

2012 FAIRFAX FORWARD: EDITORIAL UPDATES
Rose Hill Planning District and Planning Sectors (Mark-up)

Staff recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined, text proposed to be deleted is shown as ~~strikethrough~~.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; Overview, page 1:

“ROSE HILL PLANNING DISTRICT OVERVIEW”

OVERVIEW

The Rose Hill Planning District ~~is encompasses~~ encompasses approximately 9,100 acres, or about four percent of the county. ~~The planning district is generally bounded on the north by the Richmond, Fredericksburg and Potomac (RF&P) CSX Railroad right-of-way and the City of Alexandria boundary line; on the east by Telegraph Road, Florence Lane, the west edge of the Kings Garden Apartments, South Kings Highway, Harrison Lane and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of the Huntley Meadows Park, the northern edge of Fort Belvoir, and Telegraph Road; and on the west by Beulah Street, Franconia Road, and the RF&P right-of-way (See Figure 1); The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).~~

~~Outside of the Kingstowne CBC and the Van Dorn TSA, the planning district is substantially mostly developed with stable residential neighborhoods. Most contain single-family detached dwellings residential units, with townhouses and multifamily residential units located throughout the planning district at 2-4 dwelling units per acre. A relatively large portion of the planning district is public parkland, much of which consists of is Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district. Other major features in the district include a future Transit Station Area, located near the South Van Dorn Street/I-95 interchange, and Kingstowne, a large residential development with a mixed use Community Business Center as its focal point. Kingstowne is planned for residential development with an overall density of 3-4 dwelling units per acre and contains a variety of housing types.~~

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn Metro Station is located adjacent to the planning district in the City of Alexandria.

~~The population of Rose Hill increased from 21,800 persons in 1970 to 38,692 persons in 1995. Most of the population growth is attributable to new housing construction in the district.~~

~~The Rose Hill Planning District, together with the Mount Vernon Planning District, borders the southern perimeter of the City of Alexandria. Some of the major land use decisions which will affect the Rose Hill Planning District will be made not by Fairfax County but by the City of Alexandria. For example, the City has approved projects which will substantially increase development densities in the Cameron Valley along the north side of the Beltway. Most of this area is planned and zoned for major development along Eisenhower Avenue.~~

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Franconia Community Planning Sector, Character, page 26:

“RH1 FRANCONIA COMMUNITY PLANNING SECTOR

CHARACTER

The Franconia Community Planning Sector is generally bounded by the CSX right-of-way, South Van Dorn Street, and Franconia Road. The planning sector includes a portion of the Van Dorn Transit Station Area (TSA). Recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

~~Residential uses occupy are present throughout most of the planning developed area in this sector, outside of the TSA. With a few exceptions, the western portion of the planning sector generally consists of single-family detached houses residential units in the 2-3 dwelling units per acre density range, and the eastern portion consists predominantly of townhouses and multifamily residential units development at approximately 8 dwelling units per acre. Strip commercial development and townhouse-style office uses Commercial uses, usually in the form of strip development or small shopping centers such as Franconia Center, occur are present along portions of Franconia Road. An area lying south of the Capital Beltway/Interstate 95/495 (I-95/I-495) and west of South Van Dorn Street in the northeast section of the sector, formerly known as the McGuin Tract, is affected by has severe environmental constraints that have affected development in this area, and is addressed as is discussed in a special section of the land use recommendations for this planning sector. Two small areas in the extreme northeast portion of the sector are included in the Van Dorn Transit Station Area (for recommendations, see section on Van Dorn Transit Station Area).~~

~~The Capital Beltway, South Van Dorn Street, and Franconia Road provide access to the sector and each carries heavy volumes of nonlocal peak hour traffic. Congestion at major intersections on the edges of the sector affects local movement to and from the sector. Intersection and interchange improvements designed to alleviate these problems are planned or under construction.~~

The northeast section of the planning sector and the undeveloped watershed west of Valley View Drive are the two most sensitive areas for significant heritage resources. -There is also a moderate probability for heritage resources between the Capital Beltway and the RF&PCSX

~~railroad~~ right-of-way. Surveys in adjacent planning sectors have demonstrated the potential for heritage resources in any undisturbed portion of this planning sector.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH2-Bush Hill Community Planning Sector, Character, page 39:

“RH2 BUSH HILL COMMUNITY PLANNING SECTOR

CHARACTER

The Bush Hill Community Planning Sector is generally bounded by the CSX right-of-way, Clermont Drive, Franconia Road, and South Van Dorn Street. The planning sector includes a majority of the Van Dorn Transit Station Area (TSA). Recommendations for this area can be found in a previous section of the Rose Hill Planning District text, following the Overview section.

