



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2018-II-F1  
October 4, 2018

**GENERAL LOCATION:** The northeast quadrant of the intersection at Braddock Road and Roberts Road.

**SUPERVISOR DISTRICT:** Braddock

**PLANNING AREA:** Area II

**PLANNING DISTRICT:**

Fairfax Planning District

**SUB-DISTRICT DESIGNATION:**

B1 Braddock Community Planning Sector

**PARCEL LOCATION:** 68-2 ((1)) 21-25

**PLANNING COMMISSION PUBLIC HEARING:**

Thursday, October 25, 2018 @ 7:30 PM

**BOARD OF SUPERVISORS PUBLIC HEARING:**

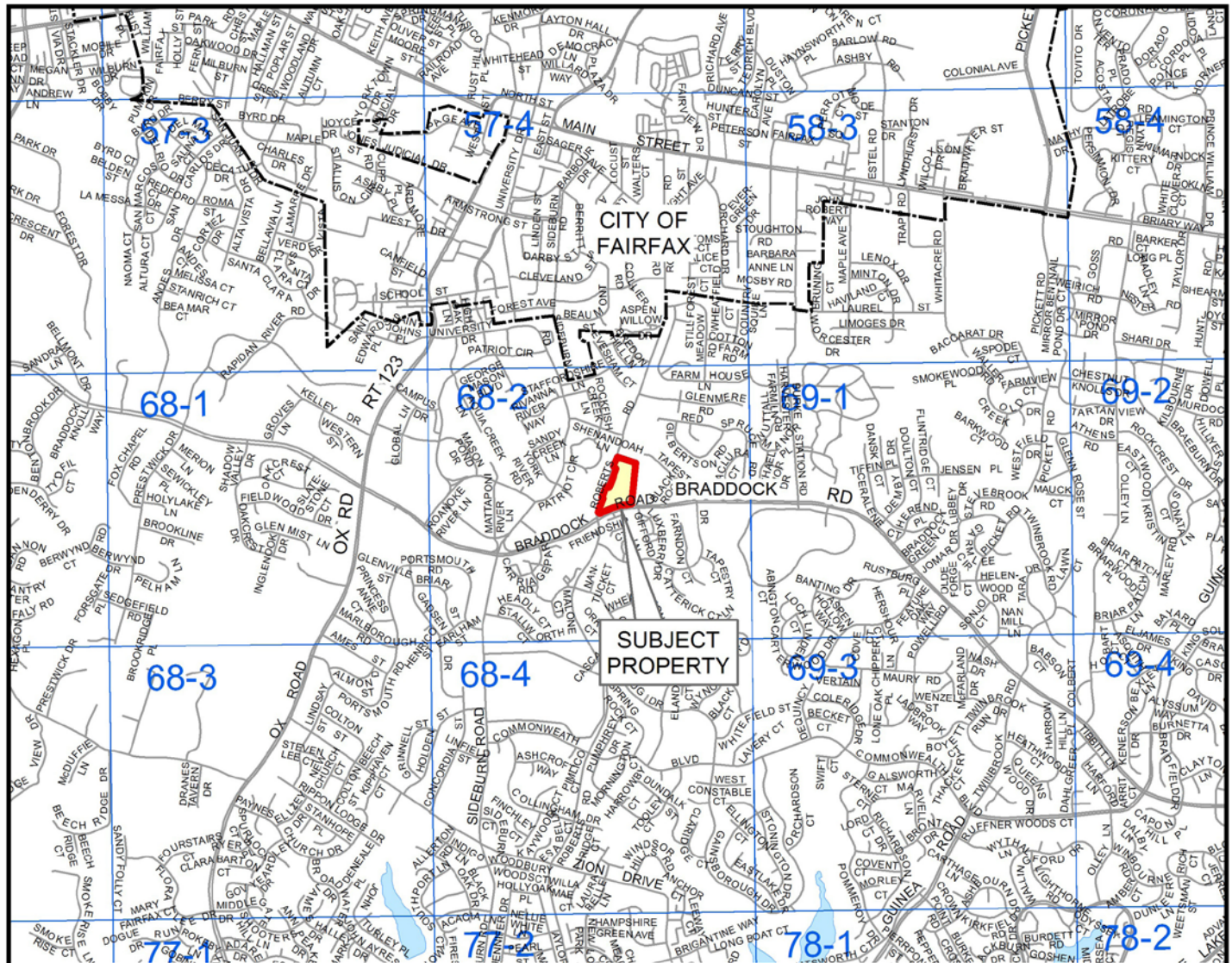
Tuesday, November 20, 2018 @ 4:00 PM

**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.



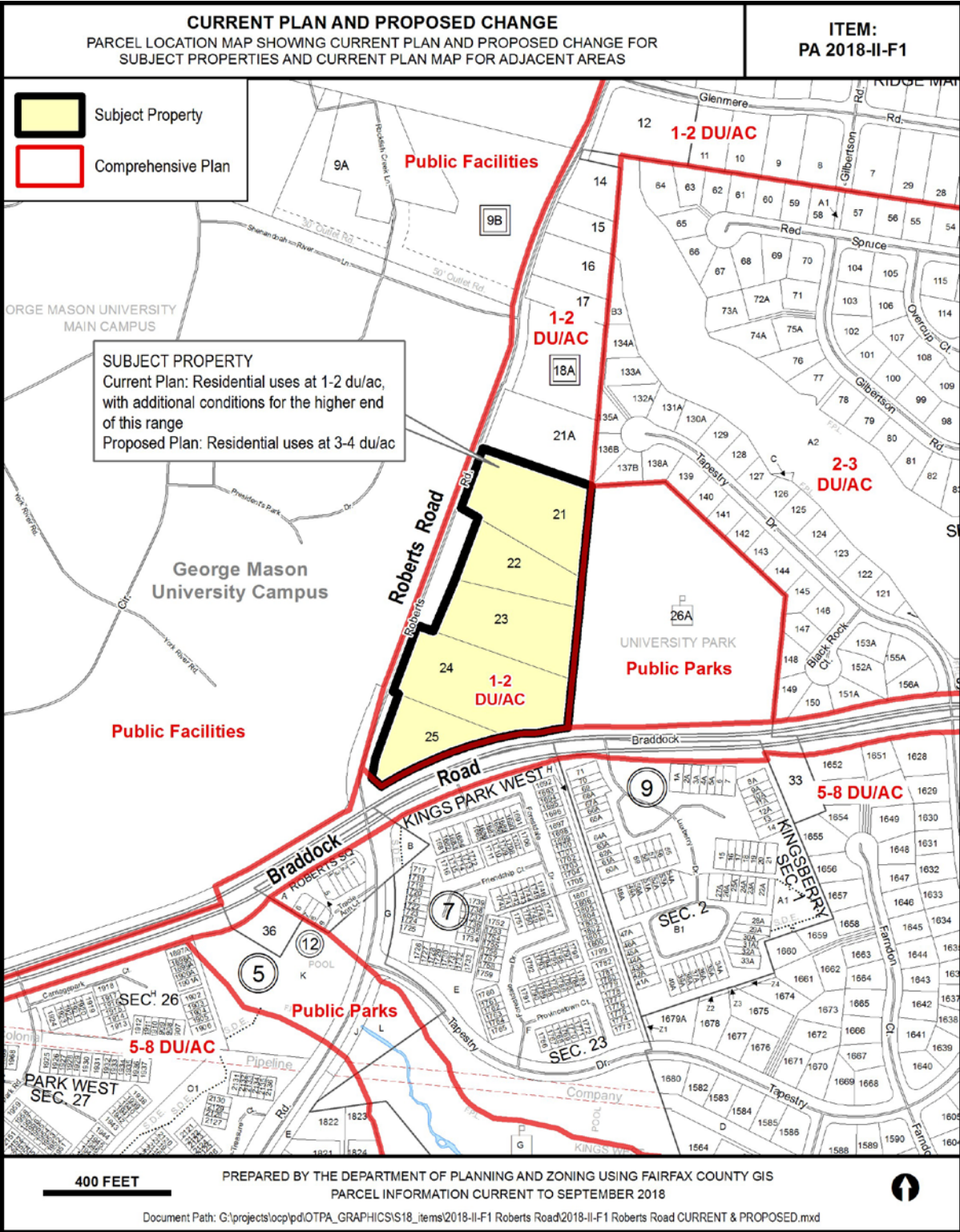
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PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS  
Roberts Road



