

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

SUPERVISOR DISTRICT: MOUNT VERNON

APR ITEM(S): 09-IV-9LP

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

ACREAGE: 1.47 acres

TAX MAP I.D.: 107-4 ((23)) B

GENERAL LOCATION: East of the CSX railroad tracks, southeast corner of the intersection at Lorton Road and Lorton Market Street

PLANNING AREA: IV

District: Lower Potomac

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

Special Areas: Sub-unit E8

ADOPTED PLAN MAP: Mixed Use

AREA PLAN TEXT:

Fairfax County Comprehensive Plan, 2007 Edition, Area IV, Lower Potomac Planning District, Amended through 5-4-2009, LP2 – Lorton-South Route 1 Community Planning Sector, Page 89:

“Sub-unit E8

Sub-unit E8 is located east of the CSX Railroad tracks, south of Lorton Road, as shown on Figure 33. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses;
- A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- The overall floor area ratio is appropriate up to .25 FAR;
- Substantial contribution towards transportation improvements should be provided;
- Uses and intensities should generally be arranged so that new uses situated next to existing residential uses are compatible in height, scale and intensity. Generous buffering and screening should be employed between non-residential and residential land uses;
- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to the sub-unit with special attention given to the linkages to the commuter rail station;

- Landscaping and trees should be used in parking lots, plazas, and streetside areas and medians along major roads to create boulevard-like effects;
- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged; and
- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the CSX Railroad should be provided.

PROPOSED PLAN AMENDMENT:

Add language stating auto-oriented uses and uses that generate significant vehicular traffic should be discouraged.

