County of Fairfax, Virginia
Planning Commission Meeting
February 5, 2025
Planning Commission Action

PA 2023-00024 (SSPA 2023-II-1V) - BRIARWOOD FARM
(Providence District)

PLANNING COMMISSION RECOMMENDATIONS:
On February 5, 2025, the Planning Commission voted 10-0 (Commissioner Wang was not present for the vote) to recommend to the Board of Supervisors the adoption of the staff recommendation for SSPA 2023-II-1V, as found on pages 14 to15 of the staff report dated January 15, 2025.

ATTACHED DOCUMENTS:
Staff Report dated January 15, 2025

MJ

PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-II-1V
January 15, 2025

GENERAL LOCATION: Along Swanee Lane at its intersection with Nutley Street and Zimpel Drive.

SUPERVISOR DISTRICT: Providence

PLANNING AREA: Area II

PLANNING DISTRICT: Vienna Planning District

COMMUNITY PLANNING SECTOR:
V1-Lee Community Planning Sector

PARCEL LOCATION: 48-2 ((7)) (33) 4, 5, 6, 11, 12, 13 and 14

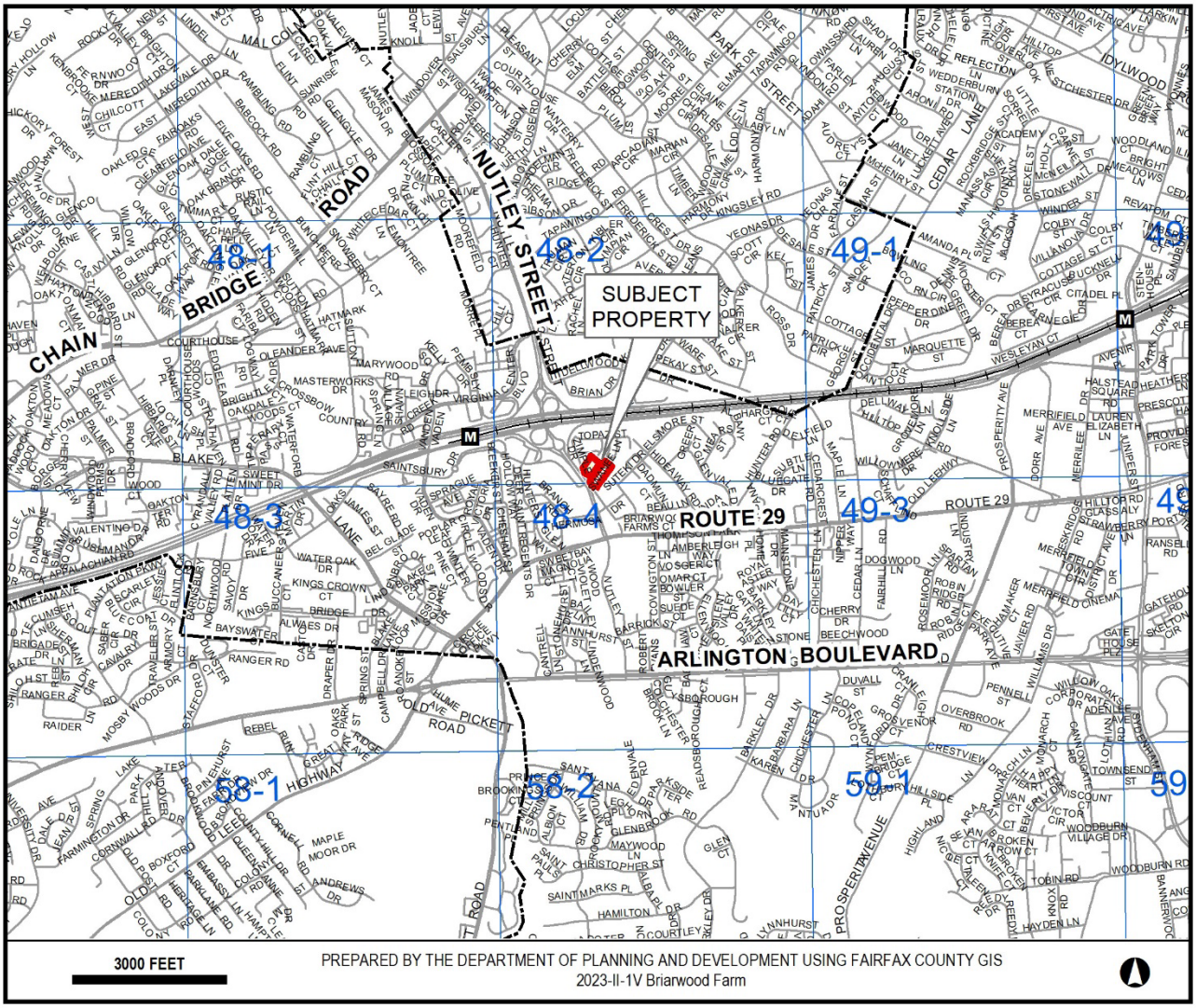
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, February 5, 2025 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, March 18, 2025 @ 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.