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## **STAFF REPORT FOR PLAN AMENDMENT 2018-II-F1**

### **BACKGROUND**

On January 23, 2018, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2018-II-F1 for Tax Map Parcels 68-2 ((1)) 21-25, comprising 8.94 acres in the northeast quadrant of the intersection at Braddock Road and Roberts Road. The subject parcels are located within the F1-Braddock Community Planning Sector of the Fairfax Planning District, along the southern portion of Planning Area II. The site is located in the Braddock Supervisor District.

The Board authorized staff to consider an amendment to the current Comprehensive Plan (Plan) for single-family detached residential, commercial, and/or institutional uses on the subject parcels, in conjunction with a community engagement process. A rezoning application (RZ 2017-BR-030) for the subject properties was accepted by the Department of Planning and Zoning on October 26, 2017. The application for the rezoning proposes to rezone the parcels from the current R-1 zoning district to the PDH-8 zoning district, for the development of 49 single-family detached dwelling units. The applicant indefinitely deferred this rezoning application on February 21, 2018 to allow for the review of the amendment to the Comprehensive Plan. When pursued by the applicant, RZ 2017-BR-030 will be subject to the provisions of VA Code §15.2-2303.4 governing proffered rezoning for residential development.

### **CHARACTER OF THE SITE**

The component parcels that comprise the 8.94-acre subject site are all zoned R-1 and planned for residential uses at a density of 1-2 dwelling units per acre (du/ac). The Plan text prescribes certain conditions that should be met in order to achieve density at the higher end of the 1-2 du/ac range. These conditions are described in greater detail in the Adopted Comprehensive Plan Text section of this report. Of the five parcels in the subject area, all but Parcel 25 are improved with a residential detached structure, with associated driveway pavement and accessory structures. Driveways for the existing dwellings are accessed directly by Roberts Road. Parcel 25 is undisturbed and slopes in the southwestern corner by the road intersection. The overall site features substantial tree coverage.

### **CHARACTER OF THE AREA**

The Fairfax Planning District is located in the central portion of Fairfax County, predominantly characterized by low density residential development. The subject area of this proposed Plan Amendment is located in the southern portion of the Fairfax Planning District, in the F1-Braddock Community Planning Sector. A majority of the sector is developed with stable residential development with a density of 2-3 du/ac, although a higher density development pattern exists in areas to the west and south outside the sector. The Concept for Future Development recommends that the entire Braddock Community Planning Sector be identified as a Suburban Neighborhood. Suburban Neighborhoods contain a broad mix of allowable residential densities, styles, parks, and

open space. Suburban Neighborhoods might be supported by neighborhood-serving commercial services, public facilities, and institutional uses of intensities and character compatible with the surrounding area. The subject area is approximately one half mile south of the City of Fairfax along Roberts Road.

**North and East:** The areas immediately to the north and east of the site are planned for public park or low density residential uses, between 1 and 3 du/ac. These areas are already developed with single-family homes on properties zoned R-1 (Ridge Manor), R-2 (Hickory Farms and George Mason Forest Sec. 1), and R-3 (George Mason Forest Sec. 2). Parcel 18A, to the north, is improved with a Catholic Ministry. Directly adjacent to the subject properties on the east is University Park, an unimproved public park.

**West:** The west side of Roberts Road is within the F7-George Mason Community Planning Sector and the parcel adjacent to the roadway is planned for Public Facilities. George Mason University owns this 340 acre college campus replete with academic halls, offices, dormitories, an arena, and other associated improvements. Campus features closest to Roberts Road include surface parking lots, multi-story dormitories, and buffering.

