



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2017-IV-MV1
November 20, 2017

GENERAL LOCATION: 8419 and 8423 Sky View Drive, in the Richmond Hwy Corridor Area

SUPERVISOR DISTRICT: Mount Vernon

PLANNING AREA: Area IV

PLANNING DISTRICT: Mount Vernon Planning District, Richmond Highway Corridor Area

SPECIAL PLANNING AREA:

Suburban Neighborhood Areas Between South County Center CBC & Woodlawn CBC

PARCEL LOCATION: 101-3 ((10)) 6A and 7A

PLANNING COMMISSION PUBLIC HEARING:

Thursday, December 7, 2017 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:

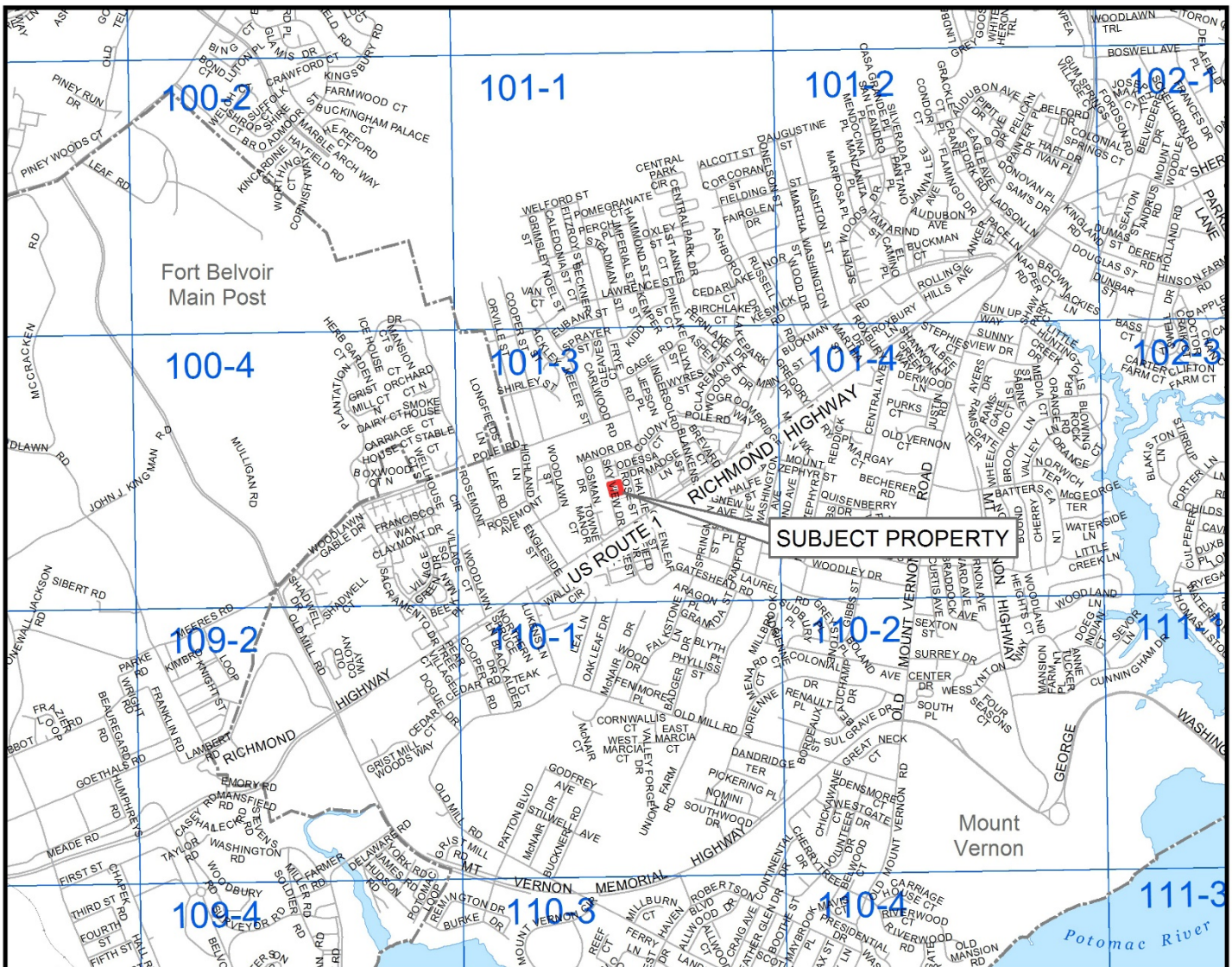
Tuesday, January 23, 2018 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

For additional information about this amendment call (703) 324-1380.