~~The Van Dorn Street Transit Station Area is located in the northwestern portion of the sector. (For recommendations, see section on Van Dorn Transit Station Area.)~~ Outside of the TSA, Mmost of the planning sector is substantially developed in with single-family detached ~~residences~~ residential units. ~~–~~ Much of the stable residential area in the western half of the planning sector, immediately south of the ~~Transit Station Area~~ TSA, is included in the Brookland-Bush Hill Community Improvement Area. ~~There is~~ Townhouses are development located along South Van Dorn Street, ~~and near its~~ the intersection with Franconia Road. ~~Some commercial development is also~~ œcurs present at the edge of the residential area, along Franconia Road between Brookland Road and Old Rolling Road.

The Bush Hill prehistoric site, which has been tentatively dated to between 2000 B.C. and A.D. 1000 provides a prime example of the potential for both upland and stream valley prehistoric sites. Significant historic period sites from as early as the early 18th century also can be expected in this planning sector.

Brookland-Bush Hill Community Improvement Area

On November 21, 1988, the Board of Supervisors adopted the Brookland-Bush Hill Community Improvement Plan to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the western lot lines of properties along the west sides of Pratt, Piedmont and Saratoga Streets, the Van Dorn ~~Transit Station Area~~ TSA, the eastern lot lines of parcels along the east side of Jane Way, and Franconia Road.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH3-Burgundy Community Planning Sector, Character, page 49:

“RH3 BURGUNDY COMMUNITY PLANNING SECTOR

CHARACTER

The Burgundy Community Planning Sector is located to the south of the City of Alexandria and is generally bounded by Telegraph Road, Franconia Road, and Clermont Drive.

Developed land in the planning sector is largely single-family detached residential uses, with some townhouses located throughout the planning sector. A limited amount of commercial uses is located along Telegraph Road on the eastern edge of the planning sector. Undeveloped open space is present in the western part of the planning sector, serving as a buffer to a stream that is a tributary to Cameron Run.

~~There is some remaining vacant acreage in the north central and eastern portions of the sector. These areas include: a publicly owned parcel on the north side of Franconia Road between Ridge View Drive and Cannon Lane; several parcels south of the Burgundy Farm School, at the terminus of Sable Drive; a cluster of parcels between Franconia Road on the south, the Heritage Hill and Summerville Hill developments on the east, Burgundy Road on the north, and the Norton Square and Hickory Knoll subdivisions on the west; and a few undeveloped parcels adjacent to the south side of the Beltway.~~

Slippage-prone soils are known to be extensive in this planning sector. -Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. -Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. -The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

~~Developed land in the sector is largely in single family residential uses, although there is some townhouse development, and some commercial development along Telegraph Road south of the Beltway. Although not technically included in the Huntington Transit Station Area, the commercial development is associated with the edge of that area. (See Huntington Transit Station Area in the Mount Vernon Planning District.) It is the only retail development in the sector, and is almost entirely composed of automobile oriented uses.~~

~~A neighborhood improvement program and conservation plan has been adopted for the Burgundy community, located south of the Beltway in the northeastern portion of the sector.~~

Major portions of the remaining open space in this planning sector have been surveyed for heritage resources. -Of particular significance are historic and prehistoric resources in the undeveloped areas between the Loftridge/Wellington Green development and Norton Road, including Burgundy Farm where a significant historic archaeological site has been recorded.

Burgundy Farm Country Day School and Evergreen are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Burgundy Conservation Area

A neighborhood improvement program and conservation plan has been adopted for the Burgundy community, located south of the Capital Beltway/Interstate 95/495 (I-95/I-495) in the northeastern portion of the planning sector.

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH4-Lehigh Community Planning Sector, Character, page 58-60:

“RH4 LEHIGH COMMUNITY PLANNING SECTOR

CHARACTER

The Lehigh Community Planning Sector is generally bounded by Franconia Road, Rose Hill Drive, Telegraph Road, and Beulah Street. The planning sector includes the Kingstowne Community Business Center (CBC).

The central portion of the planning sector consists of much of the land formerly known as the Lehigh Tract. -This tract extended from slightly south of Franconia Road to the Newington area in the adjacent Springfield Planning District, between Beulah Street and Telegraph Road. The area was used for many years for natural resources extraction; ~~the worked-out gravel pits have been one of the physical constraints on development in the sector.~~ -Much of the land not formerly used for gravel operations contains marine clay soils with unstable characteristics. Steep slopes which are considered unsuitable for construction limit development in many areas. There is also a Virginia Power easement containing overhead power lines extending the length of the planning sector, from northeast to southwest. -Each of these has represented a difficult, as well as a highly visible, limitation on the development of much of the planning sector.

