PRELIMINARY
STAFF REPORT
2004 AREA PLANS REVIEW

SUPERVISOR DISTRICT(S): PROVIDENCE **APR ITEM(S):** 04-II-4V

NOMINATOR(S): Eugene Barnes

ACREAGE: 11.57 Acres

TAX MAP I.D. NUMBERS: 49-2((1))11,11A;49-2((3))All;49-2((21))All

GENERAL LOCATION: South of Cottage Street, east of Gallows Road, and west of I-95

PLANNING AREA(S): II
District(s): VIENNA
Sector: CEDAR (V2)
Special Area(s): N/A

ADOPTED PLAN MAP: 5-8 DU/AC

ADOPTED PLAN TEXT: Residential 5-8 du/ac for the area S of Cottage St., E of Gallows Rd and W of I-95 provided County policies on neighborhood consolidation are met.

For complete Plan text see http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area2/vienna.pdf - paged 43, Recommendations 10 and 11

PROPOSED PLAN AMENDMENT: Residential 3-4 du/ac, with development not to exceed 3 du/ac with conditions.

Critical Issues:

Land Use: The subject site is located in the southeast quadrant of the Gallows Road/Cottage Street intersection. It is bounded by Cottage Street to the north, I-66 to the south, I-495 to the east, and Gallows Road to the west and is zoned R-3. Approximately one-third of the subject site falls within the current 200-foot setback of I-66 and I-495 where residential development is not permitted. In addition, the site will likely be impacted by noise and improvements to the I-66/I-495 interchange.

The area north of Cottage Street, is generally planned for residential use at 3-4 du/ac and has developed under R-3 zoning as is the larger area bounded by Gallows Road, Railroad Street, I-495 and Cottage Street. The area west of Gallows Road is planned for residential use at 2-3 du/ac and public facilities, governmental and institutional uses and has developed with residential use under R-3 zoning and with Stenwood Elementary School.

In 1999, rezoning case RZ 1999-PR-029 was filed to develop 10.14 acres of the subject property (The area bounded by Gallows and Stenhouse Place was not part of the rezoning). The proposal was to rezone the subject site from R-3 to R-8 for up to 93 dwelling units with a maximum density of 9.17 dwelling units per acre (du/ac). Staff concluded that the applicant's proposal had numerous unresolved issues and was not in conformance with the Comprehensive Plan nor with the applicable Zoning Ordinance provisions. On August 4, 2000, the applicant amended the rezoning application to change the zoning request from R-8 to PDH-8 for a total density of 6.50 du/ac. Staff again recommended denial of the applicant's second proposal because it failed to meet the Comprehensive Plan and the provisions of the Zoning Ordinance.

The applicant reduced the density proposed by amended the rezoning application to request a maximum of 47 units. In the May 16, 2001, Staff Addendum II, staff again recommended denial of the applicant's third proposal because it failed to meet the Comprehensive Plan and the provisions of the Zoning Ordinance. The applicant amended the rezoning application for a 3rd time to PDH-5 for a maximum of 44 residential units. In addition to reducing the density to 4.34 du/ac, the revised application proposed a VDOT noise wall, a small tree save area, and to dedicate the southern 4.14 acre portion of the site for highway improvements. The dedication of right-of-way (ROW) was subject to a life estate. Staff again recommended denial, however the primary issue was the proposed "life estate". The life estate would permit the owners of Parcels 11 and 12 to remain in their existing house until such time as the property was needed for highway improvements. On July 26, 2001, the Planning Commission recommended denial based on concerns surrounding noise mitigation and the negative visual impact of the proposed sound wall, tree save, issues associated with the retained estate and occupancy interest, and the proposed density.

Environmental: The proposed change raises no environmental issues.
Transportation: The proposed change raises no significant transportation planning issues.
Schools: The proposed change raises no issues from schools.
Parks: The proposed change raises no issues from parks.

SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
_____x___ Approve Staff Alternative
_____ Retain Adopted Plan

Staff agrees that a density of 3-4 du/ac is appropriate, given the surrounding development pattern and development constraints present on the site itself. However, staff suggests that development not be limited to a maximum of 3 du/ac. The implementation of conditions relating to consolidation, noise attenuation and design is essential to creating a quality community. To provide better opportunity to achieve these development enhancements, staff recommends density to be limited to the mid-point of the density range or 3.5 du/ac. This approach is consistent with other Plan recommendations in the Providence District such as Briarwood.

Staff recommends an alternative that would modify the current Plan recommendation from 5-8 du/ac to 3-4 du/ac consist with how the area to the north of I-66 is planned and developed. The draft language addresses density, tree save, noise attenuation, metro access and buffering.

MODIFY: Fairfax County Comprehensive Plan, 2003 Edition, Area II, Vienna Planning District, V2 Cedar Community Planning Sector, Recommendation #10, page 473.
Note: Additions are shown in underline; deletions by ~~strikethrough.~~

10. "The area south of Cottage Street, east of Gallows Road, and west of I-495 is planned for residential use at ~~5-8~~ 3-4 dwelling units per acre provided the following conditions are met: ~~if County policies on neighborhood consolidations are met. In order to be considered for the maximum density allowed by the Plan, exceptional urban design features must be provided.~~

    - Substantial and logical consolidation is achieved. Any proposed consolidation must show how any unconsolidated properties can be develop at a similar density and character;
    - In order to help enhance compatibility with existing and planned uses on adjacent areas, densities inclusive of ADU's and bonus units, should not occur above the "mid-point" of the density range;
    - New development should address the need for convenient pedestrian access to the Dunn Loring Metro Station;
    - Buffering and screening should be provided to mitigate noise impacts associated with I-66, I-495 and Gallows Road;
    - The new development creates a quality living environment for its residents and provides usable open space;
    - Noise barriers should be provided on the north side of I-66 and the west side of I-495. Additional noise attenuation measures should be provided as determined appropriate by the County.
    - Existing mature trees should be retained to the greatest extent possible;
    - At the edges of the development, in areas where the assembled property abuts existing development planned and/or zoned for lower density, the new development should be designed with units having a general orientation, location, building materials, and spacing that is compatible with the established development pattern."

Note: The Comprehensive Plan Map would change from 5-8 du/ac to 3-4 du/ac.