3000 FEET

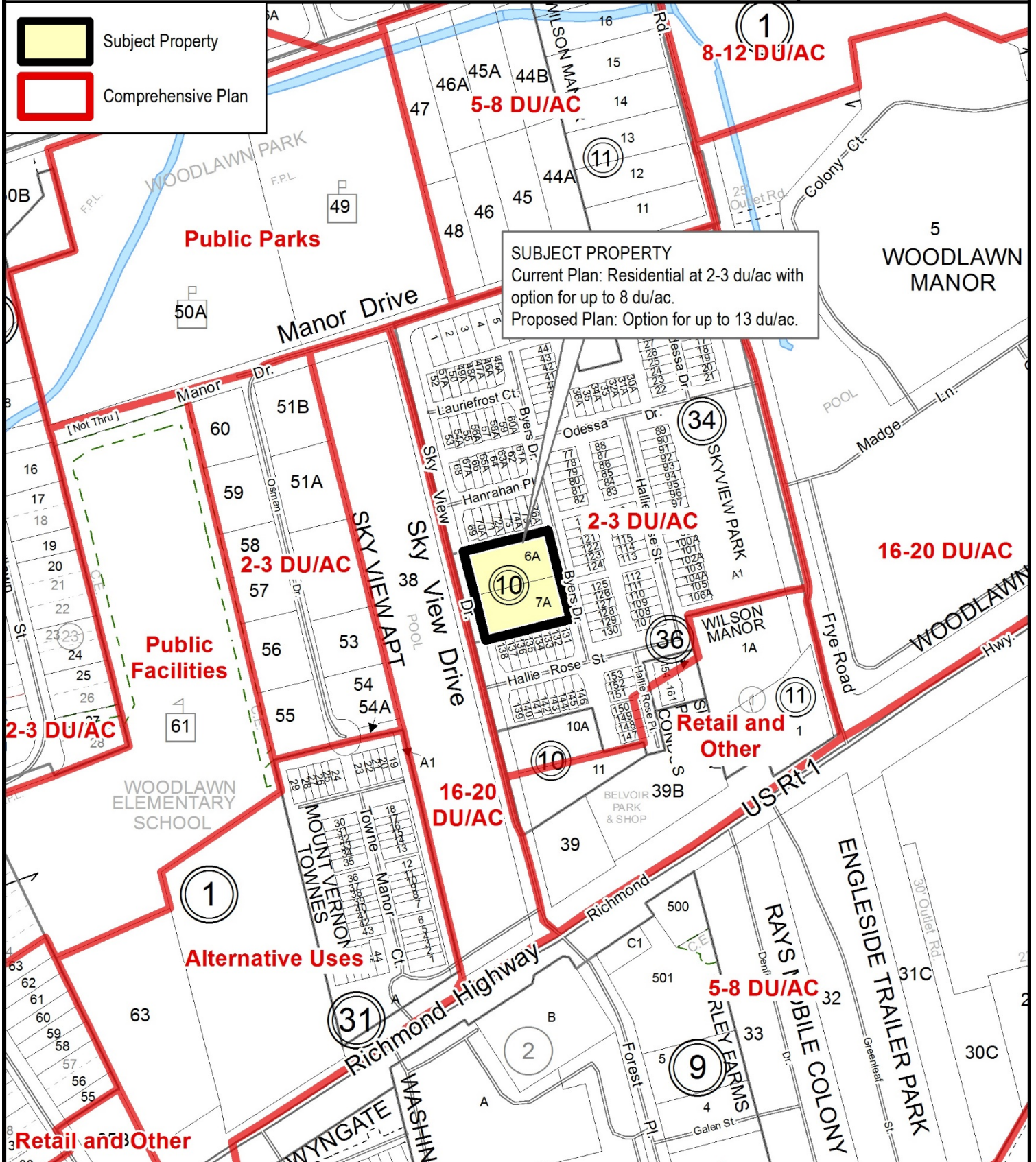
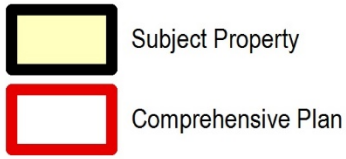
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Sky View Drive



CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR
SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

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STAFF REPORT FOR PLAN AMENDMENT 2017-IV-MV1

BACKGROUND

On July 25, 2017, the Board of Supervisors (Board) authorized the consideration of a Comprehensive Plan amendment for 8419 and 8423 Sky View Drive [Tax Map Parcels 101-3 ((10)) 6A and 7A in the Richmond Highway Corridor Area of the Mount Vernon Planning District, Mount Vernon Supervisor District; see attached map]. The 0.875-acre subject area consists of two out of four residential parcels that were not consolidated with the adjacent Skyview Park townhome community when it was developed.

The Board requested that staff evaluate the impacts of an amendment to the Plan language for the subject area that would match the density of the neighboring Skyview Park subdivision, which developed at a density of approximately 13 dwelling units per acre (du/ac). The Board also authorized the amendment to be considered concurrently with a rezoning application for the subject area. Rezoning case number RZ/FDP 2017-MV-024 is under review by the Zoning Evaluation Division of the Department of Planning and Zoning. The application, dated July 24, 2017, proposes a concept for 11 single-family attached units on the subject area at a density of 12.6 du/ac.

CHARACTER OF THE SITE

The two subject parcels are remnants of the neighborhood existing in the surrounding area prior to development of Skyview Park, for a total of approximately 0.875 acres. Each parcel currently contains one mid-century era single-family detached residence with access directly on Sky View Drive (see Figure 2). The neighboring properties were consolidated, along with rear portions of the subject parcels (then identified as Parcels 6 and 7), to create the Skyview Park development, which now encircles the subject area to the north, east and south. Rows of eight single-family detached townhomes back to the subject area on the north and south, while Byers Drive adjoins the east property line and serves front-loaded townhomes to the east. The site currently features mature landscape trees covering approximately 71 percent of the site (according to information submitted with the concurrent rezoning application). The subject area is planned within the Suburban Neighborhood Area between South County Community Business Center (CBC) and Woodlawn CBC for residential use at 2-3 dwelling units per acre, with an option for residential use up to 8 du/ac if the infill development is compatible and fully integrated with the neighboring development.