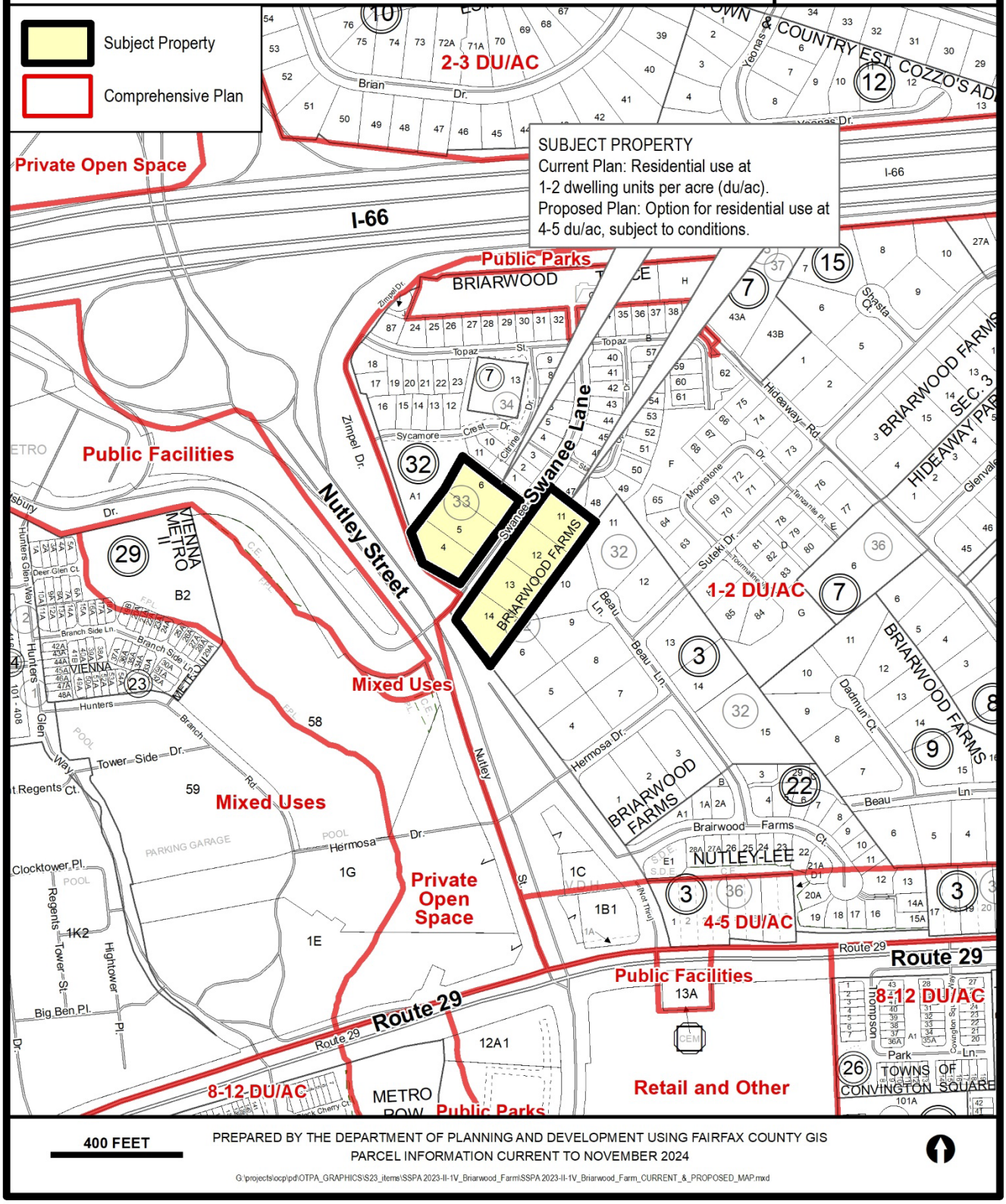
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
2023-II-1V Briarwood Farm

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CURRENT PLAN AND PROPOSED CHANGE

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

ITEM:
PA 2023-II-1V



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STAFF REPORT FOR PLAN AMENDMENT SSPA 2023-II-1V

BACKGROUND

On April 11, 2023, the Board of Supervisors (Board) authorized the consideration of a Plan amendment for 2903, 2904, 2905, 2906, 2907, 2910 and 2911 Swanee Lane, Tax Map Parcels 48-2 ((7)) (33) 4, 5, 6, 11, 12, 13 and 14, in the Providence Supervisor District, in response to a nomination received during the 2022-2023 Site Specific Plan Amendment (SSPA) process. The proposed amendment considers increasing the planned residential density on the subject properties from a range of 1-2 dwelling-units-per-acre (du/ac) to a range of 4-5 du/ac.

CHARACTER OF THE AREA

The subject properties are located within a portion of the Vienna Planning District, V1-Lee Community Planning Sector, located east of Nutley Street and north of Route 29. This area was developed in the 1950s and 1960s as the Briarwood Farms development, which consisted of single-family detached homes at a density of 1-2 du/ac. Some neighboring portions of Briarwood Farms were later replanned and redeveloped in the 2000s as the Briarwood Trace development, with newer single-family detached homes at densities of 2-3 du/ac and 4-5 du/ac. Across Nutley Street to the west is the Vienna Transit Station Area, which is developed with a higher intensity mixture of townhomes, multi-family residential, and office uses. The Vienna Metrorail Station is an approximate half mile walking distance from the site.

The remaining original portions of Briarwood Farms consist of tree-lined, rural-type roads with ditch sections and substantial building setbacks, while the more recent Briarwood Trace development includes curb/gutter and sidewalks on both sides of the roadways, with homes located closer to the streets.

CHARACTER OF THE SITE

The 3.46-acre subject area consists of the seven parcels at the westernmost end of Swanee Lane which were not included in the previous Briarwood Trace development. The subject properties retain the character of the original Briarwood Farms development. There is a distinct change in character upon entering Briarwood Trace, due to the previously mentioned change in roadway cross-section, closer spacing of homes and, along some portions of Swanee Lane, rear-loaded garages that are accessed by alleys. The amount of existing tree cover is also reduced upon entering the more recently developed area. The subject properties, which are in the half-acre range, also have substantial front and rear yard areas which are occupied by mature tree cover.