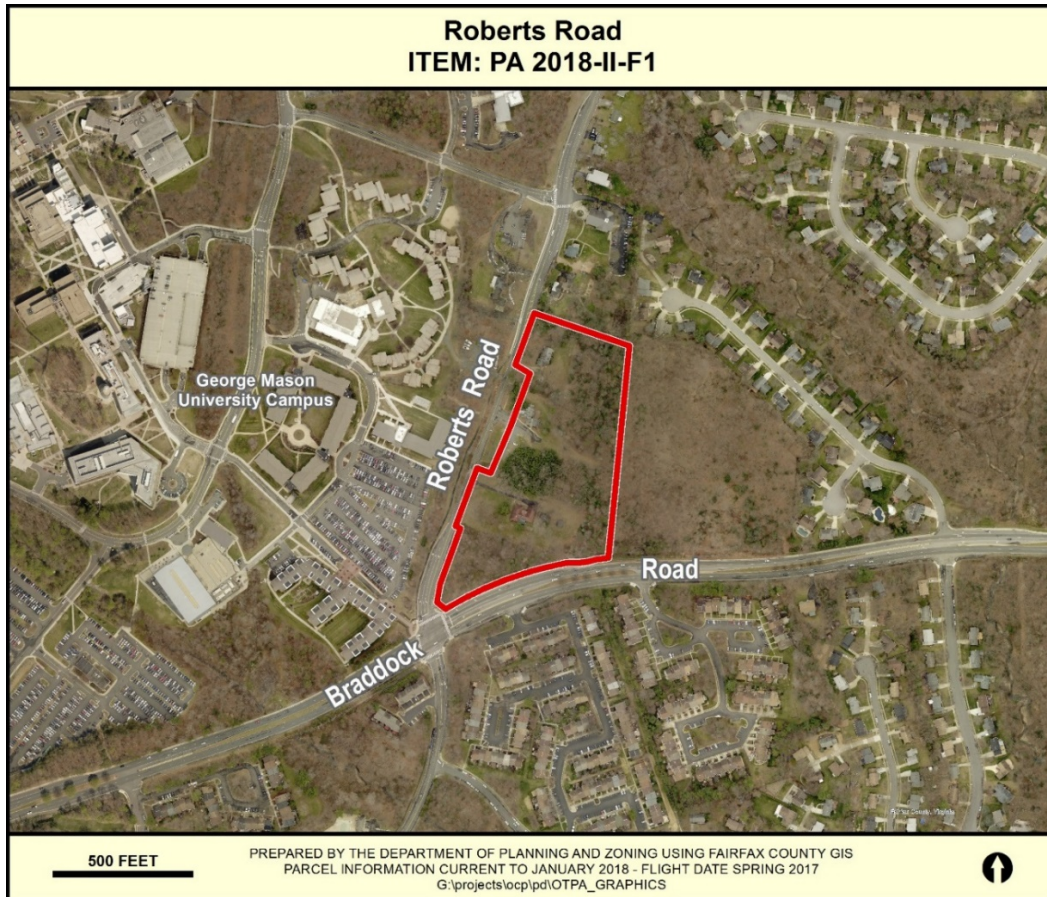
**South:** The area immediately to the south, on the other side of Braddock Road, is within the P2-Main Branch Community Planning Sector of the Pohick Planning District. The area is planned for residential uses at 5-8 du/ac and is the northern extent of the Kings Park West development. The segment of this community closest to Braddock Road includes townhomes and single-family detached homes.

## PLANNING HISTORY

There is a significant amount of planning history for Tax Map Parcels 68-2 ((1)) 14-25, a strip of land on the east side of Roberts Road, north of Braddock Road. Subject parcels 21-25 represent the southern half of this area. Prior to the 1990's, the Plan land use recommendation encouraged the strip to be developed as Planned Development Housing in the 2-3 du/ac range, suitably buffered from adjacent residential areas and designed to preserve small streams in the area. During the Planning Horizons efforts in the early 1990's, a suggestion was submitted to increase the planned density to 6-8 du/ac. Both staff and the task force recommended that the 2-3 du/ac density level be retained, which was incorporated into the Plan as a 1-2 du/ac baseline density with an option for a residential development of 2-3 du/ac with conditions. These conditions included full consolidation of parcels 14-25, land dedication and access to University Park, effective screening, and a caveat that any increase in density not necessitate a need to widen Roberts Road.

In 1992, the Catholic Campus Ministry, affiliated with George Mason University, secured an approved Special Permit for a church on Tax Map Parcel 68-2 ((1)) 18A. The location of the church effectively bisected the residential properties, eliminating the possibility of a full consolidation to achieve the 2-3 du/ac option described in the Plan. This precipitated subsequent Plan amendment nominations.





*Figure 1: Aerial View of Subject Property*

During the 1994 Area Plans Review (APR), nomination 94-II-8F sought to increase the density of Tax Map Parcels 68-2 ((1)) 14-17, north of the church, from 1-2 du/ac to 3-4 du/ac. Staff found that the parcels north of the church represented too small an area to accommodate even 2-3 du/ac and recommended removal of the parcels from the option. The nomination also sought to increase the density of parcels 21A and 21-25 from 1-2 du/ac to 6-8 du/ac with an option for a child care facility. Staff recommended the existing Plan guidance be retained because the proposed density was not appropriate for the vicinity and would necessitate the widening of Roberts Road to four lanes. The Board of Supervisors agreed with the recommendations and adopted Plan text to retain a base recommendation of 1-2 du/ac for the entire nomination area, and modify the 2-3 du/ac option, which would be available only for parcels 21A and 21-25.

In 1998, APR item 97-II-10F and Board-authorized Plan Amendment S98-II-F1 were considered under a single analysis. 97-II-10F was submitted after the Mount Vernon Baptist Association successfully requested a Special Exception for institutional uses on Tax Map Parcels 68-2 ((1)) 22 and 23. The APR item proposed an additional option for 2-3 du/ac on just parcels 24 and 25, as no other consolidation was possible. Plan Amendment S98-II-F1 considered this proposal, along with the circumstances of the rest of strip first described in Planning Horizons, Tax Map Parcels 68-2 ((1)) 14-25. Due to further segmentation of land uses, staff concluded that a redevelopment option for 2-3 du/ac was no longer appropriate for parcels 14-25 and recommended that the option be deleted from the Plan. Further, staff also recommended additional conditions to achieve the higher

end of the base 1-2 du/ac density range. The Board of Supervisors adopted these recommendations, modifying Land Use Recommendation #1 in the Braddock Community Planning Sector to the current language, shown next.

## **ADOPTED COMPREHENSIVE PLAN TEXT**

The Comprehensive Plan Map shows that this property is planned for residential uses at a density of 1-2 du/ac. The site-specific land use recommendation in the Plan text is cited below, as is Policy Plan guidance on land use patterns in established residential neighborhoods.

**Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, as amended through March 14, 2017, F1-Braddock Community Planning Sector, Recommendations, pages 27-31:**

“1. Land in the northeast quadrant of the intersection of Roberts Road and Braddock Road (Tax Map 68-2((1))14-17, 18A, 21A, 21-25) is planned for single-family detached residential use at 1-2 dwelling units per acre. Redevelopment at the higher end of this density range may be appropriate if the following conditions are met:

- Two or more parcels are consolidated;
- Each group of consolidated parcels is limited to a single point of access to Roberts Road as far north as possible; whenever feasible, this access should be provided in conjunction with abutting properties to minimize the number of future points of access to Roberts Road;
- Density proposed should not necessitate the widening of Roberts Road to a four-lane facility or the provision of additional curb and gutter except as required for safety purposes. Improvements should include a sidewalk or pedestrian trail along the east side of Roberts Road unless such a public sidewalk/trail is provided along the west side of Roberts Road by George Mason University; and
- Redevelopment is sensitive to existing environmental features, particularly major tree stands which should be preserved as much as possible.