SUMMARY OF STAFF RECOMMENDATION

Approve Nomination as submitted

Approve Staff Alternative

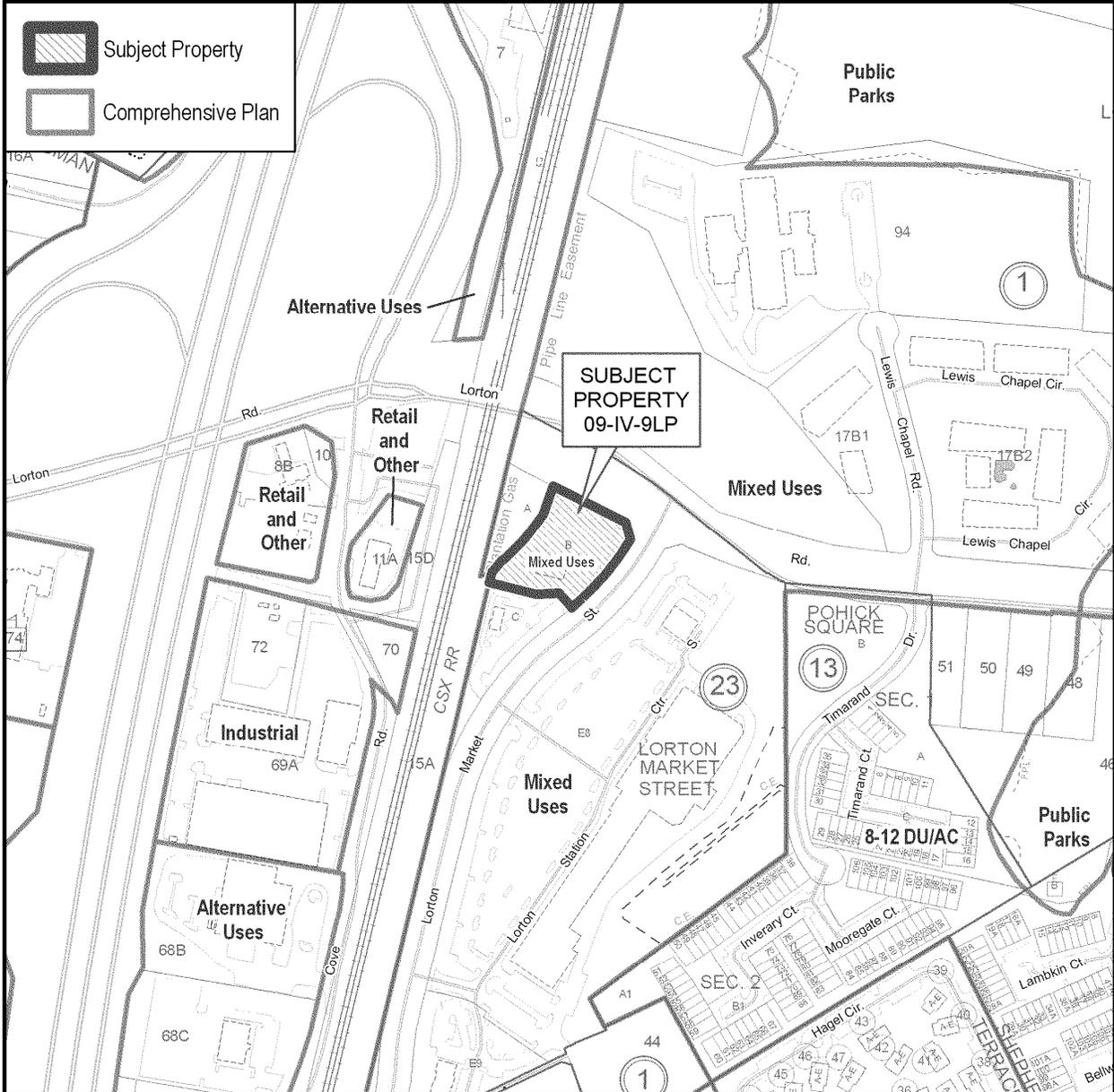
Retain Adopted Plan

In 2006, a special exception application (SE 2006-MV-033) was submitted to seek approval of a service station, quick service food store, and car wash on the subject property. On January 23, 2008, the Planning Commission recommended denial of the application, noting auto-oriented uses are not suitable at this location. The Board of Supervisors concurred with the Planning Commission recommendation and denied this application on March 10, 2008.

Based on the preceding action taken on the nominated parcel, staff supports adding language that states auto-oriented uses should be discouraged. Staff does not support including text that discourages uses that generate significant vehicular traffic. As an example, retail use such as a restaurant may be desirable for the site. While the traffic generated by a restaurant is dissimilar to traffic generated by a service station or car wash, a restaurant could be characterized as a use that generates significant vehicular traffic based upon Institute of Traffic Engineer (ITE) trip generation rates, the standard used in transportation analysis.

Staff recommends adding language to the Comprehensive Plan that prohibits direct vehicular access to the site from Lorton Road. Direct access should be prohibited due to proximity to the CSX railroad crossing and the Lorton Market Street crossing.

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-9LP MT VERNON
--	--



Subject Property Current Plan: Mixed use up to .25 FAR with conditions.

Nominated Plan Change: Discourage auto-oriented uses on parcel 107-4 ((23)) B.

Staff Recommendation: To be determined.



HISTORY:

On November 23, 1998, the Board of Supervisors adopted Plan Amendment 97-IV-5LP, reflecting the current Comprehensive Plan recommendation for a mix of uses at an overall intensity up to .25 FAR with conditions. On April 24, 2000, the Board of Supervisors approved RZ-1999-MV-025 to rezone a majority of sub-unit E8 from the I-3, I-6, and PDH-5 Districts to the C-6 District to permit the development of a commercial project. A special exception application SE 99-V-020 and proffered condition amendment PCA 1996-MV-037-2 were filed concurrently and approved by the Board of Supervisors on April 24, 2000. Under SE-99-V-20, the parcel subject to this APR nomination was approved for a combined service station/mini-mart with a fast food restaurant that includes drive-in facilities, referred to as Pad Site A in the application. An SE for a 2,500 fast food restaurant with drive-in facilities was proposed for the parcel adjoining the subject property to the south, parcel 107-4 ((23)) C, referred to as Pad Site B.

On November 18, 2002, the Board of Supervisors approved an additional 30 months to commence construction for the uses approved under SE 99-MV-020. This additional time expired on April 24, 2005 and no additional time was sought. As a result, the special exception approval for the nominated area/Pad Site A expired. In 2006, PCA 1999-MV-025 and SE 2006-MV-033 were submitted to amend the proffers for RZ-1999-MV-025 for the subject area as well as seek approval for a service station, quick service food store, and car wash on the subject parcel. SE 2006-MV-033 was denied by the Board of Supervisors on March 10, 2008.