Figure 1: Site Context, ***Image source: 2023 Eagleview pictometry***



PLANNING HISTORY

Briarwood Farms remained planned and zoned for low-density residential use at 1 to 2 du/ac through the early 1990s. In 1994, the Board of Supervisors approved APR 94-II-4V, which amended the Comprehensive Plan to include an option for the area north of the subject properties, along Topaz Street and what is now Briarwood Park, for residential use at 4-5 du/ac. The intent of the replanning was to facilitate revitalization of the area which was negatively impacted by the widening of I-66 and expansion of the Nutley Street interchange. The option was subject to several conditions, including logical consolidation, access via the Swanee Lane/Nutley Street intersection, tree preservation and other considerations.

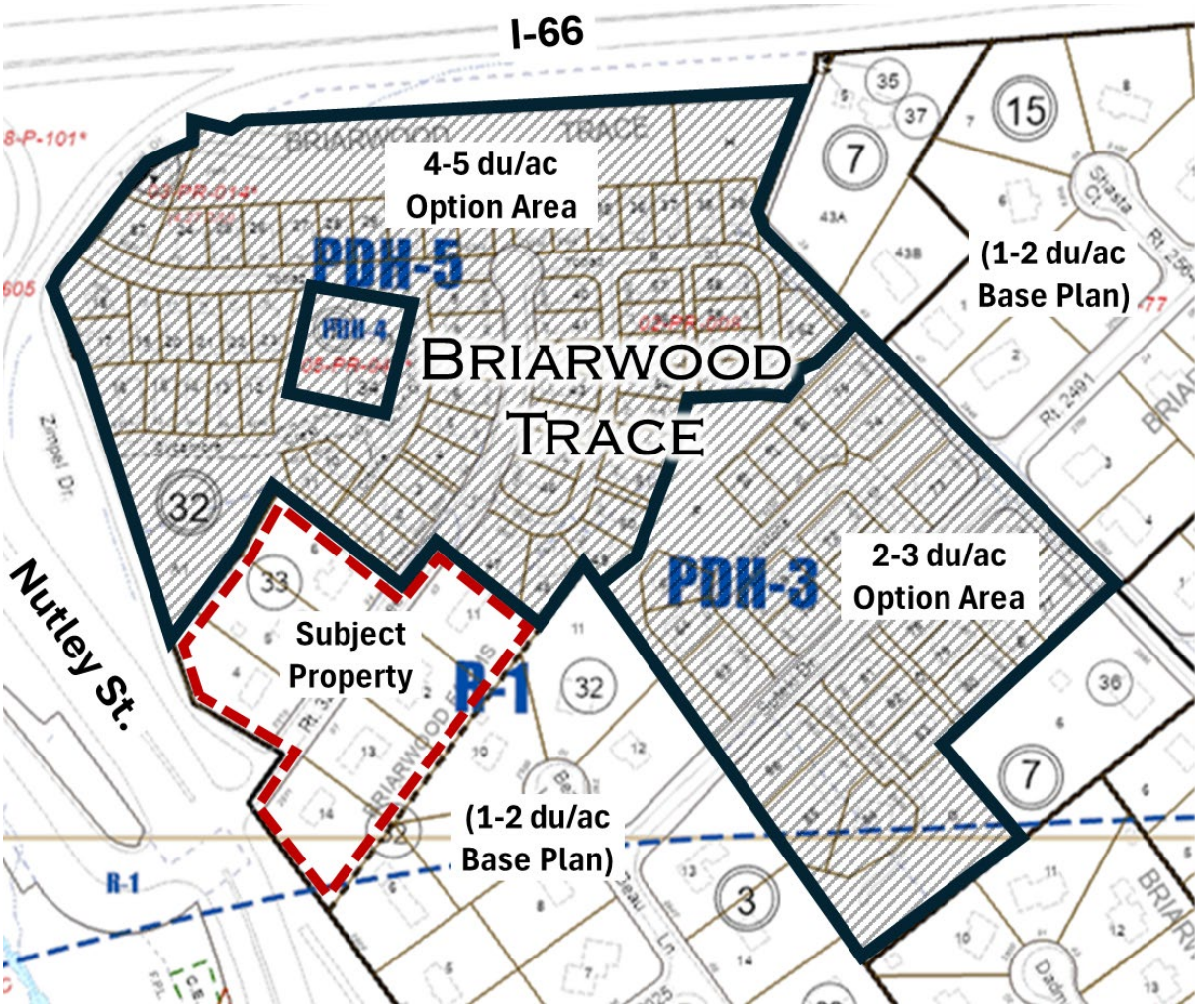
In 2001, the Board adopted APR 01-II-IV, which amended the previous option to include additional parcels in the 4-5 du/ac residential recommendation, and added an additional option for residential uses at 2-3 du/ac for properties in the area of the Hideaway Road/Suteki Drive intersection. The Plan conditions, which apply to both options, were revised to include additional conditions specifying that only single-family detached homes may be constructed under the options, and that development should not occur above the "mid-point" of the density ranges. The current subject parcels were not included in the options and retained the base 1-2 du/ac residential recommendation.

A rezoning of the option areas was approved in 2002 (RZ/FDP 2002-PR-008) as the 23-acre Briarwood Trace development, consisting of 86 single-family homes zoned to the PDH-5 and PDH-3 zoning districts. Redevelopment took place shortly thereafter.

In 2004, APR nomination (APR 04-II-7V) requested a recommendation of residential use at 4-5 du/ac for the remaining seven parcels on Swanee Lane, which is the current subject site. At the time, staff recommended a density of 2-3 du/ac for the parcels to allow the subject area to redevelop as a transition between the homes to the north and the R-1 properties to the south. The APR was not adopted, and the current plan remains residential use at 1-2 du/ac.

