

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

**SUPERVISOR DISTRICT:** LEE

**APR ITEM:** 09-IV-2RH

**NOMINATOR(S):** Martin D. Walsh, on behalf of OVD Associates LLC

**ACREAGE:** 12.05

**TAX MAP I.D. NUMBERS:** 81-2 ((3)) 12A

**GENERAL LOCATION:** South side of Oakwood Road, east of South Van Dorn Street.

**PLANNING AREA:** IV

**District:** Rose Hill

**Sector:** Bush Hill (RH2)

**Special Areas:** Van Dorn Transit Station Area (Land Unit D)

**ADOPTED PLAN MAP:** Office

**ADOPTED PLAN TEXT:** Office at an intensity up to .50 FAR, with an option for office/hotel/retail mixed-use up to an intensity of 1.0 FAR with conditions. Residential use may be considered as a component of mixed-use development, subject to adequate noise mitigation.

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

**PROPOSED PLAN AMENDMENT:**

Add an option for office and residential use up to 1.62 FAR on the subject property; remove phasing conditions.

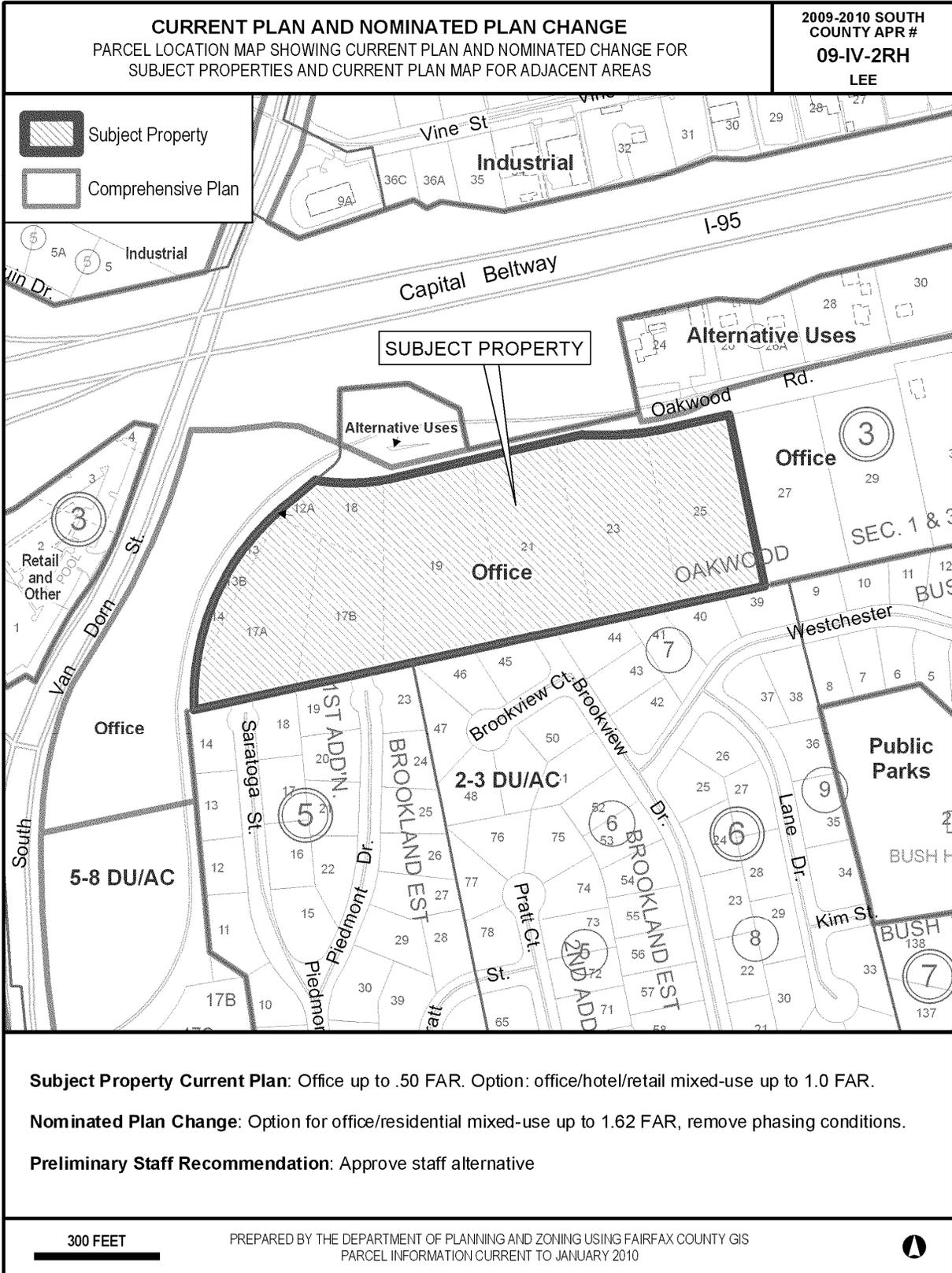
**SUMMARY OF STAFF RECOMMENDATION:**

Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

The proposed nomination would provide greater flexibility to the subject property by removing a condition requiring simultaneous development of residential and non-residential components. While this phasing condition was initially put in place to ensure office use was built within Land Unit D, it has hindered the development of residential use. It should be noted that residential development may be constrained by noise from Interstate 95/495, and adequate mitigation will be needed in order to accommodate residential development. As an alternative to the submitted nomination, staff recommends Plan text as noted in Attachment I. This alternative measures intensity in square footage instead of floor area ratio (FAR) to more accurately reflect what has been approved in a



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previous rezoning. Additionally, it removes the consolidation condition for this option, reflecting the consolidation of the subject property prior to its rezoning.

## 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. Prior to this, the subject property was rezoned to a PDC classification under application RZ 94-L-035. This rezoning approved the construction of 850,000 square feet of office use on 17.66 acres. The approved intensity was 1.10 FAR, however, subsequent dedications of right-of-way for improvements to Oakwood result in an intensity of 1.62 on the remaining 12.05 acres.
- The 12.05-acre subject property is located on the south side of Oakwood Road, west of South Van Dorn Street. The subject property is in the western portion of the Van Dorn Transit Station Area Land Unit D and is planned for office use up to .50. With conditions, a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR are planned for Land Unit D. The subject property is currently undeveloped, with vacant residential structures located on the east and west ends of the subject property.
- Surrounding areas are planned for residential, industrial, and office uses. Low intensity industrial uses to the north across Oakwood Road are planned for infill office and industrial use up to .25 FAR, with the same option for mixed use up to 1.0 FAR as the subject property. Low intensity industrial uses to the east are planned for the same use and intensity as the subject property. To the south are single family detached homes in the Brookland Estates subdivision, planned at 2-3 du/ac. To the west across South Van Dorn Street is Land Unit C of the Van Dorn Transit Station Area, planned for hotel use and developed as a Comfort Inn.
