

**PRELIMINARY
STAFF REPORT
2008 BRAC AREA PLANS REVIEW**

SUPERVISOR DISTRICT: LEE

BRAC APR ITEM(S): 08-IV-1S

NOMINATOR(S): Lynne J. Strobel on behalf of Schaeffer Industrial, LLC

ACREAGE: 11.3

TAX MAP I.D. NUMBERS: 99-2((1))7

GENERAL LOCATION: East of Loisdale Road, west of the CSX railroad tracks, approximately one quarter mile north on Newington Road

PLANNING AREA: IV

District: Springfield

Sector: NA

Special Areas: I-95 Corridor Industrial Area, Land Unit K

ADOPTED PLAN MAP: Industrial

ADOPTED PLAN TEXT: The majority of this land unit, located west of the CSX Railroad tracks, east of Loisdale Road, north and east of Backlick Road, and south of Loisdale Park, is planned for industrial uses up to 0.35 FAR.

For complete Plan text see Attachment I.

POLICY PLAN TEXT: The Policy Plan of the Fairfax County Comprehensive Plan recommends the following:

Countywide Objectives and Policies, Redevelopment, Objective 9:

Non-residential redevelopment should be in accord with the recommendations of the Comprehensive Plan.

Policy c. Ensure that the redevelopment of existing uses is consistent with the provision of adequate transportation and public facilities.

Policy e. Ensure that previously contaminated redevelopment sites are remediated to the extent that they will not present unacceptable health or environmental risks for the specific uses for these sites.

PROPOSED PLAN AMENDMENT: Add option for mixed-use consisting of office and retail/support services up to 2.0 FAR. For office buildings, heights may be up to 140 feet.

BACKGROUND: A Comprehensive Plan change was proposed for this parcel in addition to parcels 90-4((1))4, 5, 6A, 6B, 7; 99-2((1))2, 2A, 3, 5, 5A, 7A, 8 during the 2005 South County APR process. The nomination, APR #05-IV-10S, proposed mixed-use office, retail, residential, and open space at 0.75 FAR with an option to increase intensity up to 1.50 FAR if the Comprehensive Plan's public transportation recommendations are implemented. This nomination was deferred by the Planning Commission to be evaluated in the 2008 BRAC APR cycle.

Currently 45,140 square feet of industrial uses exist on the subject property, including vehicle towing, vehicle storage, and impoundment yards. The subject property is located approximately 400 feet from an area noted as Resource Protection Area (RPA).

The current Comprehensive Plan recommends industrial use up to 0.35 FAR. Under this Plan guidance, 172,280 square feet of industrial use could be developed. The subject property is zoned I-6, allowing heavy industrial uses up to 0.50 FAR. The development potential under current zoning is 246,114 square feet of industrial use. The same amount of office use is permitted under the existing I-6 zoning. The nomination proposes a total of 984,456 square feet of office and retail use.

CRITICAL ISSUES

Land Use

- The area is accessed by Loisdale Road, a two-lane undivided roadway, which also serves nearby residential communities. The 12,780 trips generated by the proposal could adversely affect the neighborhood due to the congestion that it would cause. Furthermore, the significant number of trips generated could pose safety concerns.
- Lower density industrial uses function as a more appropriate transition to adjacent parcels 99-2((1)) 7A and 8. These undeveloped parcels contain significant tree cover, and are planned and zoned for low-intensity uses.

Parks

- The Springfield Planning District is currently underserved by park and recreation facilities. The provision of indoor recreation facilities for employees or improvements to existing recreational amenities would be appropriate in order to provide leisure opportunities and to account for the existing and projected deficiency in parks and recreation facilities. This issue is also pertinent to nominations #08-IV-1S, #08-IV-2S, and #08-IV-3S located within the Springfield Planning District.

Hazards

- A number of industrial uses have occupied this site over an extended period of time. An Environmental Site Assessment (ESA) may be warranted to determine the presence and possible extent of any hazardous or toxic substances which may have been deposited on the subject property. If toxic substances are found present on the subject property, the type and intensity of development may be limited.

Transportation

- All traffic generated from the proposed development must be accommodated via Loisdale Road. The Plan does not contain guidance to improve Loisdale Road. Loisdale Road is currently a two lane undivided facility and would have to be expanded to either a four or six-lane divided roadway with turn lanes to accommodate the development that would be permitted under this proposed Comprehensive Plan amendment. This would require significant funding that is currently not available. The extent of this transportation

improvement is likely well beyond that which can be addressed by development of a single site due to cost and the considerable off-site right-of-way that will be needed.

