intersection would still be regulated by the signal.
    - The Plan also states under bullet point #5 that development on parcel 72-2 ((1)) 44B should not preclude roadway improvements planned for Beauregard Street and Lincolnia Road. This should also apply to the nominated site. There are no planned improvements for Lincolnia Road identified on the Transportation Plan Map; however, if this nomination is adopted, improvements may be identified, which should not be precluded by future development.
    - While there is an adopted interchange improvement concept others have been assessed and may need to be reevaluated as a result of this nomination and/or adopted plans by the City of Alexandria. Additionally, there is currently no funding identified for the interchange improvement that has been adopted.
  - Little River Turnpike is shown to be improved to six lanes from the City of Alexandria/Fairfax County border to the west, pass the nominated area, to the City of Fairfax. The road is currently three lanes in the westbound direction from the 395/Route 236 interchange to Beauregard Street. It is two lanes in the eastbound direction from Annandale to the 395 interchange.
- The Countywide Trails Plan shows an on-road bike lane and a major paved trail on Little River Turnpike and Beauregard Street. The on-road bike lane on Beauregard extends from Little River Turnpike north to the City of Alexandria border.
- Any traffic analysis conducted should be done with and without the approved Route 236/Beauregard Street interchange improvement as adopted by the Fairfax County Board of Supervisors.

- The Comprehensive Plan also states, “As redevelopment occurs, provide pedestrian access to and from the residential neighborhoods.”
- Continued and enhanced connectivity between the nominated area (in Fairfax County) and the adjacent studies in the City of Alexandria is needed to ensure that all identified modes of transportation can be utilized.
- The transportation issues associated with any development of the nominated parcels, particularly those associated with access and connectivity, will need to be adequately addressed during the course of the normal review process. The development plan should address overall circulation patterns, turning movements, parcel consolidation, pedestrian circulation, safety issues, and signalization issues. The Comprehensive Plan currently calls for pedestrian access to and from the residential neighborhoods; therefore, safety and access to and through the site should be of primary concern.
- The City of Alexandria currently has three adopted transit corridors in the City and two of them could affect Fairfax County. One runs east-west along Route 236 from the King Street Metro station past the 236/I-395 interchange to Fairfax County. The other runs down Beauregard Street. It starts at Walter Reed Drive in Arlington County and extends south on Beauregard crossing over Sanger Street before continuing south on South Van Dorn Street to the Van Dorn Metro station eventually into Fairfax County. Continued collaboration and coordination are needed between Fairfax County and the City of Alexandria staff to define the type of service envisioned for the transit corridors as well as their specific locations.
- Depending on the outcome of discussions and adopted plans between Fairfax County and the City of Alexandria, a TDM program that includes a transit component may be applicable. However, no such transit corridor or enhanced public transportation corridor (EPTC) exists in Fairfax County today, and reductions for transit usage (currently defined as bus or shuttle service) would be limited.