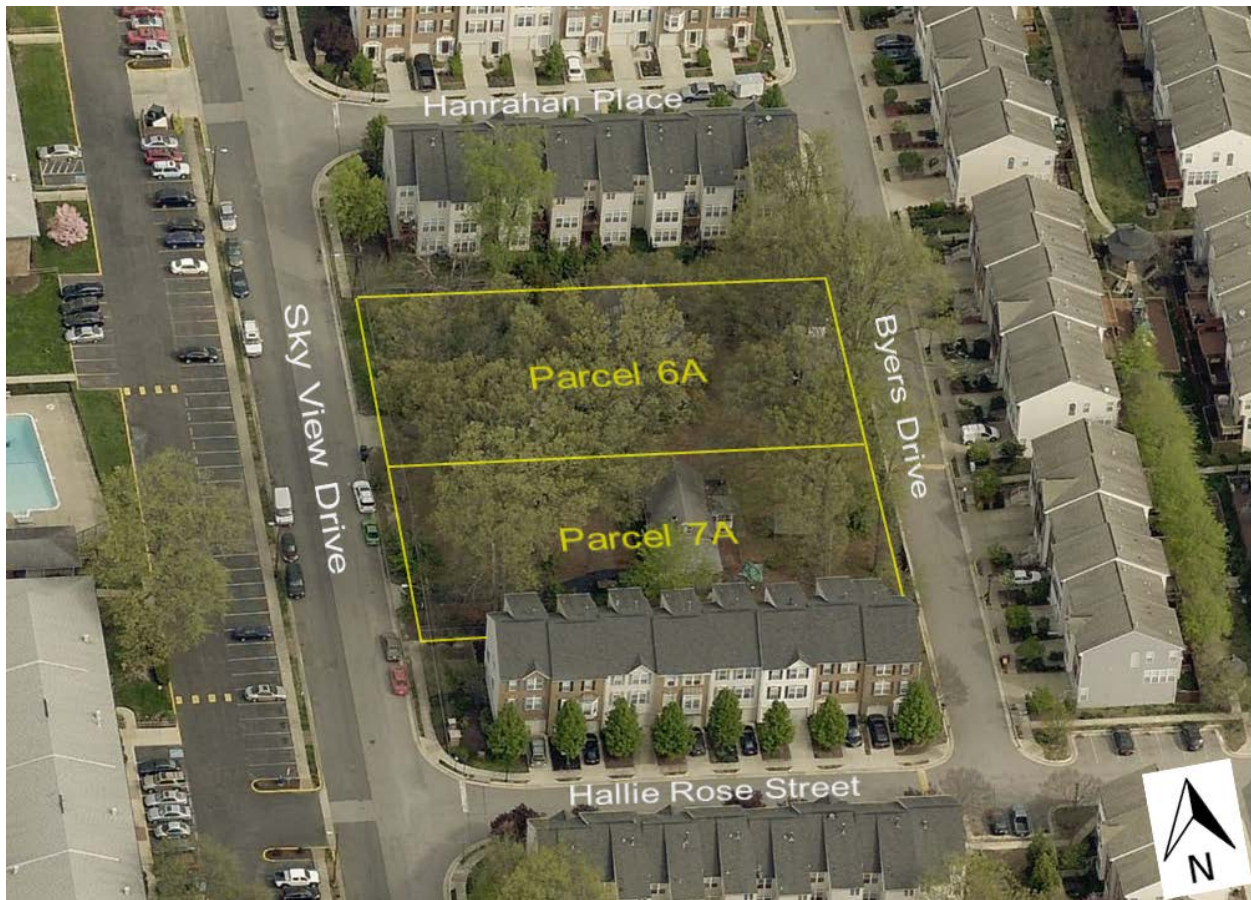


Figure 2: Aerial view of existing parcels.

CHARACTER OF THE AREA

The surrounding area originally consisted of single-family residential development at approximately 2 dwelling units per acre (du/ac), with homes dating to the 1950s-60s, and an area of highway-oriented commercial development along Richmond Highway (Route 1). The majority of the residential parcels on the block between Sky View Drive, Richmond Highway, Manor Drive and Frye Road, along with two commercial parcels, were consolidated in 2001 and rezoned to permit development of the Skyview Park community, consisting of 174 approved townhomes and 13 single-family detached homes along its north boundary, as shown in Figure 3. Portions of four of the residential parcels did not consolidate and remain developed with ½-acre lots, two of which are the subject area. The majority of Skyview Park has since been constructed (Skyview Park - Section 1), with a second phase of homes along Richmond Highway (Skyview Park - Section 2) as yet uncompleted. Located directly across Sky View Drive, to the west of the subject parcels, is an outdoor amenity area associated with the Skyview Apartments, which consists of three-story 1960s-era garden apartments that line the west side of Sky View Drive.

