



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2019-IV-RH1  
August 22, 2019

**GENERAL LOCATION:** Southeast quadrant of the intersection of South Van Dorn Street and Oakwood Road.

**SUPERVISOR DISTRICT:** Lee

**PLANNING AREA:** Area IV

**PLANNING DISTRICT:** Rose Hill Planning District

**SPECIAL PLANNING AREA:**

Bush Hill Community Planning Sector

**PARCEL LOCATION:** 81-2 ((1))17C and 81-4 ((1))32, 33 and 34

**PLANNING COMMISSION PUBLIC HEARING:**  
Thursday, September 12, 2019 @ 7:30 PM

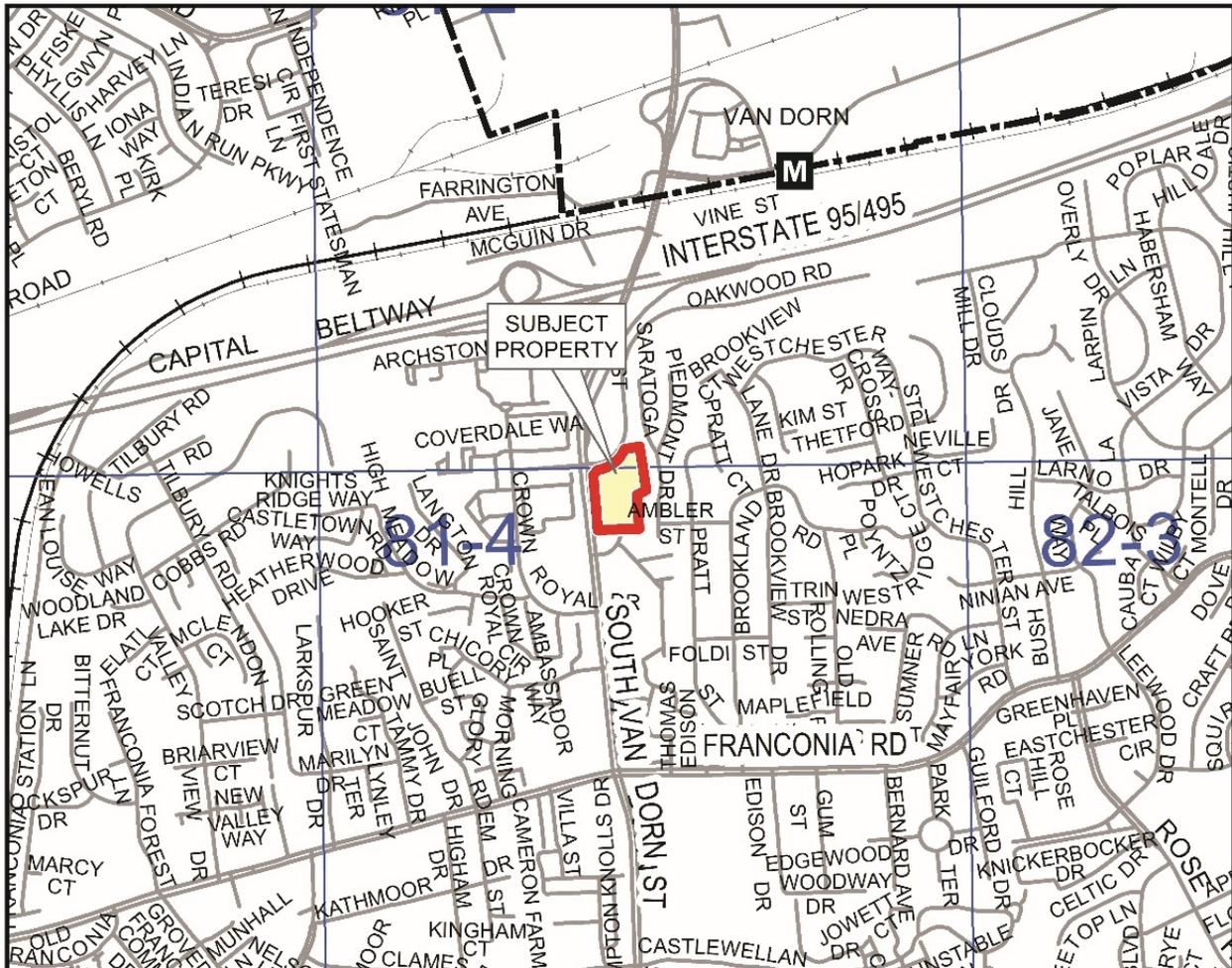
**BOARD OF SUPERVISORS PUBLIC HEARING:**  
Tuesday, September 24, 2019 @ 4:00 PM