While the approved GDP for Pad Site B depicts a fast food restaurant, an application for this site was filed in 2007 to develop a 6,000 SF full-service car wash (PCA 1999-MV-025-4 and SE 2007-MV-005). This application was approved by the Board of Supervisors on September 10, 2007 and the site is currently developed with a car wash.

CRITICAL ISSUES:**Land Use**

The subject parcel is cleared and graded but vacant. The parcel is situated next to a clock tower that serves as a placemaking element for the Lorton Station Shopping Center. The nominated parcel is an appropriate location for retail use that could take advantage of its high visibility along Lorton Road.

Transportation

Site access should limit driveways, curb cuts and median breaks to minimize conflicts with traffic. Direct access onto Lorton Road should be prohibited due to proximity to the railroad crossing and the Lorton Market Street crossing. Further review and analysis is required to determine the most appropriate access points along Lorton Market Street. Efficient internal circulation with adequate connections to and from external streets and neighborhoods is recommended. Inter-parcel connectivity should be considered with the parcel to the immediate south (Pad Site B).

General shopping center trip generation data was applied for the site. However, should the nomination be approved and auto-oriented uses are prohibited, (i.e., fast food, gas stations, convenience stores, banks, pharmacies, etc.) there would likely be a reduction in trip generation numbers.

Figure 1: Trip Generation Estimates

Scenario	Daily	AM Peak Hour		PM Peak Hour	
		In	Out	In	Out
<u>Current Comprehensive Plan</u>					
Retail; 16,008 SF	2,064	10	6	91	95
Total	2,064	10	6	91	95
<u>Proposed Amendment</u>					
Retail; 16,008 SF	2,064	10	6	91	95
Total	2,064	10	6	91	95
Net Impact of Proposed Amendment Above Comp Plan	0	0	0	0	0

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.

The Fairfax County Transportation Plan Map indicates Lorton Road being improved to six lanes between Furnace Road and Richmond Highway. There are also interchange improvements planned at I-95 and Lorton Road. Any development of this site should accommodate these improvements.

Currently, this area is served only by Fairfax Connector Routes 171 (to/from Richmond Highway Corridor and Franconia-Springfield Metrorail Station) and 307. Development of this site should accommodate efficient transit operations within the vicinity.

The Fairfax County Countywide Trails Plan shows a major regional trail and major and minor paved trails along Lorton Road and a major regional trail and major paved trail along Gunston Cove Road. Development of this site should accommodate these planned trail improvements. Efforts should be made to connect internal bicycle/pedestrian facilities with existing and planned County facilities. Further review is required to determine if such a connection can be made across CSX Railroad line to Gunston Cove Road.

ATTACHMENT I

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 5-4-2009, LP2 – Lorton-South Route 1 Community Planning Sector, Page 89:

“Sub-unit E8 is located east of the CSX Railroad tracks, south of Lorton Road, as shown on Figure 33. Sub-unit E8 is planned for a mix of uses such as office, open space, retail, cultural center, hotel/motel and recreational uses. Auto-oriented uses should be discouraged on parcel 107-4 ((23)) B. Direct vehicular access to parcel 107-4 ((23)) B from Lorton Road is prohibited. Development of a mixed-use project should be contingent upon satisfactory achievement of the following conditions:

- Substantial and logical parcel consolidation should be provided so that the area is developed as one unified project to provide for high quality design and an integration of uses;
- A thorough heritage resources survey should precede development and the recovery of significant heritage resources should be undertaken in conjunction with development;
- The overall floor area ratio is appropriate up to .25 FAR;
- Substantial contribution towards transportation improvements should be provided;
- Uses and intensities should generally be arranged so that new uses situated next to existing residential uses are compatible in height, scale and intensity. Generous buffering and screening should be employed between non-residential and residential land uses;
- Good design principles should be employed including the provision of pedestrian and vehicular circulation systems within and to the sub-unit with special attention given to the linkages to the commuter rail station;
- Landscaping and trees should be used in parking lots, plazas, and streetside areas and medians along major roads to create boulevard-like effects;
- Architectural design features such as variations of window materials, as well as public space furniture or entry accents are encouraged. When appropriate, arcades, awnings or other building features to distinguish ground floor retail are desirable;
- Comprehensive sign systems that establish a distinctive theme and identity and eliminate visual clutter are desirable. Building mounted and ground mounted shopping center signs incorporated within a planting strip are encouraged. Pole mounted signs are discouraged; and
- Safe pedestrian access to the commuter rail station from adjacent recreational areas and from across Lorton Road, Pohick Road and the CSX Railroad should be provided.