Community-serving institutional uses or university-related uses may be appropriate on land south of the Catholic Campus Ministry [Tax Map 68-2((1))21A-25] given the proximity of this area to George Mason University. In general, such uses should be approved only if the following conditions, in addition to those listed above and in item 7 below, are met:

- Such use is nonresidential and of a size and scale that will not adversely affect the residential character of the area nor generate peak hour traffic in excess of that which would be generated if the property is redeveloped for single-family detached residential use;
- A landscaped transitional screening strip not less than 35 feet in width is provided between the institutional use and any adjoining residential



properties...

7. The cumulative effect of institutional uses in this sector should be considered before additional institutional uses or expansion of existing uses are developed. Nonresidential uses requiring special exceptions or special permits should be rigorously reviewed and permitted only if the following conditions are met:

- Access is oriented only to arterial roads;
- The size and scale of the use should be compatible with, that is, similar to, the character of existing development in the immediate vicinity; and
- Buffering and screening should be provided in excess of that required by the Zoning Ordinance. [Not shown]”

**Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Land Use, as amended through December 5, 2017, pages 5-7, 9-10:**

**“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.
- Policy b. Discourage commercial development within residential communities unless the commercial uses are of a local serving nature and the intensity and scale is compatible with surrounding residential uses.
- Policy c. Discourage the consolidation of residential neighborhoods for redevelopment that is incompatible with the Comprehensive Plan.
- Policy d. Implement programs to improve older residential areas of the county to enhance the quality of life in these areas.
- Policy e. Encourage land owners within residential conservation and revitalization areas to contribute to the funding of these efforts...

**Objective 10: Consolidation and redevelopment of residential neighborhoods should only be considered if such redevelopment is in accord with the Comprehensive Plan, is in the public interest, and is, or can be, supported by the necessary transportation and public facilities.**

- Policy a. Where proposals for neighborhood redevelopment call for uses or densities/intensities that are not consistent with the adopted Comprehensive Plan, any amendment to the Comprehensive Plan to accommodate such proposals must be in accord with the guidelines contained in the Land Use Appendix.

- Policy b. Where proposals for neighborhood redevelopment call for uses or densities/intensities that are consistent with the adopted Comprehensive Plan but not permitted by the current zoning, the rezoning request must be in accord with the guidelines contained in the Land Use Appendix.”

**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 a. Locate land uses in accordance with the adopted guidelines contained in the Land Use Appendix.
- 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 d. Employ a density transfer mechanism to assist in establishing distinct and compatible edges between areas of higher and areas of lower intensity development, to create open space within areas of higher intensity, and to help increase use of public transportation at Transit Station Areas.
- Policy e. Stabilize residential neighborhoods adjacent to commercial areas through the establishment of transitional land uses, vegetated buffers and/or architectural screens, and the control of vehicular access.
- Policy f. Utilize urban design principles to increase compatibility among adjoining uses.
- Policy g. Consider the cumulative effect of institutional uses in an area prior to allowing the location of additional institutional 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.
- Policy j. Use cluster development as one means to enhance environmental preservation when the smaller lot sizes permitted would compliment surrounding development.
- Policy k. Provide incentive for the preservation of EQCs by allowing a transfer of some density potential on the EQC area to less sensitive portions of a site. The development allowed by the increase in effective density on the non-EQC portion of the site should be compatible with

surrounding area's existing and/or planned land use. It is expressly intended that in instances of severely impacted sites (i.e. sites with a very high proportion of EQC), density/intensity even at the low end of a range may not be achievable.

Policy 1: Regulate the amount of noise and light produced by nonresidential land uses to minimize impacts on nearby residential properties.”

## **PROPOSED PLAN AMENDMENT**

As stated previously, the Board authorized staff to consider an amendment to the current Comprehensive Plan guidance on the subject properties for single-family detached residential, commercial, and/or institutional uses. For analysis, staff considered three alternatives beyond the existing Plan land use recommendation. Alternative A considers an option for residential use at 2-3 du/ac, Alternative B considers an option of 3-4 du/ac, and Alternative C considers an option that would permit 49 homes, as initially proposed by the associated rezoning application. Table 1 quantifies the existing development, and the maximum number of dwelling units permitted for the subject properties under the current Plan recommendation, the proposed alternatives, the current zoning potential, and the proposed rezoning density. As of the date of acceptance, October 6, 2017, RZ 2017-BR-030 included a proposed 49 dwelling units. Although not submitted to Zoning Evaluation as a resubmission at this time, the applicant for the rezoning presented a new conceptual plan with 45 dwelling units at a July 2, 2018 community meeting.

## **ANALYSIS**

This Plan amendment considers the subject properties in the context of the surrounding development and planned uses. The adopted policy to preserve the area’s stable residential community informs the analysis on appropriate infill development. Other considerations include the potential impact of more intense residential use on the transportation network, schools, parks, and the environment. The analysis also considers the extent of the proposed five parcel consolidation and the benefits it may accrue.

### **Land Use**

The intersection at Braddock Road and Roberts Road serves as a dividing line between distinctly different development patterns. The Plan acknowledges these differences, as three community planning sectors are demarcated by the intersection. Land south of the intersection is in the P2-Main Branch Community Planning Sector in the Pohick Planning District and is improved with higher intensity development along Braddock Road such as the Kings Park West development. The northwest quadrant of the intersection is in the F7-George Mason Community Planning Sector, in the Fairfax Planning District, defined by the university campus. The northeast quadrant of the intersection, where the subject site is situated, is in the F1-Braddock Community Planning Sector. The convergence of these three planning sectors is depicted in Figure 2.

Land Use	Maximum Development	
<b>Existing Development</b>  4 DU	Tax Map Parcel #	Buildings
	68-2 ((1)) 21	detached dwelling
	68-2 ((1)) 22	detached dwelling
	68-2 ((1)) 23	detached dwelling
	68-2 ((1)) 24	detached dwelling
	68-2 ((1)) 25	vacant
<b>Adopted Plan</b>  1-2 DU/AC; Community-serving institutional uses or university-related uses	Residential: <b>17 DU</b>  Or Community-serving institutional uses or university-related uses: <b>77,910 sf</b>	
<b>Proposed Plan Amendment Alternatives</b>  Alternative A: 2-3 DU/AC  Alternative B: 3-4 DU/AC  Alternative C: ~5.48 DU/AC*	Alternative A: <b>26 DU</b>  Alternative B: <b>35 DU</b>  Alternative C: <b>49 DU*</b>	
<b>Zoning Potential</b>  Current: R-1  Rezoning Proposal: PDH-8*  <i>*based upon rezoning application</i>	Current: <b>8 DU</b>  Rezoning Proposal: <b>49 DU*</b>  Applicant New Concept: <b>45 DU</b>	

