

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

SUPERVISOR DISTRICT: LEE

APR ITEM: 09-IV-1RH

NOMINATOR(S): David R. Gill

ACREAGE: 10.58

TAX MAP I.D. NUMBERS: 82-1 ((1)) 2A

GENERAL LOCATION: Generally located at the east end of Oakwood Road, south of Interstates 95/495.

PLANNING AREA: IV
District: Rose Hill
Sector: Bush Hill (RH2)
Special Areas: Van Dorn Transit Station Area (Land Unit E)

ADOPTED PLAN MAP: Office

ADOPTED PLAN TEXT: Office at an intensity up to .30 FAR, with an option for office up to an intensity of .50 FAR with consolidation or transfer of development rights from Land Unit D.

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

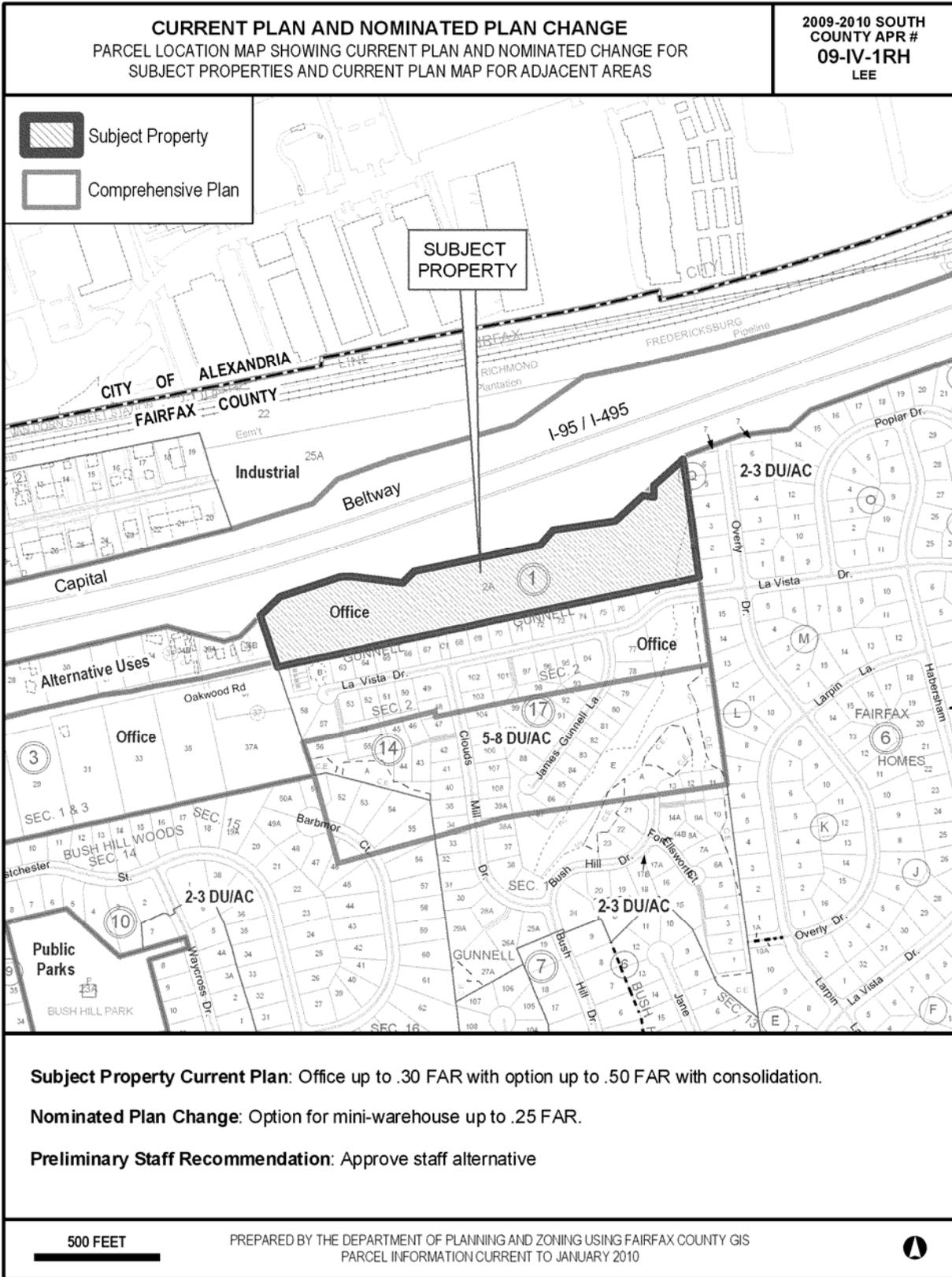
PROPOSED PLAN AMENDMENT:

Add an option for mini warehouse use up to .25 FAR with accessory outdoor storage for boat and RV parking.