- The nomination proposes to add an option for office and residential mixed-use up to 1.62 FAR on the subject property. This results in 850,000 square feet of development, composed of half office use and half high-rise multifamily residential. The resulting 472 residential units and office would be constructed in mixed-use buildings up to 150 feet in height served by structured and surface parking. Additionally, a phasing condition that requires non-residential development to be concurrently developed with residential development would be removed in this option.
- At the time of rezoning in 1994, the subject property was consolidated from 16 smaller parcels into one parcel. This is a logical consolidation that represents an area that is approximately forty percent of Land Unit D. As a result, language requiring additional consolidation for the subject property is not necessary for the proposed Plan option.

### Transportation

- The proposed amendment is estimated to generate approximately 2,000 more daily trips and slightly more AM and PM peak hour traffic than the current Comprehensive Plan. However, when compared to the amount of trips generated by 850,000 square feet of

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office per the current approved zoning, the proposed Plan amendment would result in a reduction of approximately 1,500 daily trips.

- 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/I-495, and improvement of I-95/I-495 interchange with South Van Dorn Street.
- In order to improve connectivity to the Van Dorn Metro Station and relieve traffic congestion on South Van Dorn Street, an improved pedestrian connection between Oakwood Drive and the Metro station is encouraged.
- 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, 1.0 FAR, and the proposed amendment, the proposed development does not require a VDOT Chapter 527 review.

#### Parks and Recreation

- Existing nearby parks (Bush Hill, Mark Twain, Bren Marr, Indian Run Stream Valley, and Backlick Stream Valley) meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. In addition to parkland, the recreational facilities in greatest need in the Rose Hill Planning District include basketball courts, playgrounds, rectangle fields, diamond fields, dog parks, skate parks, and trails.
- This proposal would allow for a potential increase in residents within the Rose Hill Planning District by about 812 individuals. Residents will need access to park and recreation facilities on site or nearby.
- New plan text should be incorporated that encourages development to contribute to constructing new park facilities and/or replacing aging park facilities at nearby parks within the district. In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or

after work. Retail customers benefit from combining shopping trips with recreational activities.

- Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged. Integration of publicly accessible urban parks in the overall development design is critical to providing on-site recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place.

#### Cultural Resources

- Undeveloped portions of this site may contain remnants of several Civil War encampments known to have been in this area. In addition, the area has high potential for Native American sites. 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.