In the fall of 2022, nomination CPN22-PR-001 was accepted for consideration through the County's 2022-2023 Site-Specific Plan Amendment process. The nomination proposed replanning of the seven subject parcels to a recommendation for residential use at 4-5 du/ac, consistent with the adopted option for the neighboring Briarwood Trace area. The nomination passed the initial screening process and was authorized by the Board for official review as a potential Site-Specific Plan amendment through inclusion on the 2023 Plan Amendment Work Program.

Figure 2: Adopted Plan option areas, ***Image source: Fairfax County GEM***



ADOPTED COMPREHENSIVE PLAN TEXT

The following area-specific land use recommendation applies to a larger area which includes the subject parcels; however, the Plan options do not currently apply to the subject parcels; they remain subject to only the base recommendation of residential use at 1-2 du/ac:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, Amended through 9-12-2023, V1-Lee Community Planning Sector, Land Use Recommendations, pages 46-47:

"6. Residential infill in the portion of the sector east of Nutley Street and north of frontage property on Lee Highway should be limited to residential uses at a density of 1 - 2 dwelling units per acre. As an option, the Topaz Street/Hideaway Road/Suteki Road [Tax Map 48-2((7))(33) 1, 2, 3, 7A, 9A, 10; (34) 1, 3, 5, 7, 9, 11, 13, 14, 16, B, A (35) 2-5; and (36) 1] may be considered for residential use at 4-5 dwelling units per acre (du/ac) and [Tax Map 48-2((7))(36) 2-5, 5A, 5B, 9, 36A, 36B may be considered for residential use at 2-3 du/ac under the following conditions:

- *Substantial and logical consolidation is achieved. In addition, within the option area, a proposed consolidation must show how any unconsolidated properties within the consolidation area can redevelop at a similar density and character;*
- *Access for those portions planned 4-5 du/ac is limited to the intersection of Swanee Lane with Nutley Street through a road built to VDOT design standards. There should be no extension of Hideaway Road beyond its current paved terminus near the southwestern boundary of the property generally known as Tax Map 48-2((7))(37)43A, nor should there be any connection by public or private road to Hideaway Road;*
- *Suteki Road should remain open as a public road and should maintain the connection between Hideaway Road and Beau Lane;*
- *New development should address the need for convenient pedestrian access to the crosswalk at Nutley Street and Swanee Lane for these residents and those to the east;*
- *Buffering and screening are provided to mitigate impacts on adjacent properties; The new development creates a quality living environment for its residents and provides usable open space;*
- *Townhouse uses are not permitted as market rate or ADU units; only single-family, detached units may be constructed;*
- *Noise attenuation measures are provided as determined appropriate by the county; and*
- *Existing mature trees should be retained to the greatest extent possible. The area adjacent to I-66 has substantial mature trees and vegetation that should be retained and preserved as open space adjacent to I-66;*

- *In order to help enhance compatibility with existing and planned uses on the adjacent lands, within the areas planned 4-5 du/ac and 2-3 du/ac, densities inclusive of ADU's and bonus units, should not occur above the "mid point" of the density range;*
- *At the edges of the development, in areas where the assembled property abuts existing development planned and/or zoned for lower density, the new development should be designed with units having a general orientation, location, building materials, and spacing that is compatible with the established development pattern; and*
- *To further enhance compatibility with existing uses, new development should use design features such as street lighting, landscaping and entry features as a way to improve the transition from the new development to the existing and established residential uses."*

PROPOSED PLAN AMENDMENT

On April 11, 2023, the Board authorized consideration of SSPA 2023-II-1V, Briarwood Farm, by inclusion on the 2023 Comprehensive Plan Work Program. The potential amendment was authorized as submitted during the nomination process, specifying:

> *"Consideration of a Plan amendment for Tax Map Parcels 48-2 ((7)) (33) 4, 5, 6, 11, 12, 13 and 14 for residential uses up to 4-5 du/ac."*

The site-specific nomination represented a coordinated request by the individual property owners and there is currently no associated rezoning proposal or specific development plan. The intent is to pursue a coordinated redevelopment of the properties in the future with a development partner, pending a successful outcome of the Plan amendment process.

ANALYSIS

Land Use

The intent of the proposed amendment is to support redevelopment of the subject properties in a manner that is consistent with the neighboring PDH-5-zoned portion of Briarwood Trace. The most straightforward approach to such an amendment is to consider amending the currently adopted option for residential at 4-5 du/ac, which supported the neighboring development, to also include the subject parcels. The following analysis will consider the proposed amendment from that perspective.

Land Use Density

The Plan amendment authorization directs staff to consider a potential residential density of up to 4-5 du/ac for the subject property, which is consistent with the adopted Plan option for the neighboring area; however, conditions of that option specify that development should not exceed the mid-point of the density range, or 4.5 du/ac. Accordingly, the PDH-5 zoned portion of Briarwood Trace was developed at an overall density of 4.5 du/ac. Similarly, portions of Briarwood Trace planned for 2-3 du/ac were developed at an overall density of 2.5 du/ac.

There is no specific development plan associated with the current Plan amendment request; however, the nominators supplied a preliminary concept for potential development, as required by the SSPA nomination criteria, that indicated potential redevelopment of the seven existing parcels into 17 new parcels (at a density of 4.9 du/ac). Planning staff also created several potential layouts in order to explore the feasible density range of development which would be similar to the neighboring PDH-5 development in terms of lot size and layout. This resulted in theoretical development scenarios in the range of 14 to 16 parcels (4.1 to 4.6 du/ac). Development at the highest end of the 4-5 du/ac range would appear to be challenging considering the constraints of the site, open space, stormwater management, and tree preservation requirements/expectations, and other factors. Development at the mid-point of the density range, consistent with the limitations established by the adopted Plan option for Briarwood Trace, would appear to be more reasonable on the site, subject to also addressing open space, stormwater managements, and tree preservation requirements.