**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.

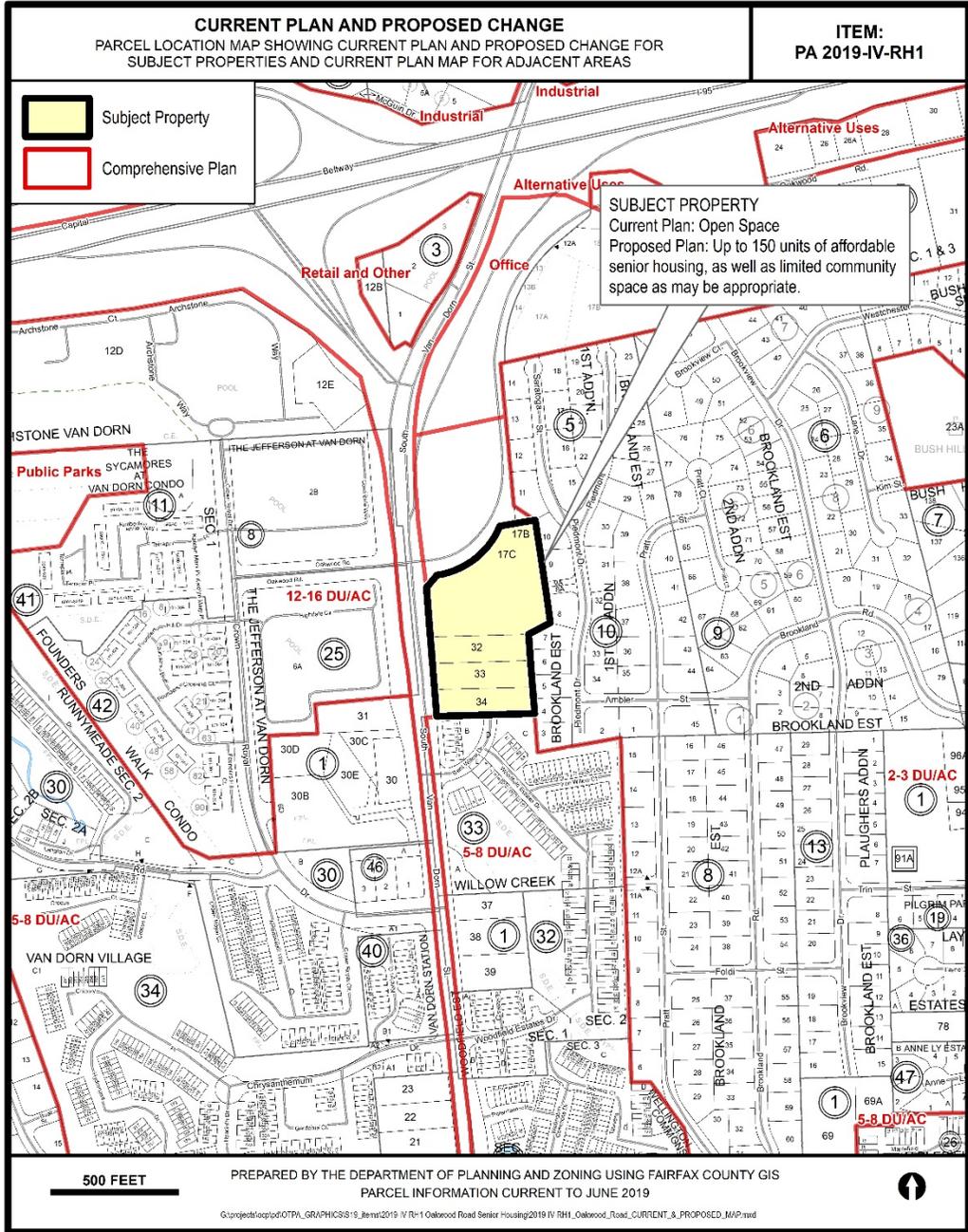
For additional information about this amendment call (703) 324-1380.



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS  
2019-IV-RH1 OAKWOOD ROAD SENIOR HOUSING



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## STAFF REPORT FOR PLAN AMENDMENT 2019-IV-RH1

### BACKGROUND

On January 22, 2019, the Board of Supervisors (Board) authorized the consideration of a Comprehensive Plan amendment for an approximately 6.2-acre area at the southeast quadrant of the intersection of South Van Dorn Street and Oakwood Road, (Tax Map Parcels 81-2 ((1))17C and 81-4 ((1))32, 33 and 34) in the Rose Hill Planning District of the Bush Hill Community Planning Sector in the Lee Supervisor District. The Plan amendment is related to a Public-Private Education and Infrastructure Act (PPEA) proposal for affordable housing for older adults. In February 2018, the county received an unsolicited PPEA proposal from APAH, an affordable housing developer. In accordance with the procedures adopted by Fairfax County and the provisions of the PPEA, Fairfax County advertised for competing development proposals in partnership with the Fairfax County Redevelopment and Housing Authority (FCRHA). Two competing proposals were received and were evaluated using the following criteria: affordability, financial viability, development team experience, project design, and community outreach. A county selection advisory committee completed its evaluation and recommended a development partner. Following a public hearing, APAH was selected as the development partner. The APAH development proposal consists of 150 units of affordable senior housing. On January 16, 2019, the Board transferred the subject area to the FCRHA to facilitate review of the redevelopment proposal.