Table 1: Quantification Table



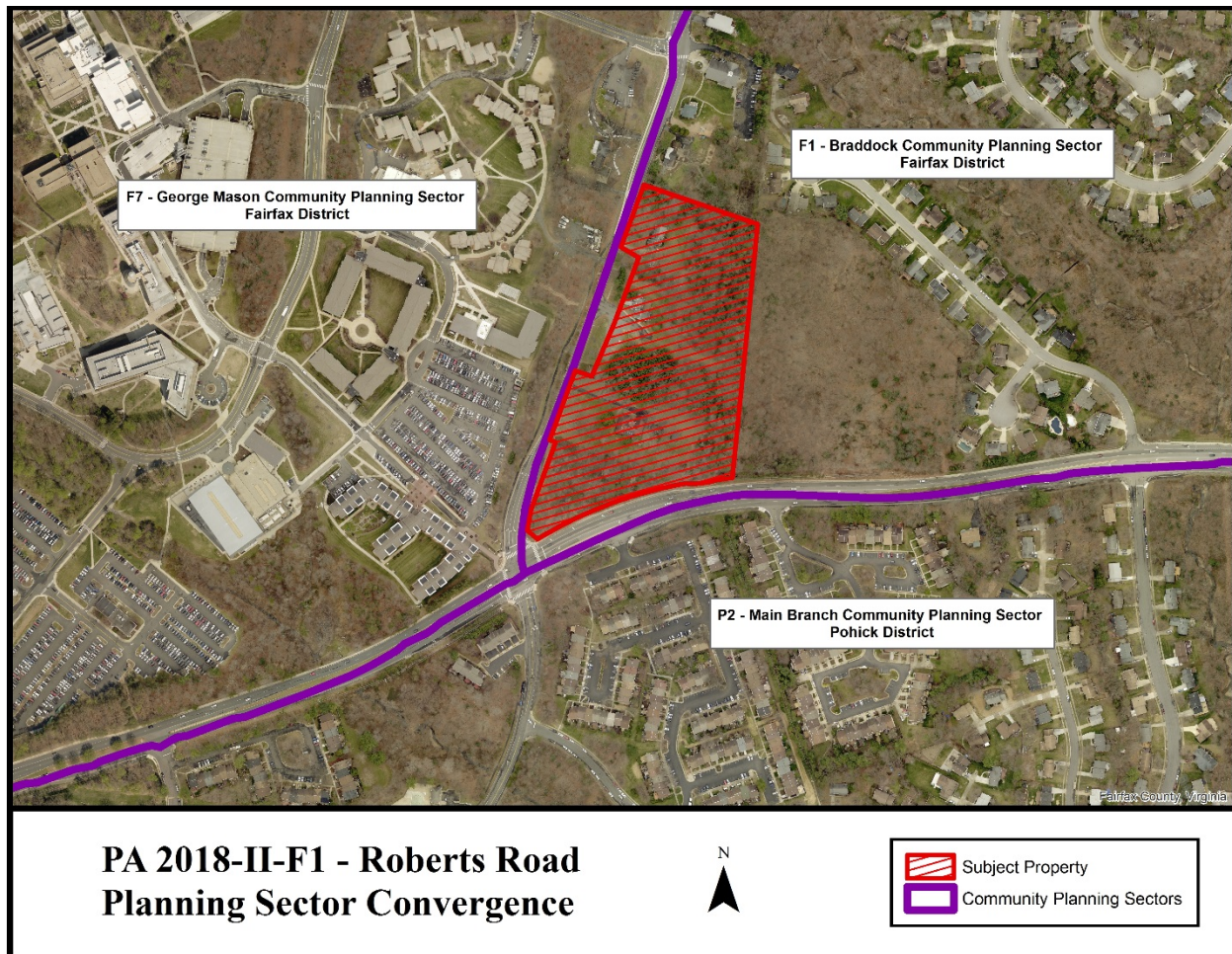


Figure 2: Community Planning Sectors

The Comprehensive Plan's Concept for Future Development describes the Braddock Community Planning Sector as largely developed with stable residential neighborhoods. Infill development in these neighborhoods should be compatible with existing development in the vicinity in terms of use, type, and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14. The Plan Map for the sector predominantly depicts parks, public facilities, and residential uses at densities of 1-3 du/ac. The character of any redevelopment of the subject site, Tax Map Parcels 68-2 ((1)) 21-25, should be compatible with this mix of uses. The area with the closest proximate relationship to the proposed development is the low density neighborhood bounded by Roberts Road to the west, Braddock Road to the south, Burke Station Road to the east, and City of Fairfax to the north. This area is comprised entirely of existing residential neighborhoods, which the Plan recommends for 1-3 du/ac. However, it should be noted that the presence of University Park to the east and the Catholic Ministry to the north attenuate the relationship of the subject parcels with the surrounding low density neighborhood.

Land Use Objective 8 in the Policy Plan encourages land use patterns that stabilize existing neighborhoods. Policy A of Objective 8 tasks the County with ensuring that infill development is of a compatible use and density to existing neighborhoods. Nearby planned residential densities range from 1-2 du/ac at the low end and 2-3 du/ac on the high end. In this context, a density higher

than 5 du/ac, as evaluated under Alternative C, would be significantly more intense than the rest of the neighborhood.

Land Use Objective 14 in the Policy Plan recommends compatible scale, transitions and urban design principles for infill development to achieve a harmonious and attractive development pattern. Considering the site's location within a neighborhood of recommended residential densities of up to 3 du/ac, an increase in the site's current planned density of 1-2 du/ac, as evaluated under Alternative A, might be appropriate. The historical 2-3 du/ac option formerly included in the land use recommendation for the site lends additional weight to the appropriateness of a modestly higher density. Plan language for the former 2-3 du/ac option stated that it was "to be compatible with the George Mason Forest subdivision." This subdivision constitutes most of the quadrant's neighborhood. Development of a pair of religious institutions with university affiliation minimized the potential for parcel consolidation and the Board of Supervisors removed the 2-3 du/ac option from the Plan. The applicant for the rezoning has achieved consolidation of five parcels. As evidenced by the history of Plan amendment nominations, consolidation of parcels and increased development potential has long been sought in this location. Parcel consolidation permits a level of harmonic neighborhood design not possible with individual parcel by parcel development. Staff considers the consolidation sufficient to design a residential redevelopment on the site at a density of 3-4 du/ac and maintain compatibility with the existing neighborhood.

## **Transportation**

The subject parcels front on Roberts Road (VA 653), which is a two-lane minor arterial according to the Virginia Department of Transportation (VDOT), generally providing north-south connectivity. Braddock Road (VA 620), which intersects with Roberts Road near the subject parcels, is currently a four-lane minor arterial generally providing east-west connectivity. Roberts Road also intersects Main Street (VA 236), a four-lane other arterial road classified as "other," approximately one mile to the north.