Land Use Pattern

The pattern of land use established by the adopted Plan options and the development of Briarwood Trace has resulted in a clear distinction between the area planned and zoned to 4-5 du/ac, which is accessed exclusively from the Nutley Street/Swanee Lane intersection, versus areas planned and developed for 1-2 du/ac and 2-3 du/ac, which are accessed from other road connections within the larger suburban neighborhood area. It was a priority of earlier planning efforts that the area planned for higher residential density feature separate access, to avoid potential traffic impacts on lower-density neighborhoods, while the portion of Briarwood Trace which is accessed through lower-density neighborhoods was planned and developed at the more moderate density of 2-3 du/ac.

Now that the PDH-5 development pattern has been established for the majority of the area accessed from the Nutley Street/Swanee Lane intersection, the seven parcels along Swanee Lane that remain planned and zoned for development at 1-2 du/ac appear incongruous with the planning for the rest of the neighborhood. The inconsistency is reinforced by the abrupt change in streetscape character along Swanee Lane where the two development patterns meet. Extending the established PDH-5 development pattern west along the remainder of Swanee Lane would be the most logical redevelopment approach and would result in a more consistent neighborhood character for the area accessed from Swanee Lane.

Staff analysis of a previous Plan amendment proposal in this area was concerned about maintaining compatibility with adjacent properties to the south, resulting in a recommendation for an intermediate planned density of 2-3 du/ac as a transition between PDH-5 and R-1 development. The potential redevelopment concepts developed by staff during the current analysis indicate that a continuation of the established PDH-5 development pattern along the subject portion of Swannee Lane, utilizing similar parcel sizes and building setbacks, would result in a substantial rear setback to the south property boundary due to the greater depth of the subject properties. This “excess” portion of the redevelopment site could be utilized as part of the required open space network to maintain a substantial tree buffer to the adjacent R-1 properties, mitigating any visual impact of increased density. Such a development pattern should ensure continued compatibility of the requested 4-5 du/ac density level with properties to the south while facilitating a more consistent development pattern along Swanee Lane.

Figure 3: Transition from R-1 to PDH-5 along Swanee Lane, ***Source: Google Street View***



Adopted Plan Conditions

The adopted Plan options which supported the neighboring Briarwood Trace development are contingent on development satisfying a number of associated conditions, which would also be appropriate for this site. The following analysis will consider how each condition applies to the current proposal:

- *"Substantial and logical consolidation is achieved. In addition, within the option area, a proposed consolidation must show how any unconsolidated properties within the consolidation area can redevelop at a similar density and character;"*

  The subject area includes all remaining parcels along Swanee Road that were not included in the previous option & development; therefore, staff considers the consolidation logical and complete.

- *"Access for those portions planned 4-5 du/ac is limited to the intersection of Swanee Lane with Nutley Street through a road built to VDOT design standards. There should be no extension of Hideaway Road beyond its current paved terminus near the southwestern boundary of the property generally known as Tax Map 48-2((7))(37)43A, nor should there be any connection by public or private road to Hideaway Road;"*

  As described previously in the land use analysis, Briarwood Trace was developed consistent with the guidance of the Plan options with the PDH-5 portion all accessing from the Nutley Street/Swanee Road intersection. The subject properties also conform to that limitation. Redevelopment of the subject properties would also be expected to improve the included portion of Swanee Road to current design standards, which would include a curb-and-gutter cross section and sidewalks consistent with what was previously

constructed in the Briarwood Trace portion of Swanee Road. The current proposal would not impact Hideaway Road.

- *"Suteki Road should remain open as a public road and should maintain the connection between Hideaway Road and Beau Lane;"*

  This condition is not applicable to the subject properties.

- *"New development should address the need for convenient pedestrian access to the crosswalk at Nutley Street and Swanee Lane for these residents and those to the east;"*

  As mentioned regarding a previous condition, redevelopment of the subject properties would be expected to improve the included portion of Swanee Lane to include upgraded sidewalks which connect to the surrounding walkways. In their agency review memo, the Fairfax County Park Authority has reiterated the continued applicability of this condition to the subject properties and has suggestions for additional pedestrian improvements to connect to the Swanee Lane/Zimpel Drive intersection and new I-66 trail connection, which will be considered during review of any subsequent rezoning proposal.

- *"Buffering and screening are provided to mitigate impacts on adjacent properties; The new development creates a quality living environment for its residents and provides usable open space;"*

  Maintaining a treed buffer to the remaining R-1 zoned properties to the south would be an important consideration when reviewing a rezoning proposal for the subject properties to ensure continued compatibility. If developed with PDH-5 zoning, consistent with the neighboring development, a minimum of 35 percent of the site would be required to be maintained as common open space. As previously discussed, development pattern consistent with the neighboring PDH-5 properties would provide the opportunity to maintain a substantial tree buffer in the southern portion of the subject area as part of a network of open space. Such a development pattern would also allow for a similar area of dedicated open space, tree preservation and/or stormwater management in the northern portion of the site.

- *"Townhouse uses are not permitted as market rate or ADU units; only single-family, detached units may be constructed;"*

  The nominator proposes to develop the property with single-family detached homes, consistent with the neighboring PDH-5 development.