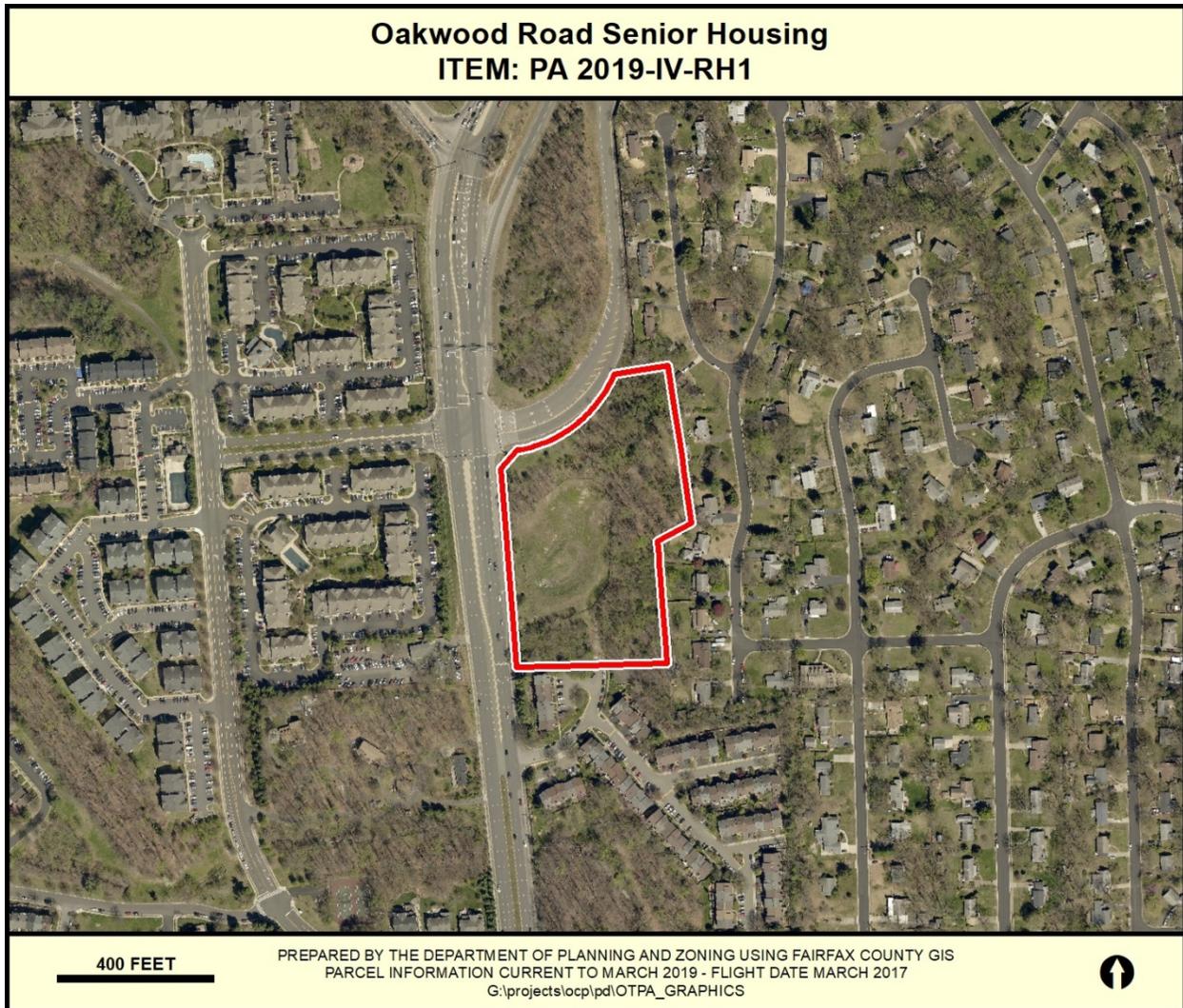
The review of the Plan amendment is concurrent with a Proffer Condition Amendment and Special Exception application PCA 85-L-006 & SE 2019-LE-013 submitted by APAH for the subject property (Tax Map Parcels 81-2 ((1))17C and 81-4 ((1))32, 33 and 34) to the county which requests amending the adopted proffers to allow up to 150 units of affordable senior housing with associated community space. Attachment I shows the proposed site layout for the PCA/SE, which is current as of the publication of this report. The site layout is provided for informational purposes and is subject to change as the development application progresses through the review process. Consult <http://ldsnet.fairfaxcounty.gov/ldsnet/CurrentInProcessBOS.aspx> for a description and information on the status of the proffer condition amendment/special exception application.

Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed proffer condition amendment/special exception applications and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

### CHARACTER OF THE SITE

As stated above, the subject property consists of four parcels that are located in the southeast quadrant of the intersection of Oakwood Road and South Van Dorn Street. The subject property is residual land from a road improvement project that realigned the intersection of Oakwood Road and South Van Dorn Street in the late 1990s. A portion of the property is used as a stormwater management pond. A ridge in the northeastern corner of the site slopes northeast

towards the single-family residences and Oakwood Road, and southeast towards the stormwater management pond and South Van Dorn Street, with a total elevation change of approximately 20 feet from the ridge to the stormwater management pond. There is significant tree cover along the ridge, and scattered throughout the site, particularly along the eastern and southern boundaries. The adopted Comprehensive Plan for this area recommends that any unused portions of the parcels not needed for transportation improvements should be retained as landscaped open space. The subject area is zoned R-8, Residential District not to exceed eight dwelling units per acre.