- The proposed development would require expansion at either end of Loisdale Road. To implement this, houses close to the subject property and Loisdale Road would have to be relocated. This would require significant right-of-way dedication from the residential community.
- Should the proposed nomination move forward, a traffic impact analysis should be conducted in conjunction with nearby proposed Plan Amendments prior to Planning Commission review.

Trip Generation

- The proposed nomination could generate approximately 12,780 additional daily vehicular trips. This exceeds the 5,000 or more additional vehicle trips per day over the current Comprehensive Plan designations, and must be submitted to the Virginia Department of Transportation for Traffic Impact Analysis (Chapter 527) review and comment.

SUMMARY OF STAFF RECOMMENDATION:

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

Given the impacts noted above, particularly transportation and access issues, staff does not support this nomination. There are other, more appropriate, locations in the area to encourage the type and intensity of office use proposed by the nomination. The Springfield CBC provides opportunities for high intensity office use as part of mixed-use development at locations that have better transportation capacity and access. Due to the limited road network serving this site and distance from the Franconia-Springfield Transportation Center, any office use on this site should be limited to that which would be permitted under the existing I-6 zoning. This is consistent with Policy Plan guidance of coordinating non-residential redevelopment with the provision of adequate transportation facilities.

The critical issues for this nomination should be considered in conjunction with #08-IV-2S and #08-IV-3S. The cumulative impacts of these three nominations as proposed would result in approximately 7,692,610 square feet of office development. This would translate into roughly 25,600 jobs in an area without supporting transportation infrastructure and ill suited for this level of development.

**ATTACHMENT 1
CURRENT PLAN TEXT**

Fairfax County Comprehensive Plan, 2007 Edition. Springfield Planning District, Amended through 8-6-2007, I-95 Industrial Area.

CONCEPT FOR FUTURE DEVELOPMENT

The I-95 Corridor Industrial Area is recommended in the Concept for Future Development to retain an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially-related uses. Office and other commercial uses should be limited in these areas for the most part.

MAJOR OBJECTIVES

Planning objectives for the I-95 Corridor Industrial Area include:

- Retain suitable locations for industrial uses;
- Redevelop the blighted industrial areas along Cinder Bed Road and the Long Branch of Accotink Creek north of Backlick Road; and
- Protect environmental quality corridors and provide public trail access.

Land Unit K

“The majority of this land unit, located west of the CSX Railroad tracks, east of Loisdale Road, north and east of Backlick Road, and south of Loisdale Park, is planned for industrial uses up to .35 FAR. Parcels located north and south of Newington Road (Tax Map 99-1((1))4, 5C, and 5D) are planned for local-serving retail uses up to .25 FAR (access recommendations are shown on Figure 34 in Sector S6). Parcels 99-1((1))5A, 6 are planned for a hotel use with supporting retail use up to 0.75 FAR provided the following conditions are met:

- The current access south of the Loisdale Road/Fairfax County Parkway is closed and a new four way signalized intersection is provided at the Loisdale Road/Newington Road intersection.
- A second access point south of the northern tip of parcel 99-1((1))6 along Loisdale Road is provided. Turning movement should be restricted to right-in and right-out.

As an option, to complement existing uses in the vicinity and due to a change in access, Tax Map 99-1(1)5C may be appropriate for industrial use up to .35 FAR. To minimize noise and visual impacts, all business activities should be accommodated indoors. Outdoor storage is not appropriate. In addition, development should be compatible with the adjacent buildings to the south in terms of height, building materials and scale to foster high quality and attractive development, particularly facing the Fairfax County Parkway. A vegetated buffer of evergreen trees along the Parkway is desirable.

The presence and limits of a landfill south of Loisdale Park between Loisdale Road and the CSX Railroad tracks should be established and development constraints identified before any development occurs in this area. Development of industrial uses up to .35 FAR may be appropriate after sufficient documentation is provided to verify that the landfill site is suitable and safe for building. If found not to be suitable and safe for building, this site should be planned for private recreation use. The landfill site is identified for possible acquisition for public recreational use as shown on Figure 39 in Sector S7.”