- *"Noise attenuation measures are provided as determined appropriate by the county; and"*

  Transportation-related noise along Nutley Street may be a consideration at the westernmost edge of the subject site. The Environment element of the Comprehensive Plan Policy Plan contains countywide environmental noise guidance and recommendations which would be considered during the review of a specific rezoning application on the property.

- *"Existing mature trees should be retained to the greatest extent possible. The area adjacent to I-66 has substantial mature trees and vegetation that should be retained and preserved as open space adjacent to I-66;"*

Although not directly adjacent to I-66, the subject area currently contains a substantial amount of tree cover that would necessarily be reduced in order to accommodate a higher level of residential density on the site. Preserving mature trees in the required common open space areas, in excess of minimum tree preservation requirements, should be a priority during rezoning review in order to minimize the extent of tree canopy loss and ensure buffers to neighboring properties.

- *"In order to help enhance compatibility with existing and planned uses on the adjacent lands, within the areas planned 4-5 du/ac and 2-3 du/ac, densities inclusive of ADU's and bonus units, should not occur above the "mid point" of the density range;"*

  The existing Briarwood Trace neighborhoods were developed consistent with this Plan condition, at a combined density of 4.5 du/ac for the portion zoned PDH-5, and 2.5 du/ac for the portion zoned PDH-3. The maximum potential density for subdivision of the 3.46-acre subject property within the 4-5 du/ac range authorized for consideration would be 17 residential parcels; however, limiting development to a recommended density of 4.5 du/ac, consistent with the adopted Briarwood Trace option, would result in 15 residential parcels. Staff's feasibility concepts indicated that a density of 4.5 du/ac (15 parcels) would be a reasonable density for a development which is consistent with the established PDH-5 development pattern along Swanee Lane subject to satisfying minimum open space, stormwater management, tree preservation, and other requirements.

- *"At the edges of the development, in areas where the assembled property abuts existing development planned and/or zoned for lower density, the new development should be designed with units having a general orientation, location, building materials, and spacing that is compatible with the established development pattern; and"*

  It is anticipated that redevelopment of the subject properties be consistent with the typical parcel width, building size and orientation, building materials, and streetscape character as the neighboring PDH-5 portion of Briarwood Trace. There is no specific development plan to review at this stage, but these considerations will be reviewed at the rezoning stage.

- *"To further enhance compatibility with existing uses, new development should use design features such as street lighting, landscaping and entry features as a way to improve the transition from the new development to the existing and established residential uses."*

  At the time of rezoning review, any redevelopment proposal should be expected to conform to the landscaping and streetscape standards of the neighboring development and to appear as an integrated development. The existing Briarwood Trace neighborhood has also indicated a desire to locate a neighborhood entrance sign along the Nutley Street frontage, which may be considered as part of a redevelopment proposal for this property during a rezoning review.

Transportation

Road Network

The subject properties front on Swanee Lane, which is a low-volume local roadway with an average annual daily traffic (AADT) count of 390 vehicles, according to Virginia Department of Transportation (VDOT) data. Swanee Lane is accessed at a signalized intersection with Nutley Street, which is considered a minor arterial roadway in this location. The portion of Swanee Lane within the previously redeveloped Briarwood Trace neighborhood includes curb and gutter with sidewalks on both sides of the roadway, while most of the segment adjacent to the subject properties consists of a rural ditch-type roadway section with no curb and gutter. The roadway should be improved to a consistent cross-section with appropriate pedestrian facilities as part of any specific redevelopment proposal.

Trip Generation

Redevelopment of the existing seven parcels at a density of 4.5 du/ac (mid-point of the proposed 4-5 du/ac range) would yield 15 homes. As shown in Figure 4, the number of estimated weekday trips generated by such redevelopment would generate fewer than 100 additional daily trips and a small increase in peak hour trips. The number of additional trips generated by the proposed change would not be expected to have a significant impact on the roadway network.

Figure 4: Trip Generation Table

Briarwood Farm	Quantity	Unit	Weekday	Weekday, Peak Hour of Adjacent Street Traffic, 1 Hr Between 7 AM and 9 AM			Weekday, Peak Hour of Adjacent Street Traffic, 1 Hr Between 4 PM and 6 PM		
Development Type				In	Out	Total	In	Out	Total
Existing Site									
Single Family Residential Detached (210)	7	DU	87	2	5	7	5	3	8
Comp Plan Potential									
Single Family Residential Detached (210)	6	DU	76	1	4	5	4	3	7
Scenario #1**									
Single Family Residential Detached (210)	15	DU	176	3	10	13	11	6	17
Scenario #2									
Single Family Residential Detached (210)	17	DU	198	4	11	15	12	7	19
Scenario 1 Net (Versus Existing)			89	1	5	6	6	3	9
Scenario 2 Net (Versus Existing)			111	2	6	8	7	4	11

* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

Transit

The site is well-served by transit opportunities, being an approximate half mile walk to the Vienna Metrorail Station. Local bus stops with City of Fairfax Cue bus and Metrobus service are also located along Nutley Street.

Bicycle and Pedestrian

The portion of Swanee Lane within Briarwood Trace features sidewalks on both sides of the roadway; however, the segment within the subject area contains only a single 4’ wide sidewalk along the north side of the roadway. The sidewalk does not fully connect across Zimpel Drive to the sidewalks and pedestrian crossings at Nutley Street. A 12’ wide shared use path has also recently been installed along the east side of Nutley Street as part of the I-66 improvements, which provides a separated bicycle and pedestrian crossing to the north side of I-66 and a connection to the regional I-66 bicycle trail. There are currently no bike lanes or facilities along Swanee Lane. The addition of curb and gutter along the subject portion of Swanee Lane, the

continuation of sidewalks along both sides of the roadway and improving the pedestrian connections to existing facilities along Nutley Street, would increase walkability and access to existing active transportation facilities and transit opportunities for the residents and the larger community.

