

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

SUPERVISOR DISTRICT: LEE

BRAC APR ITEM(S): 08-IV-3S

NOMINATOR(S): Bruce R. Smith

ACREAGE: 24.73

TAX MAP I.D. NUMBERS: 99-2((1))7A and 8

GENERAL LOCATION: West of the CSX Railroad tracks, east of Loisdale Road, north of Newington Road, and south of parcel 99-2((1))7.

PLANNING AREA: IV

District: Springfield

Sector: NA

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

ADOPTED PLAN MAP: Industrial

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.

Environmental, Environmental Hazards, Objective 6

Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.

Environmental, Environmental Resources, Objective 10

Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Environment, Environmental Coordination, Objective 12:

Improve the identification and mitigation of environmental impacts, and the monitoring and enforcement of environmental policies as applied to land disturbing activities.

Policy a: Require both public and private development proposals to identify environmental constraints and opportunities and demonstrate how environmental impacts will be mitigated.

Water Quality, Objective 2:

Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County.

Policy k: Encourage fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits. Commit to tree preservation thresholds that exceed the minimum Zoning Ordinance requirements.

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 .35 FAR.

For complete Plan text see Attachment I.

PROPOSED PLAN AMENDMENT:

Add option for mixed-use consisting of office, hotel, and retail up to 2.0 FAR

BACKGROUND:

A Comprehensive Plan change was proposed for these parcels in addition to parcels 99-2((1))2, 2A, 3, 5, 5A, 7, 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.

Land use adjacent to the currently undeveloped subject property includes the Hunter Motel, and auto-oriented uses such as towing, vehicle storage, and impoundment yards. Under current Comprehensive Plan recommendations, approximately 372,917 square feet of industrial use at 0.35 FAR could be developed. The subject property is zoned R-1. This could allow for up to 24 single-family detached units to be built.

The nomination proposes a total of 2,154,478 square feet of office, retail, and hotel use.

CRITICAL ISSUESLand Use

- The amount of development proposed is more than six times that currently planned and would have the effect of creating a high density node at a location with very little supporting infrastructure. Typically, areas planned for 2.0 FAR in Fairfax County are within walking distance of mass transit.
- The subject property is one of the few remaining areas in the I-95 Corridor Industrial Area that contains significant tree cover. These undeveloped areas are vital to maintaining air and water quality and provide a significant environmental amenity. The Policy Plan identifies the importance of conserving tree cover on such sites.
- The area is accessed by Loisdale Road, a two-lane undivided roadway, which also serves the residential communities located to the north. The 57,746 trips generated by the proposal could adversely affect the residential communities in the area due to the increased congestion along this segment of Loisdale Road. Furthermore, the significant number of trips generated could pose safety concerns.

Parks

- The Springfield Planning District is currently underserved by park and recreation facilities. The size of the subject property would support 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 that are located within the Springfield Planning District.

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 require expansion to either a four or six-lane divided roadway with turn lanes to accommodate the proposed development that would be permitted under this Comprehensive Plan amendment. This would require significant funding that is currently not available.
- The proposed development that would be permitted under this Comprehensive Plan amendment would require expansion at either end of Loisdale Road. The expansion would require significant right-of-way dedication from the residential community, and houses close to the subject property and Loisdale Road would have to be relocated.
- 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 57,746 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 environmental issues, staff does not support this nomination. There are more appropriate site for the level of intensity and mix of uses being proposed.

The critical issues for this nomination should be considered in conjunction with #08-IV-1S and #08-IV-2S, as 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 with inadequate infrastructure and environmental constraints that make it 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.”