SUMMARY OF STAFF RECOMMENDATION:

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

Due to the by-right development of single-family residential use to the immediate south of the subject property, significant constraints exist that have made the existing Plan recommendation inappropriate for this property. The proposed nomination would reduce average daily trips by nearly 90 percent over the current Plan recommendation. Additionally, the need to ensure compatibility and appropriate transitions to the neighboring residential use makes the existing density planned for this portion of Land Unit E difficult to implement. Staff recommends approval of a staff alternative that would replan the subject property for office use up to .15 FAR, which would reflect an existing



approval, and would allow an option for mini-warehouse use up to .15 FAR with conditions related to screening, architecture, accessory storage, and truck rental (Attachment I).

CRITICAL ISSUES

Land Use

- The subject property was included in a special study of the Van Dorn Transit Station Area, which was approved by the Board of Supervisors as Out-of-Turn Plan Amendment S99-IV-RH1 in October 2000. This Plan Amendment looked at developing land use and intensity recommendations that would encourage transit use, provide an appropriate transition to existing neighborhoods, and address environmental concerns. As a result of this plan amendment, an option for office up to .50 FAR with conditions was added to the base plan for the nominated area. Subsequently, variances were approved for the subject property in 2001 and 2005, allowing for the construction of two office buildings totaling 70,000 square feet, or approximately .15 FAR.
- The 10.58-acre subject property is located at the eastern terminus of Oakwood Road, south of Interstate 95/495. The subject property is in the northern portion of the Van Dorn Transit Station Area Land Unit E and is planned for low to medium intensity office use up to .30 FAR. Intensity up to .50 FAR may be considered only if land is consolidated or enabling legislation allowing a transfer of development rights from Land Unit D to be shifted to the northern portion of Land Unit E. The subject property is currently vacant.
- Surrounding areas are planned for residential, industrial, and office uses. Single family detached homes and townhouses immediately to the south of the subject property in the Gunnell Estates subdivision are planned for the same use and intensity as the subject property, but were developed by-right under R-3 zoning. To the east are single family detached homes in the Winslow subdivision, planned at 2-3 du/ac. Low intensity industrial uses to the west are in Land Unit D of the Van Dorn Transit Station area, and are planned for infill development of low intensity industrial or office uses up to .25 FAR on the north side of Oakwood Road, and office use up to .50 FAR on the south side. With conditions, a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR are planned for Land Unit D.
- The nomination proposes to add an option for a mini-warehouse storage facility up to 115,000 square feet in size on the subject property. The facility would be located on the central portion of the site, between the existing stormwater management detention ponds. Additionally, the nomination proposes accessory outdoor parking for boat and RV storage. The proposed option would result in an overall density of .25 FAR.
- At the time when the northern two-thirds of Land Unit E was planned for office use at .30 FAR, the entire area was undeveloped. Subsequently, much of Land Unit E has developed by-right with single-family residential use under R-3 zoning. This has left the subject property as the last undeveloped part of Land Unit E, retaining a recommendation for office use at .30 FAR
- Objective 14 of the Land Use section of the Policy Plan states that negative impacts of incompatible development should be minimized. Compatible transitions between adjoining land uses should be achieved using buffering, screening, control of building heights, and control of vehicular access. The provision of adequate buffering and

screening may limit of developable area on the subject property, thereby limiting the intensity of development that is achievable.

- There are two stormwater detention ponds located on the subject property that serve the Gunnell Estates subdivision to the south. The presence of these ponds limits the developable area of the site to the central portion of the parcel. Any modifications made to the detention ponds would need to accommodate the same water quality and quantity as the existing ponds, taking into account additional capacity needed to support additional development on the subject property. Elevation changes associated with the pond on the west end of the property may force the access road to the mini-warehouse to run along the southern property line, adjacent to residential properties. As a result, it may be difficult to provide adequate screening between the access road and the existing single-family homes.

Transportation

- The Fairfax County Transportation Plan identifies several transportation improvements located on or adjacent to the site of the proposed development. Adequate right-of-way must be reserved and the site must be designed to accommodate these improvements. These include an extension and widening to four lanes of Oakwood Road, the construction of a bridge connecting the extension of Oakwood Road and Vine Road across I-95/495, and improvement of the I-95/495 interchange with South Van Dorn Street.
- The proposed amendment is estimated to generate over 2,000 less daily trips and somewhat less AM and PM peak hour traffic than the current Plan. This represents a drop in average daily trips of nearly 90 percent over the current Plan.
- The transportation issues associated with any development of the subject parcels, particularly those associated with access will need to be adequately addressed during the course of the normal rezoning review process. The development plan should address overall circulation patterns, turning movements, signalization issues, parcel consolidation, pedestrian circulation, safety issues, and transit amenities. Internal circulation and access issues as well as safety issues (particularly pedestrian related), are of primary concern. Dedication of right-of-way for trail, sidewalk, and roadway improvements/widenings and associated easements may be required.
- 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”. Upon review of the highest density currently allowed under the Comprehensive Plan, 0.30 FAR, and the proposed amendment, the proposed development will create less daily traffic on the roadway system than what is currently allowed under the existing Comprehensive Plan. Therefore, this nomination does not require a VDOT Chapter 527 review.