Public Utilities

The capacity of the current water and wastewater systems are adequate to accommodate the proposed increase in development potential.

Public Schools

The schools serving the subject site are Falls Church High School (HS), Jackson Middle School (MS), and Fairhill Elementary School (ES). The Fairfax County Public Schools (FCPS) current and projected five-year enrollment and capacities (not including the proposed development) for those schools are shown in Figure 5.

Figure 5: FCPS current student enrollment and capacities.

School	Program Capacity SY 2023-24	Membership SY 2023-24	Capacity Utilization SY 2023-24	Projected Membership SY 2028-29	Projected Capacity Utilization SY 2028-29
Falls Church HS	1,957 / *2,500*	2,131	**109%**	2,017	*81%*
Jackson MS	1,089	958	88%	1,051	96%
Fairhill ES	562	541	96%	510	91%

Source: FCPS, *Adopted Capital Improvement Program FY 2025-29*, February 2024.
Note: Numbers in italics are future design capacity and projected capacity utilization percentages after a renovation or capacity enhancement.

Based on the FCPS projections, the high school currently has a moderate capacity deficit but would have sufficient 5-year capacity due to a renovation or capacity enhancement; the middle school has sufficient capacity for current programs and would be approaching a capacity deficit in 5 years; the elementary school is currently approaching a capacity deficit but would have sufficient capacity in 5 years.

The potential student yield of the subject property by school level, calculated using the FCPS 2022 countywide student yield ratios based on the number of housing units, is shown in Figure 6.

Figure 6: Potential student yield.

School Level	Planned Number of Housing Units	Potential Student Yield	Proposed Number of Housing Units	Potential Student Yield
High	7	1	17	3
Middle	7	1	17	1
Elementary	7	2	17	4
Total Student Count		**4**		**8**

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

The FCPS projections indicate that the maximum density authorized for consideration on the subject properties (5 du/ac) may be expected to increase the potential student yield by 4 students (2 HS and 2 ES), which would not be expected to have a significant impact on school capacities. The impacts of the proposed amendment to the Plan may also occur beyond the current five-year

projection horizon and conditions of a school and/or school boundaries may change by the time the proposed residential density is realized.

Parks and Recreation

Fairfax County Park Authority (FCPA) analysis of the proposed amendment finds that existing parks in the Vienna Planning District meet only a portion of the demand for parkland generated by residential development in the service area. The Parks and Recreation element of the Policy Plan provides guidelines for the provision of parks and recreation services based on population. The proposed amendment would be expected to add up to 51 new residents (based on an average household size of 3.02 residents per single-family detached unit in the Vienna Planning District multiplied by 17 units), all of whom would need access to park and recreation facilities on site or nearby. The FCPS service level guidelines estimate that number of residents would generate the need for approximately 1/4-acre of Local Suburban parkland, and 2/3-acre of district or countywide parkland. FCPA encourages redevelopment to provide onsite park spaces to include walking trails, play areas, and other local-serving recreational facilities.

Additionally, FCPA also recognizes the importance of safe pedestrian connections to the I-66 trail, transit facilities along Nutley Street, and the Vienna Transit Station Area. FCPA staff recommends retaining the existing Plan condition concerning pedestrian access to the crosswalk at the intersection of Nutley Street and Swanee Lane and encourages the provision of a hard surface sidewalk/crosswalk connection from the sidewalk on Swanee Lane, across the intersection with Zimpel Drive, to the new shared use path along Nutley Street.

The provision of specific onsite parkland, contributions to address countywide parks impacts, and pedestrian improvements will be evaluated further at the time of a specific rezoning application.

Noise Impacts

The Environment element of the Policy Plan recommends minimizing human exposure to unhealthful levels of transportation-related noise and contains thresholds and standards for the appropriate levels of noise in residential developments, as well as noise mitigation measure that may be required in certain circumstances. An option-specific condition also recommends that noise attenuation measures be provided as determined by the county. The proposal abuts an arterial roadway (Nutley Street) to the west, which could result in transportation-related noise on the adjacent portion of the property. To further evaluate the potential impacts of roadway-generated noise on the subject property, a specific noise study will be expected with any rezoning application and will be evaluated according to the adopted Policy Plan guidance in that context. Depending on the results of any future noise studies, the potential maximum yield and/or location of dwellings could be impacted. Staff is comfortable that no additional noise impact mitigation recommendations are necessary in the Plan to address the issue.

Tree Cover and Landscaping

The Environment element of the Policy Plan generally encourages conservation and restoration of the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices. An option-specific Plan condition further recommends that *"Existing mature trees should be retained to the greatest extent possible"*. Redevelopment of the site under PDH-5 zoning would be required by the County's Tree Conservation

regulations to provide a minimum 10-year tree canopy of 20% of the site area, much of which would be required to consist of preserved trees in this case. PDH-5 regulations also require a minimum of 35% of the site be reserved as common open space. Staff encourages any redevelopment proposal to prioritize the inclusion of additional tree preservation/cover in excess of the minimum tree cover and preservation requirements in open space areas to minimize the loss of existing mature trees and provide substantial buffering to neighboring lower density uses.

Green Building Practices

The Environment element of the Policy Plan also recommends that proposals for residential development incorporate green building practices sufficient to attain certification under an established residential green building rating system that incorporates multiple green building concepts and that includes an ENERGY STAR Qualified Homes designation or a comparable level of energy performance. Where such zoning proposals seek development at or above the mid-point of the Plan density range, it is recommended that the minimum county expectations be exceeded, and achievement in the area of green building practices commensurately increase.