#### Schools

- The subject property is served by Bush Hill Elementary School, Twain Middle School, and Edison High School. The addition of 472 high-rise multifamily units would result in approximately 41 students: 22 elementary, 6 middle school, and 13 high school students.
- In school year 2010-2011, none of the schools affected by the nomination will be experiencing a deficiency in capacity. It is noted that renovation funding was approved in the 2005 Bond Referendum for Edison High School. The renovation is expected to increase capacity from 1800 to 2000 for the 2012-13 school year. No capacity deficits are expected at the schools in the 2014-2015 school year.

#### Environment

- *Resource Protection Area* – A sizable Resource Protection Area (RPA) bisects the site. This area should be protected and restored as needed. The Environmental Quality Corridors (EQC) appears to be generally consistent with the extent of the RPA on the subject property. However, there is also a small tributary extending to the south/southwest with adjacent steep slopes which would also be classified as an EQC.
- *Transportation Generated Noise* – The subject area of the nominations is located south of Interstate 95, which may create potentially significant transportation-generated noise. Residential use and other sensitive uses, such as outdoor recreation spaces, backyards, etc., are not permitted in areas affected by noise exceeding 75 decibel Day-Night Loudness (dBA DNL), and the noise must be mitigated in areas experiencing noise between 65 and 75 dBA DNL. Transportation generated noise exceeding 75 dBA DNL is likely to impact this site from Interstate 95. It is not clear that the noise issue could be resolved in a manner consistent with Policy Plan guidance and it may preclude the potential for multi-family residential at this location. Under ideal conditions it may be possible to design a mixed use development which could rely upon the office development to act as a noise barrier to any proposed residential development at this location. However, those conditions may not exist at this location and the development of multi-family residential may not be possible given the anticipated noise impacts and the location and extent of EQC and RPA on the subject property.

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 a more intense, mixed-use development would likely require a looped water main configuration to accommodate reliability, water quality, and fire protection needs. Additionally, a 30-inch diameter water transmission main is located in Oakwood Road, adjacent to the subject property. Any encroachments into the existing easement will not be allowed without obtaining prior approval from Fairfax Water. Individual developers would be responsible for extending or relocating 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 21:

**“Land Unit D**

Traffic capacity in Land Unit D is limited, thus constraining the extent and character of development until suitable road improvements are made. Until this limitation is resolved, parcels in this land unit should continue in their current uses. 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 is planned.

Contingent upon provision of adequate roadway and transit access and (dependent primarily on non-automobile forms of transportation), a mix of office/hotel/retail uses at overall intensities up to 1.0 FAR, consistent with the guidelines for Transit Station Areas in the Concept for Future Development, may be considered for this land unit. Residential development may be considered as a component of mixed-use development, subject to adequate noise mitigation. The design concepts outlined above should be incorporated into development of the land unit, and the following conditions are met:

- It is important that mixed-use projects that include residential use be phased to ensure development of both the residential and non-residential components occurs. This phasing requires that the residential and non-residential components be developed at the same time or that a substantial portion of the non-residential development be in place prior to residential development.
- Development promotes transit utilization in the land unit through design and Transportation Demand Management (TDM) techniques. A transportation study demonstrating that access and road capacity are adequate to support office or mixed-use development at an acceptable level of service must be provided in conjunction with implementation of enforceable TDM measures based on demonstrated success in other areas should be encouraged;
- Substantial parcel consolidation of the land unit is achieved, especially of the small parcels with terrain variations in the eastern portion of the land unit;
- Development provides high quality site and architectural design, landscaping, and development amenities with a strong pedestrian focus. Amenities including usable open space in the form of urban plazas with benches and other outdoor furniture are encouraged;
- Screening and buffering to protect nearby residential areas to the south is provided;

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- Building heights taper down toward adjacent lower density residential areas and form a compatible transition; and
  - Attenuation measures to reduce noise impacts from I-95/495 traffic and other sources are provided.

Tax Map Parcel 81-2-((3))-12A may be developed with up to 850,000 square feet of office or office/residential mixed-use. Residential development may be considered as a component of mixed-use development, subject to adequate noise mitigation. The design concepts outlined in the Van Dorn Transit Station Area overview should be incorporated into development of the land unit, and the following conditions are met:

- Development promotes transit utilization in the land unit through design and Transportation Demand Management (TDM) techniques. A transportation study demonstrating that access and road capacity are adequate to support office or mixed-use development at an acceptable level of service must be provided in conjunction with implementation of enforceable TDM measures based on demonstrated success in other areas should be encouraged;
- Development provides high quality site and architectural design, landscaping, and development amenities with a strong pedestrian focus. Amenities including usable open space in the form of urban plazas with benches and other outdoor furniture are encouraged;
- Screening and buffering to protect nearby residential areas to the south is provided;
- Building heights taper down toward adjacent lower density residential areas and form a compatible transition; and
- Attenuation measures to reduce noise impacts from I-95/495 traffic and other sources are provided.”