BRAC #08-IV-3S/PC-2008-BRAC015



0 325 650 1,300
Feet

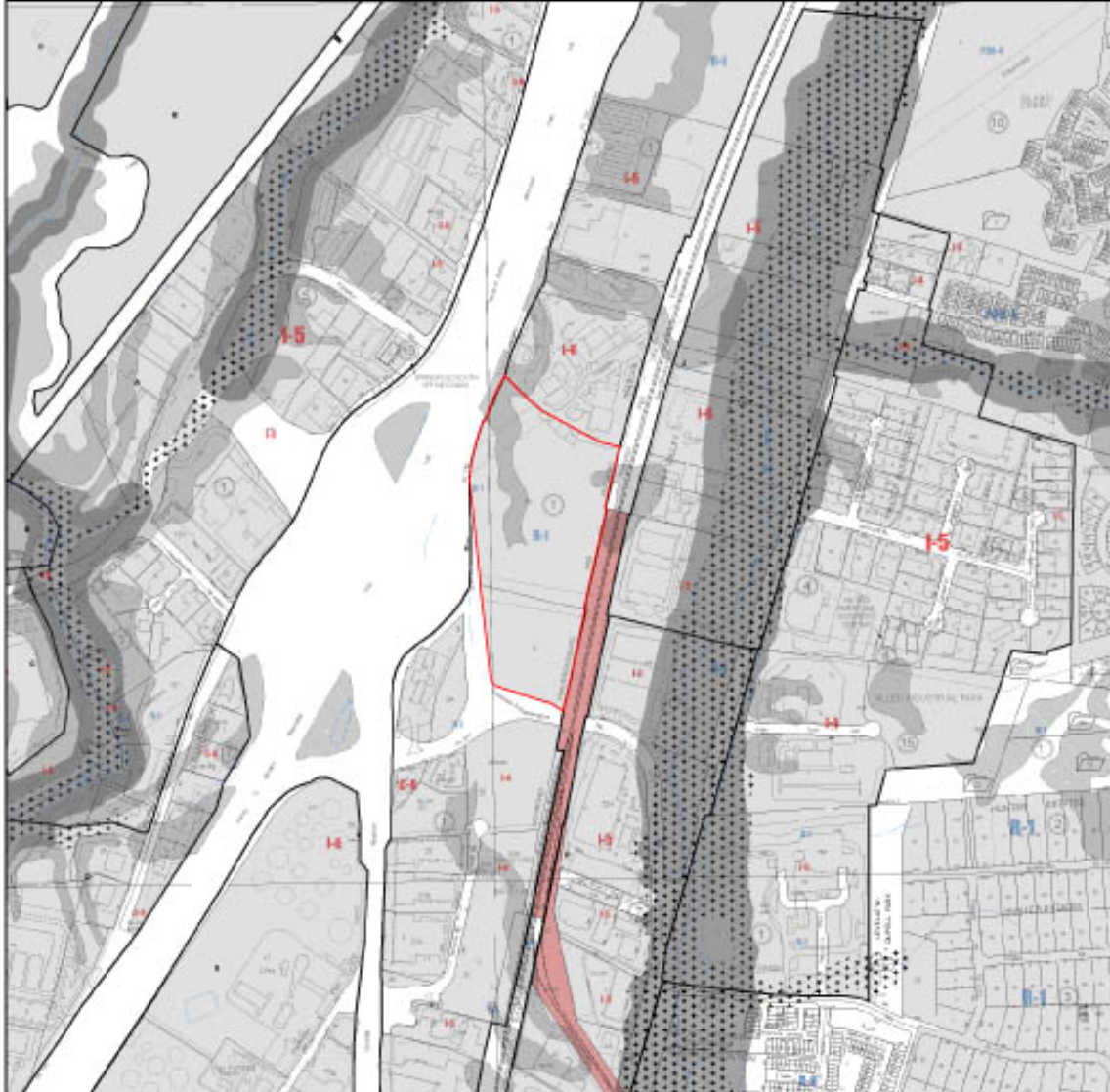
Image taken in 2004
Map created 5.2.08

Fairfax County Department of Planning and Zoning
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Environmental Assessment Map

BRAC #08-IV-3S/PC-2008-BRAC-015



Study Area Assessment:	
Asbestos:	0.00 Acres
Hydric Soils:	0.00 Acres
Slopes >= 15%:	2.74 Acres
RPA:	0.00 Acres

Notes:

Prepared by the Fairfax County Department of Planning and Zoning, using Fairfax County GIS

The features here are generalized and therefore approximate.

Information provided is partial in nature - do not assume that a feature not shown, does not exist.

This information has not been verified and should not be used in place of site specific environmental studies.

Legend	
	Slopes >= 15%
	Hydric Soils
	Asbestos Soils
	Streams
	Resource Protection Areas

Map created 4.2.08