## CHARACTER OF THE AREA

The site is located in the Rose Hill Planning District, which contains the Van Dorn Transit Station Area (TSA) just to the north and the Kingstown Town Center Community Business Center (CBC), approximately a mile and a half to the south. Outside of the two mixed-use centers, the planning district is characterized by stable residential neighborhoods. Most of the residential neighborhoods contain single-family detached residential units, with townhouses and multifamily residential units located throughout the planning district.

**North:** Undeveloped land lies to the north of the subject site across Oakwood Road. The area is also part of the residual land that was left over from the construction of Oakwood Road in the 1990s and is planned for open space.

**South:** The Willow Creek townhome community borders the site to the south and is planned for residential development at a density of 5-8 dwelling units per acre (du/ac).

**East:** The land to the east of the site is developed with single-family detached residences and is planned for residential development at a density of 2-3 du/ac.

**West:** The land across South Van Dorn Street to the west is developed with multifamily units and is planned for residential development at a density of 12-16 du/ac.

## **PLANNING HISTORY**

The recommendation for the subject property appears in Area IV, Rose Hill Planning District, RH2-Bush Hill Community Planning Sector of the 1991 Edition of the Fairfax County Comprehensive Plan. There have been no amendments adopted on the subject property since that time.

## **ADOPTED COMPREHENSIVE PLAN**

The Comprehensive Plan Use Plan Map shows the subject area as planned for residential development at 5-8 du/ac. The Area IV volume of the Comprehensive Plan contains the following guidance pertaining to this site:

**Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Rose Hill Planning District as amended through 2-5-2019; RH2-Bush Hill Community Planning Sector, page 38:**

### **“CONCEPT FOR FUTURE DEVELOPMENT**

The Concept for Future Development recommends that most of the Bush Hill Planning Sector develop as Suburban Neighborhoods. The sector also contains most of the Van Dorn Transit Station Area.

## **RECOMMENDATIONS**

### Land Use

The Bush Hill Community Planning Sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.”

The Plan includes the following site-specific recommendation:

**Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Rose Hill Planning District as amended through 2-5-2019, RH2-Bush Hill Community Planning Sector, page 38:**

1. “On the east side of South Van Dorn Street, north of Bent Willow Drive, are a series of publicly-owned parcels which were acquired to construct transportation improvements. Any unused portions of these properties should be retained as landscaped open space.”

The following countywide policies also apply:

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Housing Element, amended through 3-14-2017, pages 2-7:**

**“BOARD OF SUPERVISORS GOAL**

**Affordable Housing** - Opportunities should be available to all who live or work in Fairfax County to purchase or rent safe, decent, affordable housing within their means.

(...)

**COUNTYWIDE OBJECTIVES AND POLICIES**

**Objective 1: The county should increase the supply of affordable housing units each year by an amount that is equal to at least 12 percent of the total housing production in the County for the previous year. These units should serve the full range of incomes of households needing affordable housing and should include units for the disabled and handicapped.**

(...)

Policy g. Give priority for the use of county and other government-owned buildings and land as sites for the provision of affordable housing.

(...)

Policy i. Support the efforts of the Fairfax County Redevelopment and Housing Authority in producing a portion of these affordable housing units through the provision of county resources and the approval of suitable housing sites.

(...)

Prices of new homes and the rents of new apartments are directly related to allowable density. Higher densities can help to support affordability. Determining acceptable locations for higher density residential development will be necessary as part of a strategy to provide more affordable units. The county is committed to both closing the gap between the demand for and supply of affordable housing (as defined in the Glossary) and promoting the location of affordable housing throughout the county.

**Objective 5: The county should increase the supply of housing available to special populations, including the physically and mentally disabled, the homeless, and the low-income elderly.**

(...)

Policy d. Promote multifamily housing for the elderly and the handicapped that is conveniently located to public transportation and community services.”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, amended through 12-04-2018, 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.

Policy c. Achieve compatible transitions between adjoining land uses through the control of height and the use of appropriate buffering and screening.

(...)

Policy f. Utilize urban design principles to increase compatibility among adjoining uses.

Policy h. Utilize landscaping and open space along rights-of-way to minimize the impacts of incompatible land uses separated by roadways.

Policy i. Minimize the potential adverse impacts of the development of frontage parcels on major arterials through the control of land use, circulation and access.

(...)”

Appendix 1 of the Land Use element of the Policy Plan also contains specific guidance in reference to guidelines for multifamily residential development, and for multifamily residential development for the elderly, as provided in Attachment II of this report. The guidelines recommend that multifamily developments should be located near retail, services, and other amenities; have adequate access to major roadways and public facilities and services; and can achieve environmental goals. The guidelines for multifamily development for the elderly address transportation and topography needs and safety for residents

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, amended through 3-14-2017, pages 3-5:**

**“Objective 1: Preserve and improve air quality.**

(...)