~~The planned residential developments of Kingstowne and Manchester Lakes developments now occupy much of the former Lehigh Tract in this planning sector (see Figure 28). These areas are developed with primarily residential uses, including a mix of townhouses, multifamily residential units, and single-family detached residential units. Shopping centers and office uses are concentrated in the Town Center portion of Kingstowne, with additional retail located along the western edge of Manchester Lakes. Manchester Lakes is the smaller and denser development. It is located on 200 acres and consists of approximately 1,400 dwelling units as well as parkland, recreational facilities, and a shopping center. The combination of multi family and townhouse development in Manchester Lakes yields an overall density of approximately eight dwelling units per acre. Elderly housing or similar uses are planned for an area south of the shopping center and Manchester Boulevard.~~

~~Kingstowne abuts Manchester Lakes and occupies the majority of the sector. It is primarily residential, with a mix of townhouses, mid- and high-rise apartments, and single-family detached dwellings in its over 6,300 dwelling units. Kingstowne covers over 1,300 acres and includes a 175-acre Town Center containing approximately 2.1 million square feet of commercial development, primarily office space. Village Center, a 164,000 square foot shopping center at the intersection of South Van Dorn Street and Kingstowne Boulevard, is adjacent to the Town Center.~~

Much of the development around the edges of Kingstowne and Manchester Lakes consists of stable single-family detached residential neighborhoods. ~~There are also some townhouse developments along Telegraph Road. In addition, the arterials which form the boundaries of the planning sector support a mix of uses in some areas. Manchester Lakes sShopping eCenter is located at Beulah Street and Manchester Boulevard. Edison High School occupies a large site on the northern edge of the planning sector, in the southeast quadrant of Franconia Road and South Van Dorn Street. Some commercial development ~~has occurred~~exists along Franconia Road between Edison Drive and Bernard Avenue, with additional community-serving commercial uses located at ~~The Rose Hill sShopping eCenter is located in the northeast corner portion of the planning sector, adjacent to a bank and postal facility. Garden-style, multifamily residential units~~ apartments south of the shopping center form a transition to single-family detached ~~development~~ residential units along Rose Hill Drive. ~~The County-owned Greendale Golf Course is located between the northeast boundary of Kingstowne and the existing stable neighborhoods along Rose Hill Drive. Additional community-serving commercial uses are located at Hayfield Shopping Center, adjacent to the Hayfield View townhouse development, is located on Telegraph Road at its intersection with Hayfield Road. Hayfield Intermediate and High Schools occupy a large site on the south side of Hayfield Road, immediately north of a small commercial area. The 136-acre Hilltop Landfill is located in the extreme southern portion of the planning sector.~~~~

~~Franconia Road, Telegraph Road, Beulah Street, Rose Hill Drive, and Hayfield Road are the major road ways to this sector. With the extension of Van Dorn Street to Kingstowne from Franconia Road west of the Edison High School property, major access to the north has been provided for Kingstowne. The site has potentially good access to transportation corridors of both rail and highway.~~

The planning sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils.

Generally, the planning sector slopes downhill from west to east, toward Dogue Creek. The ridge line delineating the divide between the Accotink Creek and Dogue Creek drainage sheds runs either along Beulah Street or between Beulah Street and the Virginia Power easements. Only the part of the area near Fleet Drive, in the north, and the southwest tip of the area slope downhill to the west. The main channel and lateral streams of Piney Run flow toward Dogue Creek in the southeastern portion of the area.

Because substantial mining for gravel has taken place ~~for some time~~, there are large flat places over much of the planning sector. -These flat areas are separated by the steep slopes generally associated with stream valleys, especially near Dogue Creek's upper tributaries. -The stream valleys may also be identified by the presence of tree cover. -The only large exception to this is the Dogue Creek floodplain in the northern part of the site. -The floodplain area is flat and has a considerable number of trees.

One of the biggest issues in the area concerns how effectively development ~~in the area can deal with~~ address a surface often composed of marine clays and gravel pits that have been filled. Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping. The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. The filled and marine clay areas require special design and construction techniques. These factors will govern the load-bearing capabilities of these areas. ~~Marine clays have a shrink-swell characteristic in relation to fluctuations in water content. These fluctuations can result in impaction and damage to foundations, footings and underground piping.~~

~~The filled and marine clay areas require special design and construction techniques.~~ -The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this planning sector. -Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. -Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. -The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

The considerable amount of undeveloped land and early-mid 20th century neighborhoods in this planning sector means that significant archaeological resources may exist, particularly in the Dogue Creek ~~w~~Watershed.

Ashland and Mount Calvary Community Church are significant heritage resources listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH5-Wilton Woods Community Planning Sector, Character, page 79:

“RH5 WILTON WOODS COMMUNITY PLANNING SECTOR

CHARACTER

The Wilton Woods Community Planning Sector is generally bounded by Franconia Road, Telegraph Road, and Rose Hill Drive.