ATTACHMENT II

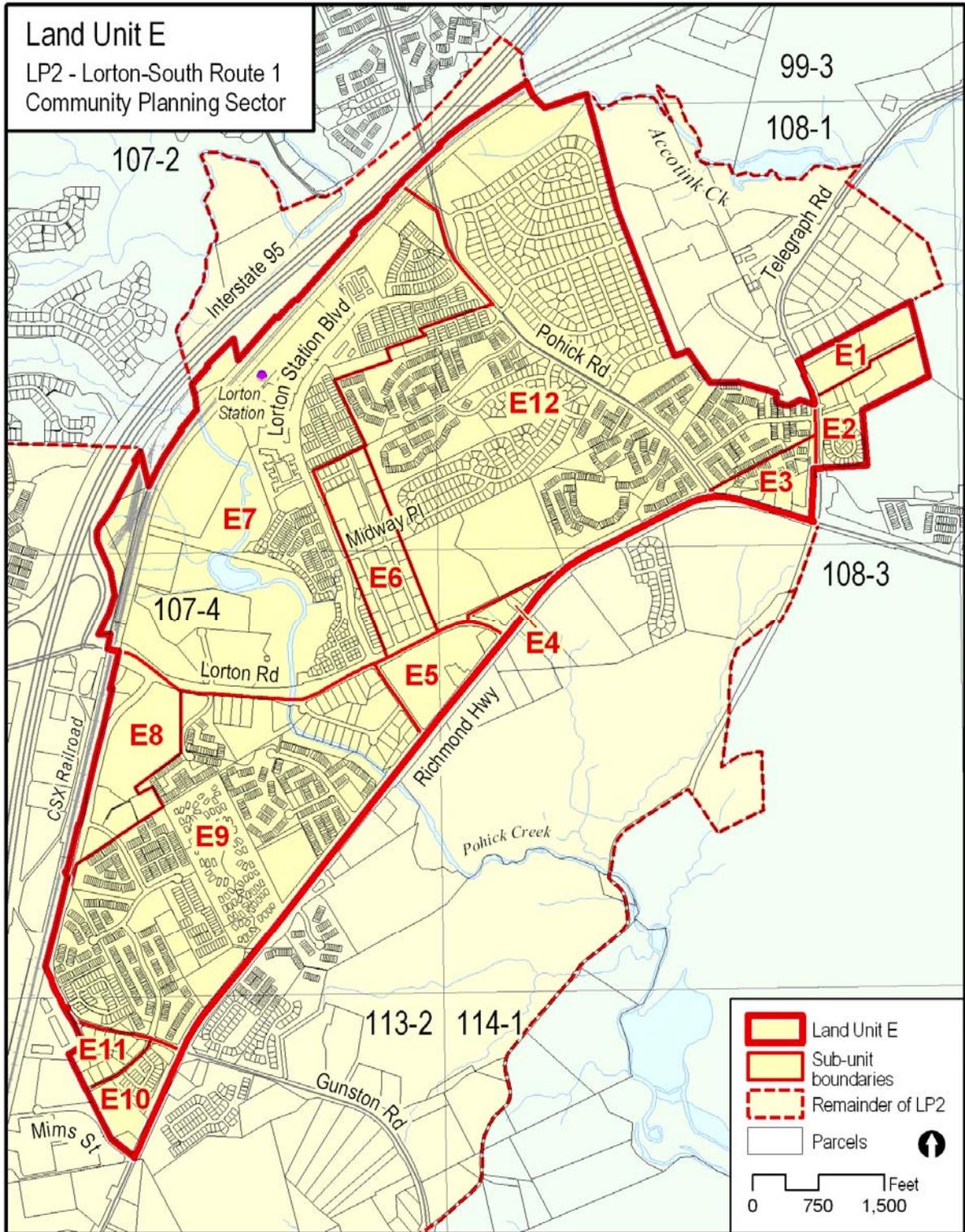


FIGURE 33