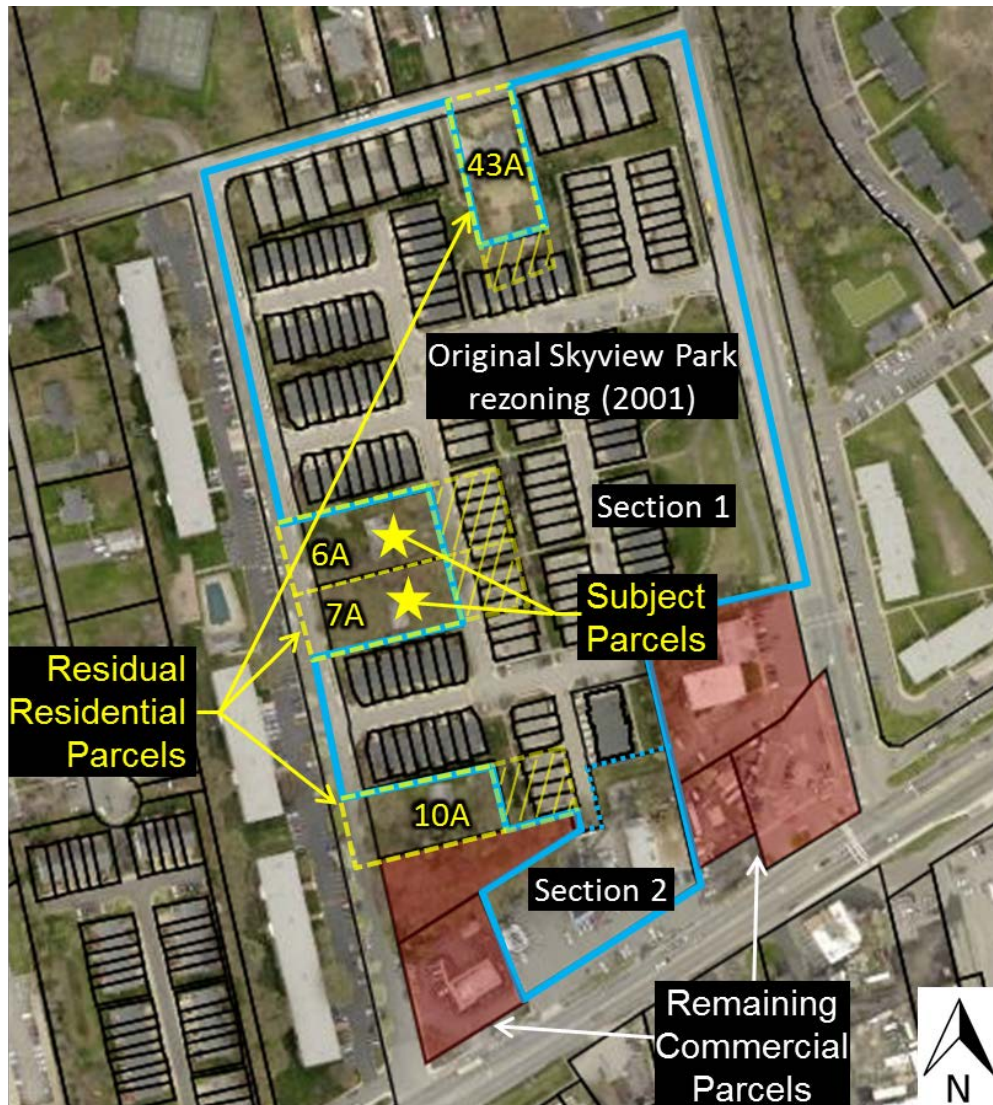


Figure 3: Skyview Park rezoning area.

PLANNING HISTORY

- 1991 – The Board of Supervisors adopted the Route 1 Corridor Area study recommendations within the Mount Vernon Planning District portion of the Area IV Plan. The Plan for Suburban Neighborhood Areas between Hybla Valley/Gum Springs and Woodlawn Community Business Centers contained guidance for the area including the subject property. The Plan recommended residential uses at 2-3 du/ac, with an option for mixed-use residential development at 8-12 du/acre if a substantial portion of the surrounding properties, including a portion of the retail properties along Route 1, were consolidated.
- June 7, 1999 – Plan Amendment 95-45 - The Board of Supervisors adopted Richmond Highway Corridor text as a replacement for the Route 1 Corridor Area text. The Plan recommendation for the subject property remained the same as under the previous Route 1

Corridor Area guidance; however, with the addition of the South County CBC, the recommendations for the subject area were relocated a section entitled Suburban Neighborhood Areas between South County CBC and Woodlawn CBC.

- June 11, 2001 – Plan Amendment S00-IV-MV4 – Concurrent with a rezoning application for a 17.6-acre consolidated area located between Manor Drive, Richmond Highway, Frye Road and Sky View Drive, the Board adopted a Plan Amendment that replaced the previous mixed-use development option with one that recommended 14-16 du/ac for consolidated parcels. Unconsolidated parcels were provided an option for development up to 8 du/ac, if development is fully integrated and compatible with the surrounding development.

The concurrent rezoning application (RZ 2000-MV-051) anticipated the future redevelopment of the four remaining unconsolidated residential parcels (including the subject area) and included potential conceptual layouts for future development of those properties as exhibits on the associated development plan. Access easements necessary to enable future coordinated redevelopment of those properties were also included, along with proffered commitments to permit future units to join the Skyview Park Homeowner's Association. The concept for the subject area (Figure 4) included eight townhomes, with the remainder of the land area designated as common open space.