As voiced anecdotally in community meetings and as shown in Table 2, the intersection at Braddock Road and Roberts Road is experiencing congestion and queuing issues during peak hours. Several movements currently experience a level of service of E or F. The subject site currently has three driveway access points along Roberts Road, which is an unsafe condition given the proximity to a busy intersection and significant grade changes that reduce sight distance. These circumstances reinforce the existing Plan recommendation to limit access of a redevelopment to Roberts Road to a single point, as far north of Braddock Road as possible. A single development access to Roberts Road located too close to the intersection could exacerbate delays and queues on southbound movements.

Three higher density single-family attached residential alternatives were analyzed for trip generation (Table 3): Alternative A has 26 units, Alternative B has 35 dwelling units, and Alternative C has 49 dwelling units. Under current R-1 zoning, the site could be developed with 8 single-family dwellings, producing 103 daily trips. Total daily trips would increase by 201 with Alternative A, 297 with Alternative B, or 442 with Alternative C. Of these increased trips over the R-1 zoning potential, 12, 19, or 28 would occur during the AM peak hour under Alternatives A,

Braddock Road - Roberts Road Intersection: Current VDOT Synchro\* Analysis Data

Street	Approach	AM			PM		
		Delay (s)	LOS**	Queue Length/ Storage Capacity	Delay (s)	LOS**	Queue Length/ Storage Capacity
Roberts Road	Northbound Through	95	F	-	107	F	-
	Southbound Left	44	D	95'/285'	57	E	282'/285'
	Southbound Through	61	E	-	75	E	-
	Southbound Right	<1	A	0'/285'	9	A	73'/285'
Braddock Road	Eastbound Left	65	E	159'/320'	71	E	136'/320'
	Westbound Right	<1	A	5'/460'	<1	A	-/460'
-	Intersection Overall	39	D	-	53	D	-

\* AM/PM Peak Period Data provided by Virginia Department of Transportation (VDOT), May 2018. Analysis based on AM/PM Synchro Signal Timing and Analysis Software, Synchro Version 10.2, by Trafficware; www.trafficware.com.

\*\* Level of Service (LOS) is a common measure of vehicular traffic performance. Fairfax County's policy is to maintain LOS conditions at or above a "D" except where a lower LOS has been determined acceptable; this is expressed in the Fairfax County Transportation Policy Plan <https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/compplan/policy/transportation.pdf>.

\*\*\* Queue Length/ Storage Capacity based on 95th percentile; applies to the turn lane movements.

Table 2: Braddock Road/Roberts Road Intersection, Existing Conditions

Development Type	Quantity	Unit	Daily	In	AM Out	Total	In	PM Out	Total
<b>Existing Development</b>									
Single-Family Detached Housing (210)	4	DU	54	3	9	12	4	2	6
<b>Total</b>			<b>54</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>6</b>
<b>Net (Versus Current Plan)</b>			<b>-147</b>	<b>-1</b>	<b>-3</b>	<b>-4</b>	<b>-3</b>	<b>-2</b>	<b>-5</b>
<b>Current Plan</b>									
Single-Family Detached Housing (210)	8	DU	103	4	12	16	7	4	11
<b>Total</b>			<b>103</b>	<b>4</b>	<b>12</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>11</b>
<b>Net (Versus Current Plan)</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Proposed Plan A</b>									
Single-Family Detached Housing (210)	26	DU	304	7	21	28	20	12	32
<b>Total</b>			<b>304</b>	<b>7</b>	<b>21</b>	<b>28</b>	<b>20</b>	<b>12</b>	<b>32</b>
<b>Net (Versus Current Plan)</b>			<b>201</b>	<b>3</b>	<b>9</b>	<b>12</b>	<b>13</b>	<b>8</b>	<b>21</b>
<b>Proposed Plan B</b>									
Single-Family Detached Housing (210)	35	DU	400	9	26	35	26	15	41
<b>Total</b>			<b>400</b>	<b>9</b>	<b>26</b>	<b>35</b>	<b>26</b>	<b>15</b>	<b>41</b>
<b>Net (Versus Current Plan)</b>			<b>297</b>	<b>5</b>	<b>14</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>30</b>
<b>Proposed Plan C</b>									
Single-Family Detached Housing (210)	49	DU	545	11	33	44	35	20	55
<b>Total</b>			<b>545</b>	<b>11</b>	<b>33</b>	<b>44</b>	<b>35</b>	<b>20</b>	<b>55</b>
<b>Net (Versus Current Plan)</b>			<b>442</b>	<b>7</b>	<b>21</b>	<b>28</b>	<b>28</b>	<b>16</b>	<b>44</b>

Formulas from the 9th Edition of the ITE Trip Generation Manual

Table 3: Vehicle Trip Generation Comparison

B, and C, respectively. PM peak hour trips would increase by 21, 30, or 44 trips, respectively. The Fairfax County Bicycle Master Plan recommends a continuous shared use path along Braddock Road, adjacent to the site; this facility has already been built. A split treatment with a sharrow and painted bike lane, sometimes called a climbing lane, is also planned for Roberts Road between Braddock Road and Glenmere Road. The proposed plan shows this facility constructed along the length of the site.

Existing local bus service runs on Braddock Road in front of the site, which includes the Washington Metropolitan Area Transit Authority Metrobus Route 17G (weekday AM and PM peak periods) and Fairfax Connector Route 306 (weekday mid-day off-peak periods). These service routes work together to provide service along Braddock Road, connecting riders to the City of Fairfax, George Mason University, and points beyond, such as the Pentagon Metrorail Station. The Burke Centre Virginia Railway Express is approximately two and a half miles south of the site and the Vienna Metrorail Station is approximately six miles north of the site. Bus stops on these rail lines are not located near the subject site, however, and are therefore not reasonably accessible by transit.

Transportation issues associated with redevelopment of the subject parcels, particularly those associated with access and multimodal provisions, will need to be adequately addressed as part of the rezoning review process.

## Schools

The schools servicing the subject area are Woodson High School, Frost Middle School, and Oak View Elementary School. The includes an Advanced Academic Program Center, potentially to be sited at Halley Elementary. According to the FY2019-23 Fairfax County Public School Capital Improvement Program, Woodson High and Frost Middle are currently over capacity. Oak View Elementary is projected to be over capacity inside the next five years. The current capacities are depicted in Table 4.

The estimated student yield increases based on the increased density alternatives are relatively minor. However, based on current capacity in these schools, any increase in residential density will increase overcrowding, negatively impacting the instructional program to the detriment of students involved. The Capital Improvement Program FY 2019-23 details various potential solutions for alleviating current and projected school capacity deficits. These solutions include possible program changes, adding temporary classrooms, repurposing facility inventory, and modular classrooms or building additions.

