

**PRELIMINARY
STAFF REPORT
2004 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): PROVIDENCE

APR ITEM(S): 04-I-2MS

NOMINATOR(S): Fairfax Merrifield Associates and W&M Properties
Agent: McGuire Woods, Lisa M. Chiblow

ACREAGE: 38.36 Acres

TAX MAP I.D. NUMBERS: 49-2((1))37,39,40,48,53

GENERAL LOCATION: E of Gallows Rd, S of I-66, W of I-495, North of Rt. 29

PLANNING AREA(S): I

District(s): JEFFERSON

Sector: MERRIFIELD (J6)

Special Area(s): MERRIFIELD SUBURBAN CENTER (Sub Unit B2)

ADOPTED PLAN MAP: 16-20 DU/AC

ADOPTED PLAN TEXT: Residential 16-20 du/ac. Option, residential mid and high-rise (6 stories +) at 30-40 du/ac with retail and service uses, with conditions.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/merrifield1.pdf>
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area1/merrifield2.pdf> , Pages 53

PROPOSED PLAN AMENDMENT: Mixed use at 2.0 FAR with residential at 70-80%, retail at 10-20% and office at 10-20%.

CRITICAL ISSUES:

Transportation: The proposed plan change raises significant transportation planning issues:

- The subject property is located within 1/2 mile of the Dunn Loring Metro Station entrance, and therefore provides an opportunity to promote utilization of transit and reduce reliance on the single-occupant automobile for trip making.
- A trip generation analysis of the proposed plan was prepared assuming a 2.0 FAR with 70% residential, 15% office, and 15% retail (approximately 3069 residential units, 500,000 sq. ft. of office and 500,000 sq. ft. of retail). The proposed plan change would result in sizable increases in trips in and out of the site during peaks hours, and on an average daily basis, when assessed against the current plan scenarios. Even assuming transit ridership, peak hour directional trips and average daily traffic would still more than double over the current plan option of development at 40 du/ac.

- Based on the trip generation analysis, the proposed plan would generate the need for at least three access points to the site from adjacent roadways, with at least two entrance/exits directly from Gallows Road, and additional access via the extension of Hartland Road. Depending on the type of the retail component, additional access may be needed.
- The nominated parcels are potentially affected by planned improvements of Gallows Road, and the Capital Beltway (I-495). The property should provide sufficient buffering from the Beltway to address the planned improvements and any expansion of right-of-way.

Schools: Schools affected: Elementary – Shreveewood; Middle – Kilmer; High - Marshall

- **Current Conditions:**
 - Enrollment at Shreveewood Elementary School is currently below that facility's capacity and is projected to remain below capacity through the 2008-09 school year.
 - Enrollment at Kilmer Middle School for the 2004-05 school year is projected to be about 120 students over capacity, growing to approximately 160 students over capacity by 2008-09.
 - Marshall High School is currently operating with enrollment below capacity; enrollment is expected to remain 100 to 150 students below capacity through the 2008-09 school year.
- **APR Impact:** This amendment would increase the plan option density from 1,534 mid/high-rise units to 3,069 high-rise units, a net increase of 1,535 dwelling units. This increase could generate an additional 96 elementary, 17 middle and 43 high school students.
- **Considerations:** Temporary classroom facilities (trailers) may be required at the elementary and middle school to accommodate additional enrollment from this proposed density increase.

Parks: The nomination proposed will have the following impacts:

- Level of Service Impacts

The subject site is outside the service area of any existing or planned neighborhood and community parks. Nearby parks (Dunn Loring, Idylwood and Jefferson District) are all at or near full capacity. Based on the current neighborhood and community park service level standard of 5 acres per 1,000 population, this proposal generates need for approximately 40 acres of local serving park land with appropriate facilities such as playgrounds, urban park features, and athletic facilities (basketball, tennis, and rectangle fields). Hence, the existing deficiencies for local serving park land will be greatly exacerbated if this proposal is implemented.
- FCPA Environmental Impacts

Watershed Location: This site is in the headwaters of the Cameron Run Watershed and a small portion is in the Accotink Creek Watershed.

Impacts: Approximately one-third of FCPA's land holdings are in stream valley parks, including lands along Cameron Run and Accotink Creek stream valley. A Countywide stream valley policy promotes dedication of specific stream valley lands to FCPA for protection and connection to existing stream valley parks. Development may contribute to increased storm water runoff that will further impact water quality and stream stabilization.

Land Use Compatibility:

- The area to the south of the subject property (Sub-Unit B4) is planned for residential use at 8 – 12 du/ac and has developed as townhouses under R-12 zoning. The area the north and closest to the metro (Sub-Unit B1) is planned and developed as Metro Place at Dunn Loring with a mix of office and multifamily residential uses at an intensity of up to 1.4 FAR. The office component is approximately 400,000 square feet and the multifamily buildings consist of 35 to 40 du/ac (or approximately 400 – 475 units). The proposal is for an intensity/density that is significantly more than adjacent development.
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SUMMARY OF STAFF RECOMMENDATION:

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

The Merrifield study, adopted by the BOS in 2001, endeavored to balance land use in terms of use and intensity, transportation and other public facilities. The highest intensity/density is planned for the two core areas, the area within the ¼ mile radius of the Dunn Loring Metro Station and the Town Center Area, with the intensity/density tapering away from the core areas. This nomination would extend the core area at a density/intensity greater than that planned and approved immediately to the west of the subject property, which is closer to the Metro station.