Policy c. Support air quality improvement through tree preservation, tree planting and sensitive landscaping practices.”

**PROPOSED PLAN AMENDMENT**

The Board requested that staff consider an amendment for up to 150 units of affordable senior housing and limited community space as may be appropriate for the property.

**ANALYSIS**

The need for affordable housing, especially housing for older, lower income populations is expressed in the Comprehensive Plan; the Fairfax County 50+ Community Action Plan, which recommends flexibility when reviewing land use cases that involve housing for older adults and encourages neighborhood-based housing for older adults; and the One Fairfax policy, which has areas of focus that discuss the provision of the full spectrum of housing opportunities across the county and neighborhoods that support all communities and individuals. Higher density may be used as a tool to encourage the development of affordable housing. At the same time, the Plan clearly states that the county should not compromise other planning objectives, nor the quality of life of other residents. The Land Use element of the Policy Plan contains specific policies and objectives meant to ensure such negative impacts are avoided and a balanced and harmonious community is maintained, as discussed in the following sections.

**Affordable Housing**

The availability of affordable housing to all who live and work in the county is one of the primary goals of the Board (per the adopted Goals for Fairfax County). One element of the Policy Plan is devoted exclusively to Housing objectives, and affordable housing policies are further integrated into other aspects of the Plan, including land-use objectives. Objective 1 of the Housing element of the Policy Plan encourages affordable housing<sup>1</sup> and recommends that priority be given for the use of county-owned buildings and land as sites for the provision of affordable housing (policy g). It is also recommended that the county support the FCRHA in producing a portion of these affordable units through county resources and the approval of suitable housing sites (policy i). Furthermore, the objective recognizes that higher densities can help to support affordability and determining acceptable locations for higher density residential development will be necessary as part of a strategy to provide more affordable units. Objective 5 directs that the county should increase the supply of affordable housing available to special populations, including the low-income elderly.

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<sup>1</sup> The Policy Plan volume of the Comprehensive Plan defines affordable housing as housing that is available to households with incomes up to 120% of the Area Median Income (AMI) for the Washington Metropolitan Statistical Area, as determined by the U.S. Department of Housing and Urban Development.

Implementation of the proposed Plan amendment would result up to 150 units of affordable senior housing. The potential benefits of the proposed Plan amendment on FCRHA-owned land would respond to the county's affordable housing goals, especially if the units serve lower income tiers such as 60% of the Area Median Income (AMI) or lower.

## **Land Use**

### Land Use Pattern

The subject property is planned for open space as residual land from a roadway improvement. Prior to the roadway improvements, the subject property was planned for residential use. The Concept for Future Development in the Comprehensive Plan designates the surrounding area as a Suburban Neighborhood Area. These areas are typically residential in character, with little or no change envisioned, and contain a mixture of residential densities. Higher-density residential uses in these areas should be designed to prevent adverse transportation and other impacts to nearby lower-density residential uses, and to provide opportunities for usage of transit and pedestrian-accessible amenities.

The proposed Plan amendment considers a residential density of approximately 24 du/ac, which is greater than the residential densities planned and developed in the surrounding communities. However, the Plan also supports higher density development as a means to promote the provision of affordable housing. The infill potential for the site at the higher density could be appropriate if the infill use can avoid adverse impacts to surrounding properties and satisfy other land-use policies and objectives of the Plan as discussed in subsequent sections.

### Land Use Compatibility

Objective 14 of the Land Use element specifically directs that new development or redevelopment be harmonious with surrounding uses and minimize undesirable visual, auditory, environmental and other potential impacts. Infill development should be at a scale that can be compatible with the surrounding area and that can be supported by adequate public facilities and transportation systems (policy b). Compatible transitions between differing uses is encouraged through control of building mass and height (policy c), and the use of appropriate buffering, screening, landscaping and open space is encouraged, especially along rights-of-way (policy h), to minimize impacts of potentially incompatible land uses.

The multifamily development across South Van Dorn Street to the west includes four story buildings, and the townhouses to the south are three stories. The single-family detached houses to the east rest at a higher elevation of approximately 20 feet. The proposed development could be up to 4 stories on the South Van Dorn Street side, tapering down to the east and south which would create a relatively similar appearance of scale to the adjacent development despite the higher density. The design of the proposed development should include quality architecture that is residential in character and includes architectural treatment of all building facades in a manner that complements the other residential uses in the area. Furthermore, the proposed development could be designed to minimize visual and auditory impacts from lighting and noise through the maintenance and enhancement of substantial existing tree buffers between the proposed use and

the existing, lower-density residential neighborhoods, tapering of the building height, and use of the difference in elevation.