School	Program Capacity SY 2017-18	Current Membership (9/30/17)	Capacity Utilization SY 2017-18	Projected Membership SY 2022-23	Capacity Utilization SY 2022-23
Woodson HS	2,331	2,457	105%	2,534	109%
Frost MS	1,122	1,210	108%	1,278	114%
Oak View ES	865	836	97%	921	106%

Capacities and Projected Enrollments based on the adopted FY 2019-23 Capital Improvement Program (January 2018).

Table 4: Servicing Schools Capacity



## **Parks and Recreation**

Tax Map Parcel 68-2 ((1)) 26A, directly adjacent to the subject site on the east, is Fairfax County Park Authority property known as University Park. The park is described in the Plan as a community park. Braddock Community Planning Sector guidance for parks and recreation states, “If consolidation of adjacent parcels is achieved, land should be dedicated to expand this park. Initiate a master planning process and develop accordingly.” To date, no consolidation of adjacent parcels has occurred, and University Park remains unexpanded and without a master plan.

Prior to 1998, a recommended condition of the 2-3 du/ac redevelopment option included land dedication toward expansion of University Park. Additionally, the condition called for the provision of pedestrian access to the park from Roberts Road and vehicular access from Braddock Road. Figure 3 displays the graphic previously included in the site recommendations to illustrate planned access. In the analysis of Plan Amendment S98-II-F1, staff found that due to the presence of two institutional uses and therefore limited consolidation, University Park access and expansion should be removed from the guidance.

The application for the rezoning proposes to consolidate five parcels. Four of the subject parcels abut University Park and constitute all of the park’s western boundary. This consolidation reintroduces the potential for park dedication and access. Due to capacity and intersection safety concerns, staff does not recommend vehicular access to the park from Braddock Road, as previously recommended. However, staff does recommend pedestrian access to the park from Roberts Road. For proposals of increased residential density, access to University Park should be provided for residents of the development. Additionally, depending on the circumstances of a proposed development, dedication to expand University Park could be considered as a means of providing environmentally sensitive development while conforming to existing Braddock Community Planning Sector guidance for parks and recreation.

## **Environment**

The site-specific Plan language states that in order for redevelopment close to 2 du/ac to be appropriate, it should be “sensitive to existing environmental features, particularly major tree stands which should be preserved as much as possible.” An increase in density beyond the 2 du/ac currently in the Plan makes designing for environmentally sensitive development more challenging, but no less important. On site visits, staff investigated the existing flora. Two valuable forested areas were identified: an area contiguous to the forest on University Park (parcel 26A), along the eastern lot lines, and a smaller area screening Braddock Road to the south, on parcel 25. The forested area along the eastern property boundary contain older stands of trees that appear to be in fair to good condition and contain a dense understory of American holly not present in other stands in the area, including the adjacent forest in University Park. While both existing tree stands should be preserved to the extent possible, staff has identified an approximately 1.7 acres of forest adjacent to University Park that should be a priority for preservation. The identified area, shown in Figure 4, created by the Urban Forest Management Division, is sloped and therefore the most reasonable for preservation. Thus, in order to guide environmentally sensitive redevelopment of the site, staff recommends modifying the existing land use recommendation to articulate the approximate location of major tree stands worthy of preservation.

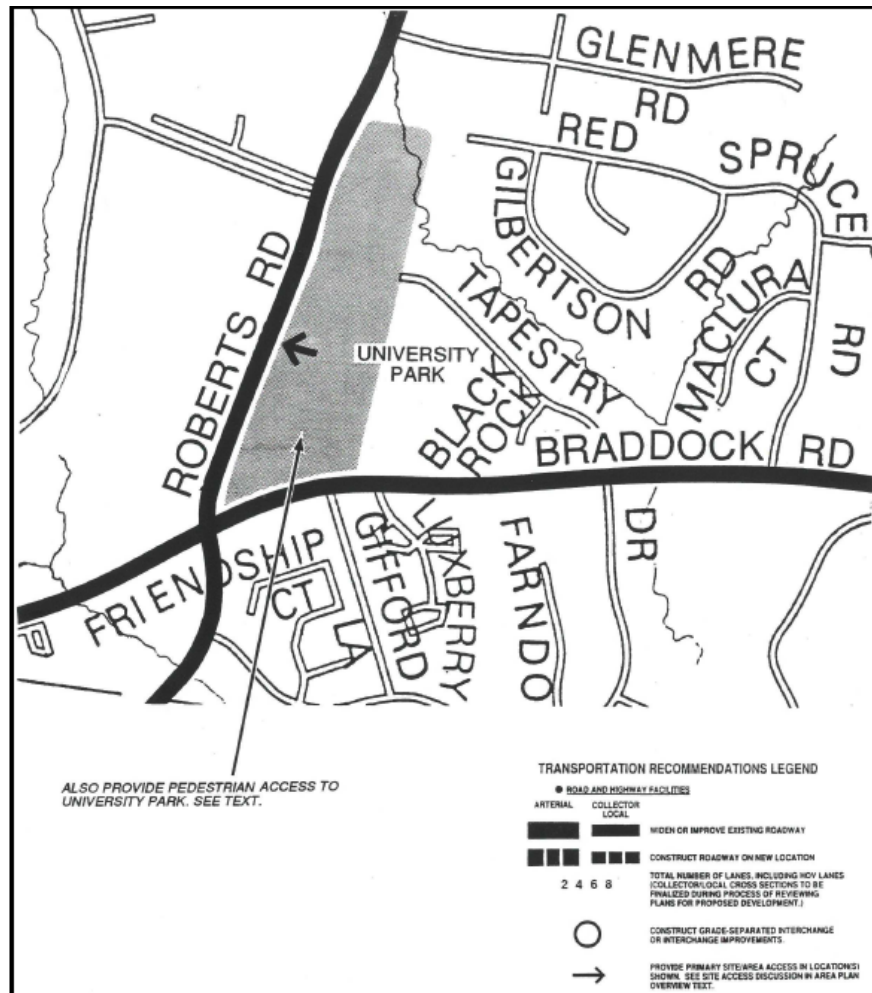


Figure 3: Historic Planned Access

Other environmental concerns to consider are water, noise, and energy. The subject site is comprised of five older residential lots and four dwellings constructed prior to contemporary stormwater management requirements. Redevelopment of the property should meet standards for new development, rather than redevelopment standards, for water quality and quantity control measures. Transportation generated noise impacts are anticipated from Roberts Road and especially Braddock Road. Any proposal for new residential development of this property should include a noise study which clearly delineates noise impacts above 65 dBA DNL. This noise study and proposed development should include mitigation measures to account for outdoor as well as indoor noise impacts. Consistent with Environment Objective 13 of the Policy Plan, new residential development is encouraged to include a commitment to green building measures such as LEED-Homes, Earthcraft, or National Green Building Standard.