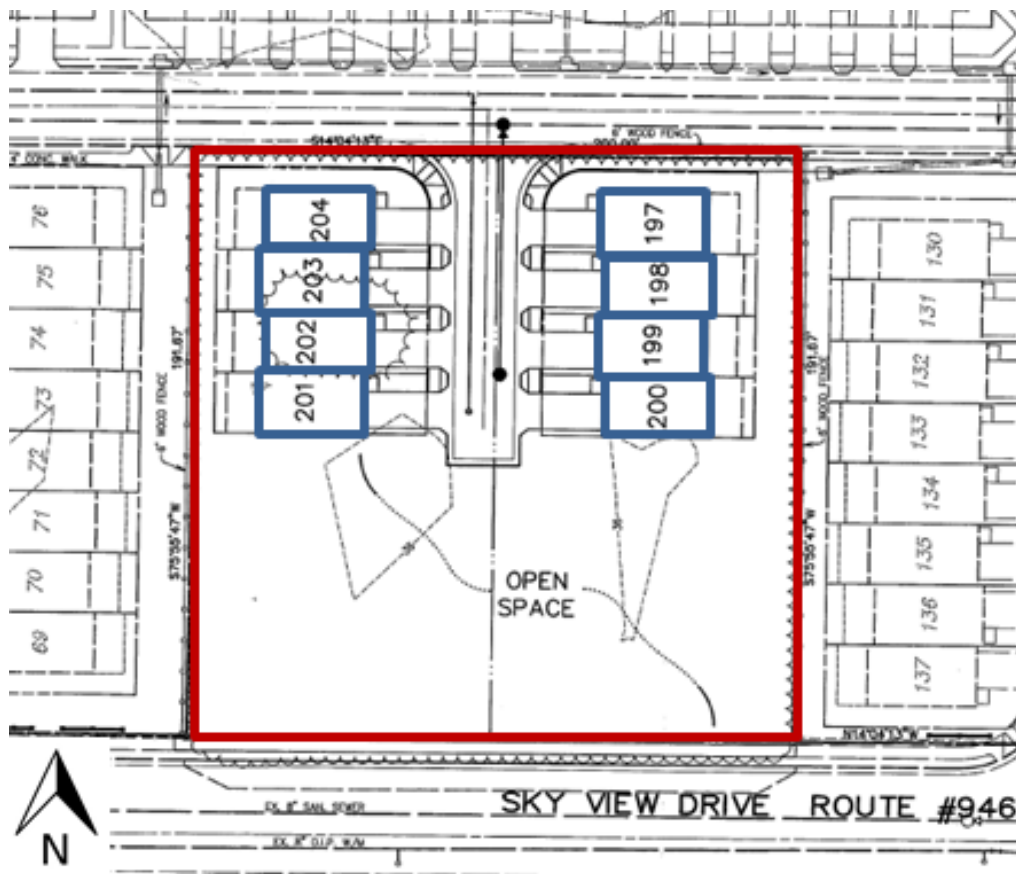


Figure 4: Concept from 2001 development plan.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Richmond Highway Corridor Area, as amended through 3-14-2017, Land Use Recommendations, Suburban Neighborhood Area between South County CBC and Woodlawn CBC, page 74:

“5. The area located on the west side of Richmond Highway between Frye Road and SkyView Drive is planned for community-serving retail use up to .35 FAR and residential use at 2-3 dwelling units per acre, as shown on the Comprehensive Plan map. As an option, residential use at 14-16 dwelling units per acre may be considered if some of the commercially zoned parcels along Richmond Highway are included in the consolidation, subject to the following conditions:

- Substantial parcel consolidation should be achieved including at least 75 percent of the residentially zoned area. Development at the option level should be considered only if it is in conformance with the guidelines for neighborhood redevelopment contained in Appendix 8 of the Land Use section of the Policy Plan;
- Residual parcels not included in the initial rezoning under this option may be appropriate for residential use up to 8 dwelling units per acre provided that units are fully integrated and compatible with development, either approved or constructed, under the initial rezoning in terms of unit type, design and architecture;
- Single-family detached units should be located at the northern end of the area across from the single-family detached community along Manor Drive;
- Effective buffering and screening should be provided by the residential development to screen it from nonresidential uses and Richmond Highway. The screening should consist of barriers comprised of brick, masonry, and/or wood;
- Access should be provided from both Sky View Drive and Frye Road, and these two roadways should be interconnected with the internal street system for the residential development. There should be no access to Richmond Highway.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, as amended through 3-14-2017, Countywide Objectives and Policies, Pages 5-10:

“Objective 8: Fairfax County should encourage a land use pattern that protects, enhances and/or maintains stability in established residential neighborhoods.