Guidelines for Multifamily Residential Development (See Attachment II for complete citation)

The Land Use element of the Policy Plan volume of the Comprehensive Plan also contains recommended guidelines specific to various development types. In the case of multifamily residential development, the Plan recommends that such development contain sufficient area to accommodate necessary onsite amenities, have access to a roadway of adequate capacity to serve the development, and be located in areas within convenient walking distance to public transportation opportunities and community services. Additional guidelines specifically for multifamily housing for the elderly emphasize safety and accessibility of necessary services. The subject area, at 6.2 acres, is generally of sufficient size to accommodate multifamily residential development with a variety of onsite amenities, such as open spaces, sidewalks, and trails, as well as the preservation of the existing tree cover. Any proposed development should be designed and scaled to prioritize those objectives. The site is located within convenient walking distance to public transportation, namely bus routes that serve the Van Dorn Metrorail Station and the Kingstowne shopping center as described in the Transportation section of this staff report. In addition, the provision of community space, as proposed, would provide the opportunity for convenient access to services for the residents, especially through partnership with county agencies such as the Fairfax County Department of Neighborhood and Community Services.

**Transportation**

Trip Generation

A trip generation analysis was conducted to compare the current Plan recommendation for open space to the proposed maximum of 150 independent senior residential units and community space. The overall impacts to the transportation network would be minimal. The proposed use would generate 30 morning (AM) peak hour trips and 38 afternoon (PM) peak hour trips. Table 1 shows the comparison in trip generation between the existing recommendation for open space and the proposed senior housing. Further, the proposed community space was found not have an adverse impact on the traffic network.

**Table 1: Trip Generation for PA 2019-IV-RH1 (Oakwood Road Senior Housing)**

Development Type	# Units	Daily	AM			PM		
			In	Out	Total	In	Out	Total
<b>Current Comprehensive Plan</b>								
Open Space	N/A	0	0	0	0	0	0	0
<b>Proposed Plan</b>								
Senior Adult Housing - Attached (ITE 252)	150 DU	578	10	20	30	21	17	38
<b>Impact Over Comp Plan</b>		<b>578</b>	<b>10</b>	<b>20</b>	<b>30</b>	<b>21</b>	<b>17</b>	<b>38</b>

*Note: Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 10<sup>th</sup> edition (2018). Trip Generation estimates are provided for general, order-of-magnitude comparisons, only, and do not account for pass-by, internal capture, or other traffic reductions, as a result of transportation demand management (TDM) programs and/or proximity to retail or transit stations.*

### Access

The primary access should not be permitted directly from South Van Dorn Street due to an existing right turn lane along the frontage of the subject property, but rather from Oakwood Road. As this access point would turn onto the outside of a horizontal curve, an analysis should be conducted during the development review to ensure that adequate storage is available on Oakwood Road as it approaches South Van Dorn Street to accommodate vehicles waiting to make a left turn.

### Transit Services

The parcel is currently served by Fairfax Connector Routes 109, 231, 232, and 321, with stops on South Van Dorn Street in both the northbound and southbound directions, providing quick and safe access to the Van Dorn Metrorail Station. Any proposed changes to the Plan should maximize access and use of transit, including implementation of a safer and more convenient crossing of South Van Dorn Street. Enhanced bicycle and pedestrian connectivity and access between the site and the bus stops should also be provided and may be addressed during development review.

### Bicycle and Pedestrian Facilities

Trails and other bicycle/pedestrian facilities around the subject property should provide adequate access to and from bicycle facilities and transit. There is currently a substandard, off-road pedestrian facility to the north of the subject property between Oakwood Road and Vine Street, passing under the Beltway to connect to the Van Dorn Metrorail Station. There are existing sidewalks along the subject property's South Van Dorn Street frontage. The County Bicycle Master Plan proposes buffered bike lanes along South Van Dorn Street from Oakwood Road to Franconia Road. No recommendations exist to the north. Bicycle/pedestrian facilities that connect to existing and planned facilities should be constructed along the Oakwood Road frontage. Furthermore, enhanced safety measures should be provided for the pedestrian crossing at South Van Dorn Street to improve access to the southbound bus stop on the western side of the street. These features are consistent with the county's transportation policies and should be addressed during development review.

## **Environment**

### Tree Preservation

This site contains an upland hardwood forest with desirable tree species consisting primarily of white oak, red oak, sweet gum, red maple, black gum, and tulip trees. Many of these trees appear to be in fair to good condition, are desirable for preservation, and are considered an asset to the community. The preservation of trees should be prioritized in order to continue to provide environmental benefits to the community as per the Environment element of the Policy Plan, Objective 1. The preservation also would buffer and screen the proposed use from the adjacent residences.

### Water Quality and Stormwater Management

The subject property is currently occupied by a dry detention basin (1954DP) which receives inflows from Virginia Department of Transportation (VDOT) roadways. Stormwater from the subject property is directed from 1954DP into an unnamed tributary located upstream of the

Runneymeade Stream Restoration Project, which was completed in 2006. This unnamed tributary outfalls into Backlick Run near its confluence with Indian Run, ultimately feeding into Cameron Run.