Water Quality and Stormwater Management

The subject site slopes significantly towards the northwest, conveying surface flow downhill from eastern portions of the site to a depression containing an offsite publicly maintained dry pond associated with the Briarwood Trace development. An outlet pipe for the dry pond extends west underneath Nutley Street to Hunter's Branch, a tributary of Accotink Creek, for which there is currently a stream restoration project proposed. The depression surrounding the dry pond is identified as creating a potential "sump condition", in which there is the potential for water to pool beyond the extents of the dry pond if the pond outlet were to be overwhelmed or became inoperable. The extent of the potential sump area is limited to the far northwest corner of the subject site and would be unlikely to significantly impact prospective redevelopment of the site. No RPA, EQC, or floodplain exist on the site. Onsite soil conditions have the potential for high erosion in sloped areas, but have drainage ratings from fair to good, which may be suited for infiltration practices where conditions allow.

The subject properties were originally developed in the 1950s, prior to the establishment of Countywide water quality and water quantity requirements. Redevelopment of the property has the potential to improve the existing runoff conditions, further minimize impacts to Accotink Creek, protect downstream green infrastructure improvements, and reduce flooding potential by providing stormwater quality and quantity measures that exceed minimum code requirements with a focus on reducing runoff volumes and peak flows. Any redevelopment proposal on the site will be rigorously reviewed during the rezoning review process for conformance with the countywide and District-wide policies recommending increased attention to stormwater management in this area.

CONCLUSION

Prior redevelopment of the majority of the area accessed from Swanee Lane/Zimpel Drive to the PDH-5 Zoning District, as a portion of the Briarwood Trace neighborhood, now makes the remaining seven subject parcels located along Swanee Lane appear incongruous with the larger community. As a result, there is a distinct change in character along Swanee Lane where the two development patterns transition, and a "leapfrogging" of the density pattern from Nutley Street to

the northeast along Swanee Lane. Amending the adopted Plan option for residential use at 4-5 du/ac to also include the subject properties would facilitate redevelopment of the subject area in a similar and integrated manner and would equitably apply the same Plan conditions as guided the previous development.

The combination of Plan conditions and established countywide Policy Plan guidance related to the environment, parks, public utilities and other considerations appears to provide sufficient guidance for future review of a specific development proposal at such time as the nominators/property owners move forward with a development partner and the rezoning process.

RECOMMENDATIONS

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.

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area II, Vienna Planning District, Amended through 9-12-2023, V1-Lee Community Planning Sector, Land Use Recommendations, pages 46-47:

"6. Residential infill in the portion of the sector east of Nutley Street and north of frontage property on Route 29 should be limited to residential uses at a density of 1 - 2 dwelling units per acre. A 23-acre area in the northwest portion of the sector was developed as the Briarwood Trace development [Tax Map 48-2 ((32))] under ~~As an~~ option~~s, the Topaz Street/Hideaway Road/Suteki Road [Tax Map 48-2((7))(33) 1, 2, 3, 7A, 9A, 10; (34) 1, 3, 5, 7, 9, 11, 13, 14, 16, B, A (35) 2-5; and (36) 1] may be considered~~ for residential use at 4-5 dwelling units per acre (du/ac) for properties accessed from Swanee Lane and/or Zimpel Drive, and ~~[Tax Map 48-2((7))(36) 2-5, 5A, 5B, 9, 36A, 36B may be considered for residential use at~~ 2-3 du/ac for properties accessed from Suteki Drive and/or Hideaway Road. ~~under~~ The remaining parcels accessed from Swanee Lane and/or Zimpel Drive that were not included in the previous development [Tax Map 48-2 ((7)) (33) 4, 5, 6, 11, 12, 13, 14; and (34) 13] may also be considered for the option for residential use at 4-5 du/ac as a logical continuation of the established Briarwood Trace development pattern. Development under the options is subject to the following conditions:

- Substantial and logical consolidation is achieved. In addition, within the option area, a proposed consolidation must show how any unconsolidated properties within the consolidation area can redevelop at a similar density and character;
- Access for those portions planned 4-5 du/ac is limited to the intersection of Swanee Lane with Nutley Street through a road built to VDOT design standards. There should be no extension of Hideaway Road beyond its current paved terminus near the southwestern boundary of the property generally known as Tax Map 48-2((7))(37)43A, nor should there be any connection by public or private road to Hideaway Road;
- Suteki Road should remain open as a public road and should maintain the connection between Hideaway Road and Beau Lane;

- New development should address the need for convenient pedestrian access to the crosswalk at Nutley Street and Swanee Lane for these residents and those to the east;
- Buffering and screening are provided to mitigate impacts on adjacent properties; The new development creates a quality living environment for its residents and provides usable open space;
- Townhouse uses are not permitted as market rate or ADU units; only single-family, detached units may be constructed;
- Noise attenuation measures are provided as determined appropriate by the county; and
- Existing mature trees should be retained to the greatest extent possible. The area adjacent to I-66 has substantial mature trees and vegetation that should be retained and preserved as open space adjacent to I-66;
- In order to help enhance compatibility with existing and planned uses on the adjacent lands, within the areas planned 4-5 du/ac and 2-3 du/ac, densities inclusive of ADU's and bonus units, should not occur above the "mid point" of the density range;
- At the edges of the development, in areas where the assembled property abuts existing development planned and/or zoned for lower density, the new development should be designed with units having a general orientation, location, building materials, and spacing that is compatible with the established development pattern; and
- To further enhance compatibility with existing uses, new development should use design features such as street lighting, landscaping and entry features as a way to improve the transition from the new development to the existing and established residential uses."

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.