Policy a. Protect and enhance existing neighborhoods by ensuring that infill development is of compatible use, and density/intensity, and that adverse impacts on public facility and transportation systems, the environment and the surrounding community will not occur.

Objective 14: Fairfax County should seek to achieve a harmonious and attractive development pattern which minimizes undesirable visual, auditory, environmental and other impacts created by potentially incompatible uses.

Policy b. Encourage infill development in established areas that is compatible with existing and/or planned land use and that is at a compatible scale with the surrounding area and that can be supported by adequate public facilities and transportation systems.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, as amended through 3-14-2017, Board of Supervisor Goals, Page 1:

“Fairfax County has adopted two goals, “Environmental Protection” and “Open Space” that relate to conservation of the natural environment. These Goals read as follows:

Environmental Protection - The amount and distribution of population density and land uses in Fairfax County should be consistent with environmental constraints inherent in the need to preserve natural resources and to meet or exceed federal, state and local standards for water quality, ambient air quality and other environmental standards. Development in Fairfax County should be sensitive to the natural setting, in order to prevent degradation of the county’s natural environment.

Open Space - Fairfax County should support the conservation of appropriate land areas in a natural state to preserve, protect and enhance stream valleys, meadows, woodlands, wetlands, farmland, and plant and animal life. Small areas of open space should also be preserved in already congested and developed areas for passive neighborhood uses, visual relief, scenic value, and screening and buffering purposes.”

Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, as amended through 3-14-2017, Countywide Objectives and Policies, Pages 17-18:

“Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

(...)

The retention of environmental amenities on developed and developing sites is also important. The most visible of these amenities is the county's tree cover. It is possible to design new development in a manner that preserves some of the existing vegetation in landscape plans. It is also possible to restore lost vegetation through replanting. An aggressive urban forestry program could retain and restore meaningful amounts of the county's tree cover.

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.”

PROPOSED PLAN AMENDMENT

The Board requested that staff evaluate the impacts of an amendment to the Comprehensive Plan for the subject properties that would match the density of the neighboring Skyview Park subdivision, which is developed at approximately 13 du/ac. A concept submitted with the concurrent rezoning application (RZ 2017-MV-024) contains development at 12.6 du/ac, which is also consistent with this level of intensity.

ANALYSIS

Land Use

The currently adopted Plan language recommends a redevelopment option for the subject properties for residential use at a density up to 8 du/ac, subject to integration and compatibility with the neighboring Skyview Park development. This Plan option remains viable, but has yet to be implemented. A second option that provides an increase in density may better encourage infill redevelopment of the site. If developed with units of a similar footprint and height, the proposed maximum density of 13 dwelling-units-per-acre (du/ac) could be comparable to the density of the neighboring Skyview Park community and could result in a development at a similar scale and character as the surrounding development. This would be consistent with the elements of Objectives 8 and 14 of the Land Use element of the Policy Plan recommending compatibility of infill redevelopment in scale and intensity with the established neighboring residential development; however, developing larger units at the proposed residential density could reduce the ability of the resulting proposal, on its own, to satisfy Policy Plan guidance relating to the preservation of open space and existing tree cover, which are the two primary goals of the Environment portion of Policy Plan. The Policy Plan recommends that all development be consistent with environmental constraints, prevent degradation of the natural environment, and conserve areas of open space, including small areas of open space in already developed areas. The Plan further stresses the importance of retaining environmental amenities on developing sites, specifically citing existing tree cover as the most visible example, and directs development to protect or restore the maximum amount of tree cover on developed and developing sites. The ability of any proposal to develop to a higher planned density would need to be evaluated as part of the rezoning review process to ensure that it remains in conformance with such Policy Plan guidance.