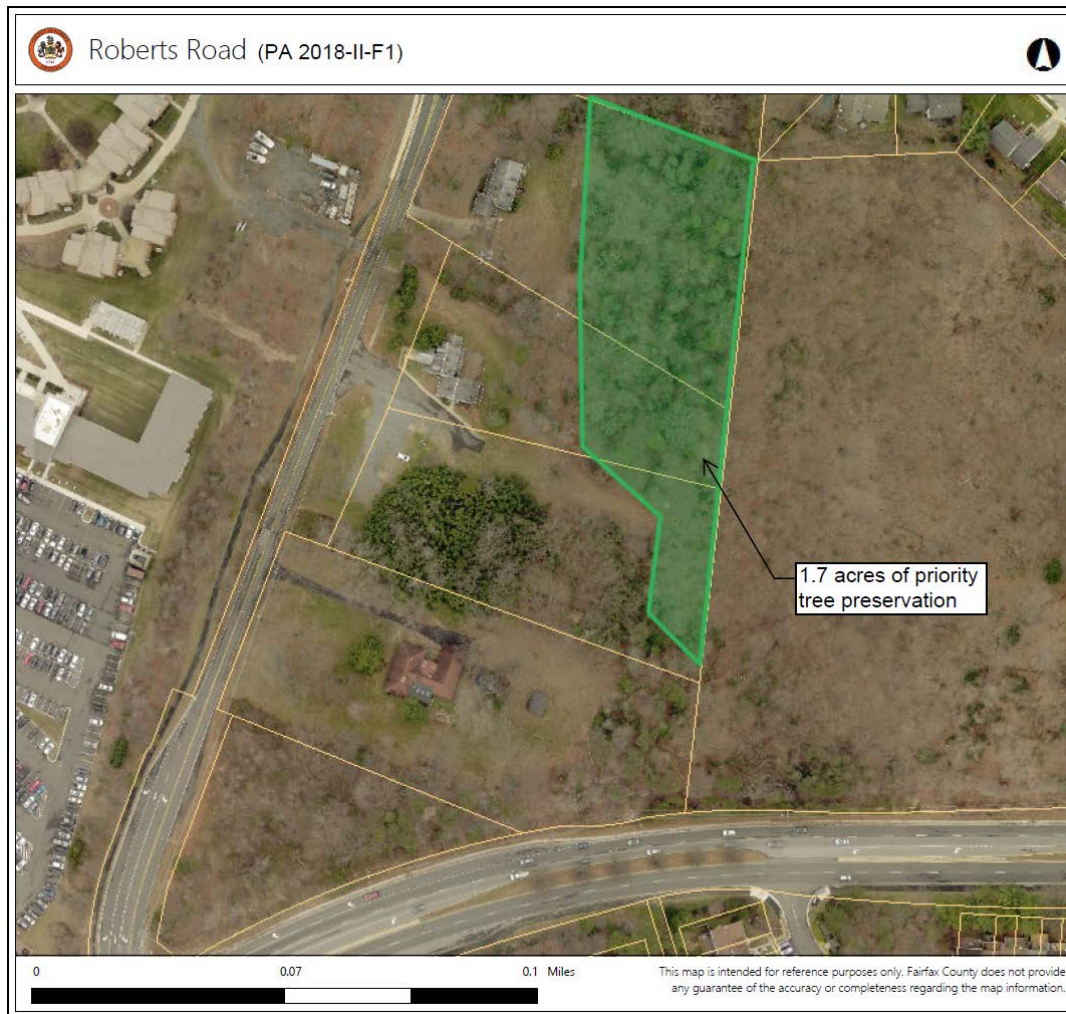


Figure 4: Approximate Area of Priority Tree Stands

## CONCLUSION

The Plan amendment considers the context of the existing site-specific Plan text, the planning history, and prior actions taken by the Board of Supervisors. Additionally, the amendment considers the appropriateness and potential impact of increased density alternatives based on the existing conditions of the built environment and the transportation network. Staff concludes that Alternative C, a redevelopment option that would permit up to 49 single-family detached homes on the properties' limited acreage ( $>5$  du/ac), would preclude an environmentally sensitive design that incorporates meaningful tree preservation. Further, the level of density proposed with Alternative C would not form an elegant transition to the lower density existing stable residential neighborhoods to the north and east. Staff concludes that Alternative B, as an inclusion of a 3-4 du/ac redevelopment option with full consolidation, environmentally sensitive design, and improved pedestrian conditions, would be compatible with the surrounding residential neighborhoods and land use objectives of the Plan.

## RECOMMENDATION

Staff recommends that Area II of 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~~.

## PROPOSED CHANGES TO THE AREA II PLAN

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, as amended through March 14, 2017, F1-Braddock Community Planning Sector, Recommendations, pages 27, 28:

1. Land in the northeast quadrant of the intersection of Roberts Road and Braddock Road (Tax Map 68-2((1))~~14-17, 18A, 21A, 21-25~~) is planned for single-family detached residential use at 1-2 dwelling units per acre. A Redevelopment option for single-family detached residential use at 3-4 dwelling units per acre ~~the higher end of this density range~~ may be appropriate if the following conditions are met:

- ~~Two or more Full parcels are consolidationed;~~
- ~~Each group of The consolidationed parcels is limited to a single point of access to Roberts Road, as far north as possible; whenever feasible, this access should be provided in conjunction with abutting properties to minimize the number of future points of access to Roberts Road;~~
- Density proposed should not necessitate the widening of Roberts Road to a four-lane facility or the provision of additional curb and gutter except as required for safety purposes. Improvements should include a sidewalk or pedestrian trail along the east side of Roberts Road to serve the new development unless such a public sidewalk/trail is provided along the west side of Roberts Road by George Mason University; and
- Redevelopment is sensitive to existing environmental features, particularly major tree stands; primarily located at the eastern extent of the property, adjacent to University Park, which should be preserved as much as possible. Dedication of land to expand University Park may serve as a means of preservation.
- Pedestrian access to University Park is provided for the new development.

~~Community serving institutional uses or university related uses may be appropriate on land south of the Catholic Campus Ministry [Tax Map 68-2((1))21A-25] given the proximity of this area to George Mason University. In general, such uses should be approved only if the following conditions, in addition to those listed above and in item 7 below, are met:~~

- ~~Such use is nonresidential and of a size and scale that will not adversely affect the residential character of the area nor generate peak hour traffic in excess of that which would be generated if the property is redeveloped for single family~~



detached residential use;

~~•—A landscaped transitional screening strip not less than 35 feet in width is provided between the institutional use and any adjoining residential properties~~

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.