The unnamed tributary outfalls into Backlick Run approximately 250 feet east of its confluence with Indian Run, which is in close proximity to the ongoing stream restoration project, Backlick Run at Bren Mar Drive. The Backlick Run drainage area has experienced massive erosion in the last several years, in part due to soft coastal plain soils and likely increases in uncontrolled runoff.

A 21” sanitary sewer main located approximately 70 feet upstream of the of the Oakwood site’s outfall location had a catastrophic failure in 2015 and required a significant investment to repair the sanitary sewer main and restore the stream channel. Restoration of the Backlick Run drainage area is critically important to protect the sanitary sewer line and not further degrade and destabilize the downstream receiving channel.

In addition, the Cameron Run watershed is located within a county municipal separate storm sewer system (MS4) service area. Cameron Run is one of the most degraded watersheds in the county: the Virginia Department of Environmental Quality lists it as Impaired; it is under multiple total maximum daily loads (TMDLs)(both E. coli bacteria and Baywide TMDLs for nutrients and sediment); and biological monitoring of its streams has consistently found impacted habitat and poor benthic health.

Without appropriate mitigation measures, increased outfall from the subject property could contribute to future erosion and potential sewer line failures. Stormwater controls above the minimum requirements should be provided with the proposed development to minimize impacts to Cameron Run and the county’s stream restoration projects on the unnamed tributary and Backlick Run. Over-detention and reduced release/discharge are highly recommended. Specific stormwater management techniques for the site should be determined through the development review process.

## **CONCLUSION**

The proposed plan amendment related to 150 units of affordable senior housing helps to achieve several objectives of the Fairfax County Comprehensive Plan. The Plan supports increased density for the provision of affordable housing. The potential impacts from the change in use from open space to independent living at a higher density than the surrounding area can be mitigated through appropriate buffering, site design, and stormwater management measures.

## 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 ~~striketrough~~. Text shown to be replaced is noted as such.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area IV, Rose Hill Planning District, as amended through February 5, 2019, RH2-Bush Hill Community Planning Sector, Land Use, Recommendations, page 38:

1. “On the east side of South Van Dorn Street, north of Bent Willow Drive, are a series of publicly-owned parcels which were acquired to construct transportation improvements. Any unused portions of these properties should be retained as landscaped open space. As an option, the four parcels that comprise the southeast quadrant of the intersection of Oakwood Road and South Van Dorn Street (Tax Map Parcels 81-2 ((1))17C and 81-4 ((1))32, 33 and 34) may be developed with a maximum of 150 multifamily senior housing units affordable to households earning up to 60 percent of the Area Median Income (AMI). No additional bonus density for the provision of affordable units is appropriate. A limited amount of space within the building should accommodate community serving uses.

Redevelopment under the option should satisfy the following conditions:

- A continuous landscaped buffer area should be provided along the eastern and southern boundaries of the site to reduce impacts to the adjacent lower density residential communities. Existing healthy mature trees located within all buffer areas should be preserved, to the maximum extent feasible, in consultation with the Fairfax County Urban Forest Management Division, and be supplemented with native evergreen, deciduous, and understory vegetation to provide year-round visual screening.
- High-quality architecture should be provided in a manner that is compatible with and complements other uses in the area.
- Stormwater management controls for the new development above the minimum standards should be provided to the extent possible to protect the Cameron Run watershed, one of the most degraded watersheds in Fairfax County, and reduce impacts to critical infrastructure.”

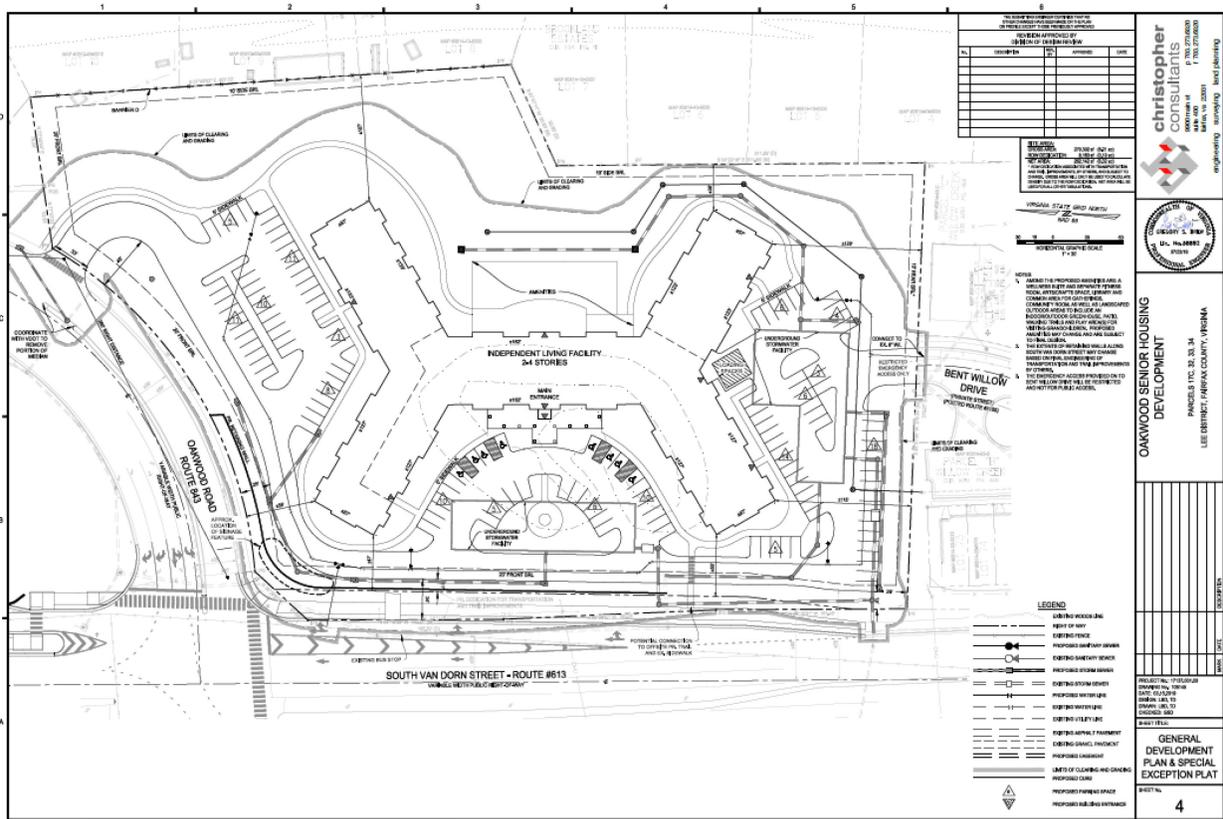
## COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