~~The Wilton Woods planning sector consists almost completely of stable, single-family detached residential development units with some townhouses located in the northeastern portion of the planning sector. There are few substantial areas of vacant land. The only non-residential commercial uses land in the planning sector consists of several acres located on the north side of Telegraph Road, near Highland Drive. Shopping is available in facilities located in adjacent planning sectors or districts. Public parkland is located adjacent to A lateral stem of Pike Branch, which traverses the planning sector, with a Virginia Power easement running runs roughly parallel to it this stream through the planning sector. Franconia Road, Telegraph Road and Rose Hill Drive carry heavy volumes of traffic, as well as some local pedestrian and bicycle traffic, much of which is destined for the Huntington Metro Station or Lee District Park which are located in adjacent planning sectors.~~

Slippage-prone soils are known to be extensive in this planning sector. -Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. -Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. -The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Bayliss House is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH1-Mount Comfort Community Planning Sector, Character, page 87:

“RH6 MOUNT COMFORT COMMUNITY PLANNING SECTOR

CHARACTER

The Mount Comfort Community Planning Sector is generally bounded by Telegraph Road, Florence Lane, and South Kings Highway.

Much of the ~~Mount Comfort Community Planning Sector~~ is currently developed, with predominantly single-family detached housing residential units being the predominant use. Townhouses are located in the southeastern portion of the planning sector. Other major land uses in the planning sector include Mount Comfort Cemetery and the Lee District Park. ~~Shopping is provided by facilities in nearby planning sectors and districts. Telegraph Road and South Kings Highway are the major roadways in this sector.~~

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Mount Erin is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5.

Groveton Community Improvement Area

The portion of the Groveton Community Improvement Area in ~~Sector RH6~~ the Mount Comfort Community Planning Sector ~~is comprised~~ consists of Benson Drive and Memorial Street which are bounded by Gentele Court on the north, Berkshire Drive on the west, South Kings Highway on the south, and Mount Comfort Cemetery on the east. On June 25, 1990, the Board of Supervisors added Benson Drive and Memorial Street ~~these two streets~~ to the Groveton Community Improvement Plan, which had been adopted by the Board of Supervisors on October 29, 1979. The purpose of the ~~C~~ community improvement Pplan is to upgrade and preserve this neighborhood by installing curbs and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost.”

MODIFY: Fairfax County Comprehensive Plan, 2011 Edition, Area IV, Rose Hill Planning District as amended through June 19, 2012; RH7-Huntley Meadows Community Planning Sector, Character, page 95:

“RH7 HUNTLEY MEADOWS COMMUNITY PLANNING SECTOR

CHARACTER

The Huntley Meadows Community Planning Sector is generally bounded by Telegraph Road, South Kings Highway, the eastern and southern boundaries of Huntley Meadows Park, and the Humphreys Engineer Center.

The dominant feature in the planning sector is Huntley Meadows Park which occupies over 1,260 acres. ~~Other uses in the sector include detached single-family detached residential development units and some townhouses development.~~ A small shopping neighborhood-serving commercial center is located where South Kings Highway meets Telegraph Road, ~~although the sector is primarily served by shopping areas in adjacent planning sectors and districts.~~ Immediately east of the shopping-commercial center is a U.S. Army Reserve Center, ~~between the commercial use and the Lee District Park,~~ and a U.S. Coast Guard Station abuts Huntley Meadows Park to the west. ~~The sector contains the historic Huntley site, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. There is vacant land to the southwest of Huntley Meadows Park.~~

Slippage-prone soils are known to be extensive in this planning sector. ~~Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.~~

~~A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the sector (see Sector MV2 in the Mount Vernon Planning District).~~

~~The elimination of the planned Lockheed Boulevard Connector, from the extension of South Van Dorn Street to the present alignment of Lockheed Boulevard and on to Richmond Highway, creates a need for an east-west connection that does not utilize existing neighborhood streets.~~

Because of the alluvial nature of Huntley Meadows Park, there is a high probability for significant, deeply buried archaeological and paleo-environmental resources there. Paleo-environmental resources are buried bogs and lake bottoms that contain the record of past plant and animal communities which reveal what the County's environment was like thousands of years ago.

This planning sector contains heritage resources listed in the Fairfax County Inventory of Historic Sites, Virginia Landmarks Register and the National Register of Historic Places. The planning sector contains the historic Huntley site, the centerpiece of an historic overlay district which also extends east into part of the Mount Vernon Planning District. A list and map of these heritage resources are included in the Rose Hill Planning District Overview section, Figures 4 and 5. Huntley is among the significant heritage resources in this planning sector.

Groveton Community Improvement Area

A small part of the Groveton Community Improvement and Redevelopment area is located in the northeast corner of the planning sector. (See the Hybla Valley Community Planning Sector in the Mount Vernon Planning District)."