Transportation

The proposed Plan amendment would increase the site's projected vehicular trips from an estimated 64 total trips per day under the adopted Plan (7 units), to 94 total trips for 11 units. While this represents an increase in trips of nearly 50 percent, the number of additional trips remains low and would have no significant negative effect on the local transportation system.

Figure 6: Estimated Vehicle Trip Generation								
Development Type	Unit	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Adopted Comprehensive Plan								
Townhomes	7 DU	64	1	5	6	5	2	7
Proposed Plan								
Townhomes	11 DU	94	2	7	9	7	3	10

Schools

Similarly, the subject Plan amendment would increase the projected number of new students entering the public school system from three students to six students, which would have no significant negative impact on the school system. Current five-year enrollment projections at local schools reflect no anticipated capacity issues within that timeframe.

Figure 7: School Capacities and Projected Membership						
School	Capacity 2016/2021	Membership (9/30/16)	Projected Membership SY 17-18	Capacity Balance SY 17-18	Projected Membership SY 21-22	Capacity Balance SY 21-22
Mount Vernon HS	2,439	2,025	2,086	353	2,053	386
Whitman MS	1,224	968	961	263	963	261
Woodlawn ES	678	581	597	81	567	111

Figure 8: Projected Student Yield					
School Level	Single-Family Attached Ratio	Units	Proposed Student Yield	Units	Proposed Student Yield
High	.137	7	1	11	2
Middle	.067	7	0	11	1
Elementary	.258	7	2	11	3
Total Student Count			3		6

CONCLUSION

The Plan amendment considers an increase in recommended density on the site from a maximum of 8 du/ac to 13 du/ac, resulting in an increase in potential redevelopment from 7 residential units to 11 residential units. The higher maximum density could be compatible with surrounding development, in terms of density, scale, and neighborhood character, with no additional significant impacts to local roadways, schools, off-site parks, or other public facilities; however, depending on site design and unit size, development at the maximum proposed density may result in difficulty satisfying infill development guidance.

The Comprehensive Plan recommends all residential development provide usable and well-integrated open space and preserve existing natural resources to achieve the highest recommended level of planned density on a site. Due to potential impacts to those Plan elements on the subject area at the proposed density level, staff recommends a Plan option that supports the proposed increased density on the site only if that level of density may be provided in a way that remains compatible with neighboring development, and with the intent of the open space and environmental goals and objectives of the Comprehensive Plan. This would be further evaluated at the time of rezoning review.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

REPLACE: Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, as amended through 3-14-2017, Richmond Highway Corridor Area, Land Use Recommendations, Recommendation #5, page 74:

“5. The area located on the west side of Richmond Highway between Frye Road and SkyView Drive is planned for community-serving retail use up to .35 FAR and residential use at 2-3 dwelling units per acre, as shown on the Comprehensive Plan map. Much of the area has previously been developed under a Plan option at approximately 13 du/ac, including ~~As an option, residential use at 14-16 dwelling units per acre may be considered if some of the commercially zoned parcels along Richmond Highway are included in the consolidation.~~ Residential development at this density is subject to the following conditions:

- ~~• Substantial parcel consolidation should be achieved including at least 75 percent of the residentially zoned area. Development at the option level should be considered only if it is in conformance with the guidelines for neighborhood redevelopment contained in Appendix 8 of the Land Use section of the Policy Plan;~~
- Residual parcels not included in ~~the initial~~ prior consolidated Skyview Park rezoning(s) under this option may be appropriate for residential use up to 8 dwelling units per acre provided that units are fully integrated and compatible with development, either approved or constructed, under the initial Skyview Park rezoning in terms of unit type, design and architecture, except that Parcels 101-3 ((10)) 6A and 7A may be appropriate for residential use up to 13 dwelling units per acre, if fully integrated and compatible with the neighboring Skyview Park development, and if such additional density provides sufficient open space and appropriate tree preservation.;
- Single-family detached units should be located at the northern end of the area across from the single-family detached community along Manor Drive;
- Effective buffering and screening should be provided by the residential development to screen it from nonresidential uses and Richmond Highway. The screening should consist of barriers comprised of brick, masonry, and/or wood;

- Access should be provided from both Sky View Drive and Frye Road, and these two roadways should be interconnected with the internal street system for the residential development. There should be no access to Richmond Highway.”

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.