**COUNTYWIDE TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.

# ATTACHMENT I



Attachment I shows the proposed site layout for the PCA 85-L-006/SE 2019-LE-013 concurrently being reviewed on the subject area with the proposed plan amendment. The concept is current as of the publication of this report. The site layout is provided for informational purposes is subject to change as the development application progresses through the review process. Consult <http://ldsnet.fairfaxcounty.gov/ldsnet/CurrentInProgressBOS.aspx> for a description and information on the status of the proffer condition amendment/special exception application.

## ATTACHMENT II

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use – Appendix, amended through 12-04-2018, page 13.**

### **“Appendix 1 Guidelines For Multifamily Residential Development**

The following guidelines are desirable characteristics for sites to be considered for multifamily development. Although the guidelines outline desired characteristics, certain circumstances might warrant multifamily development on a site even when these guidelines are not entirely met.

#### Guidelines for Suburban Neighborhoods:

1. Multifamily sites in designated Suburban Neighborhood areas should be in close proximity to community-serving retail. In addition, multifamily sites should be centrally located with respect to community services such as libraries, houses of worship, park/recreational facilities, and schools.
2. To accommodate traffic flow, the site should have adequate access to an arterial or to a collector street. An appropriate transportation analysis should be performed in conjunction with proposed multifamily development, with approval made contingent on the satisfactory resolution of identified transportation issues.
3. Sites for multifamily residential development should be located where it is county policy to provide public water and sewer service.
4. The required site size for multifamily development in Suburban Neighborhoods is dependent upon density, setback requirements, open space, parking, social and recreational amenities to be provided, and building height. These factors will tend to determine minimum site size. Generally, in areas of the county which have a reasonable supply of vacant or underutilized land, sites should be above the size necessary to meet Zoning Ordinance requirements (a minimum of 200 units). This enhances the ability to support a package of private amenities such as swimming pools, tennis courts, a clubhouse, etc. If proposed multifamily projects contain more than 600 units, diversity in architectural style, layout and transition should be encouraged.
5. Environmental concerns should be considered in site selection. Multifamily development is not appropriate in areas designated as Low Density Residential Areas. Environmental Quality Corridors and areas subject to airport noise greater than DNL 60 dBA generally should be avoided.

#### Guidelines for Multifamily Residential Development for the Elderly:

Locational guidelines for housing for the elderly should recognize the needs of the elderly as well as site characteristics. With regard to residents for whom health and mobility have become a concern, guidelines for the location of multifamily residential development should be modified as described below. With regard to residential facilities such as congregate housing and nursing homes, which are designed to serve the elderly population in need of continuous medical/nursing care, these developments are less location sensitive than other elderly residential developments.

1. Public transportation and community services should be located within a reasonable walking distance and should be accessible via paved walkways that are lighted, secure, and well maintained. Crosswalks should be delineated, and adequate provisions should be made for crossing heavy traffic (e.g., pedestrian crossing signals). If neither public transportation nor community services are located within a short walking distance (i.e., a 5-7minute walk), the elderly housing development should provide shuttle bus service which can offer residents comparable access to community services.
2. The topography of the site, and that between the site and nearby destinations, should be taken into consideration when siting residential development for the elderly. Pedestrian facilities should not be located on slopes greater than 5-8%, and such maximum slopes should not be continuous for more than 75 feet.
3. Safety and security are of particular concern to the elderly. To the extent possible, the architecture and site design for multifamily residential development for the elderly should incorporate features which reduce the potential for crime and enhance the security of residents.”