Cultural Resources

- Undeveloped portions of this site may contain remnants of several Civil War encampments known to have been in this area. Any relatively undeveloped areas should be subjected to Phase I archaeological surveys and, if warranted, identified resources should be avoided or subjected to Phase II significance assessments and Phase III data recoveries, as needed. All archaeological work should be in accordance with guidelines provided by the County's archaeology program.

Environment

- *Resource Protection Area* – A small area of Resource Protection Area (RPA) extends onto the southeast corner of the subject property. This area should be protected and restored as needed. Additionally, the Environmental Quality Corridor (EQC) appears to be generally consistent with the extent of the RPA on the subject property.
- *Marine Clay Soils* – Problem soils are noted for portions of this property. A geotechnical study will likely be required in order to develop this property in a manner which will not adversely impact surrounding properties.

Water

- Water service in the subject area is served by Fairfax Water, which is a non-profit Water Utility that serves Northern Virginia. Providing service to the site would likely require a looped water main configuration to address fire flow requirements and water quality concerns. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

ATTACHMENT I

PRELIMINARY STAFF RECOMMENDATION

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Rose Hill Planning District, Van Dorn Transit Station Area, as amended through 1-26-2009, page 22:

“Land Unit E

The portions of Land Unit E which are on similar elevations (usually above approximately 225-230 feet) as the existing neighborhoods along Westchester Street and Barbmor Court are planned for, and developed with single-family houses at 2-3 dwelling units per acre, which is compatible with existing residential areas to the south, southeast, and west.

The remaining approximately 50-acre undeveloped tract is traversed by three stream tributaries near and along the eastern boundary of the land unit adjacent to existing residential development and has considerable terrain variation. Elevations range from 150-200 feet along the Beltway rising to elevations of 200-240 feet adjacent to Land Unit D and on the southern portions of the land unit adjacent to residential development to the south. Streams and terrain constrain the eastern area to passive open space. Remaining developable land is planned for office in the northern portion with possible residential development adjacent to and compatible to residential development to the south and east. Preservation of natural features, such as streams, terrain, and vegetation should be used in determining the amount, location, and character of the residential and office components as well as in buffering residential from office development. Therefore, some boundary shifts between the two uses as shown on the Comprehensive Plan Map may be required.

Except for Tax Map Parcel 82-1 ((1)) 2A, low to medium intensity office use up to .30 FAR is planned for the approximately northern two-thirds of this area. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be provided. A higher intensity, up to .50 FAR, may only be considered only if land is consolidated or enabling legislation to allow use of transfer development rights be enacted to allow development from Land Unit D to be shifted to the northern portion of this land unit, and all other Plan policies and requirements are met. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. Residential development at 2-3 dwelling units per acre is planned for the area south of the planned low-rise office use. Access to this portion of the land unit is to be via a public vehicular connection to Bush Hill Drive and possibly Overly Drive or La Vista Drive with access to the northern portion of the land unit restricted to residents and emergency vehicles. Adequate buffering to provide a transition should be provided between the residences and office uses.

Tax Map Parcel 82-1 ((1)) 2A is planned for low intensity office use up to .15 FAR. Building heights should not exceed 40 feet, and effective screening and buffering as well as design measures to protect existing and proposed residential areas should be

provided. The internal circulation system should connect to Oakwood Road with no public vehicular access to the southern portion of the land unit. As an option, this parcel may be appropriate for mini-warehouse use up to .15 FAR. For any development, effective screening and buffering should be provided and maintained to the adjacent residential neighborhoods. Buildings closest to the southern boundary should not exceed one story in height, and access to these buildings should be provided on the north façade. Any additional buildings to the north should utilize the existing topography to reduce building height as viewed from the adjacent residential neighborhood to the south. Sufficient architectural treatment, such as pitched roofs and masonry construction, should be provided to create an unobtrusive facility that blends in with the adjacent neighborhood. Finally, there should be no outdoor accessory storage or truck rental permitted as a component of the mini-warehouse.

The design of new development for the entire land unit should be sensitive to environmental constraints and opportunities. Special attention, including possible remediation, should be given to extensive erosion of stream beds, erosion of slopes due to logging, and the possibility of flooding due to the blockage of stormwater management pipes from adjacent developments. Buffering between higher intensity uses and existing single family communities through clustering of development, preservation of existing vegetation, and retention of natural topography where possible, are necessary. In order to reduce noise from the Beltway and other sources, attenuation and/or other measures such as sound walls, tree save, and tree replacement should be provided in areas where removal has been excessive.

Pedestrian and bicycle trails with connections to adjacent residential areas (to the south and east) should be provided. A trail extension of Bush Hill Drive and along the water main easement on Tax Map 81-2((10))18 to Oakwood Road and hence to the Metro station should be integrated into the development scheme to provide for safe movement of bicycle and pedestrian traffic.”