



CITY OF FAIRFAX

Department of Community Development & Planning

City Council Work Session

WORK SESSION DATE

June 11, 2019

APPLICANT

EYA, LLC

OWNER

DC Metro Church, Inc.

AGENT

Mark Looney, Cooley, LLP

PARCEL DATA

Tax Map ID

58-1-02-021

Street Addresses

3500 Pickett Road

Zoning District

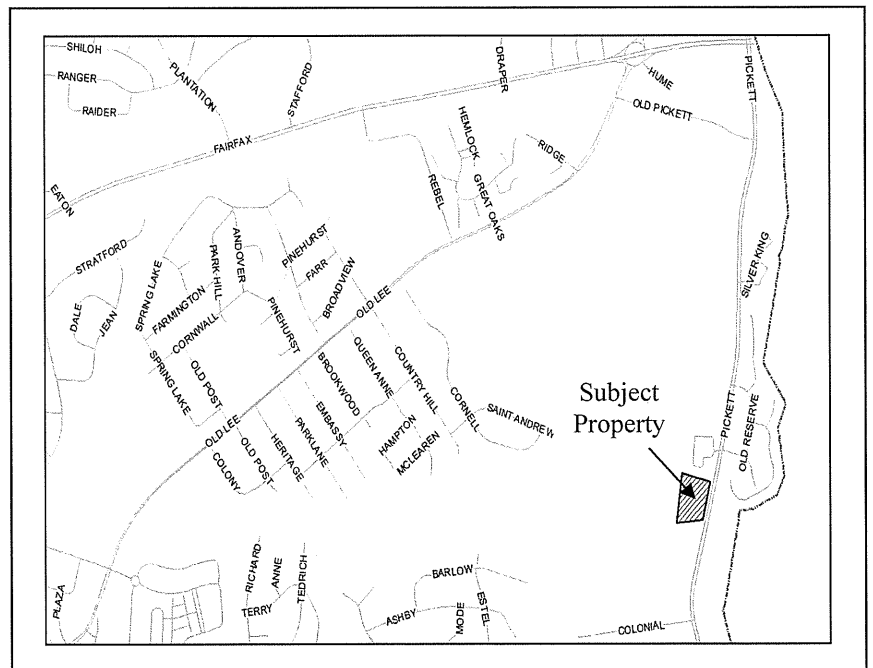
Residential Low

Overlay District

Architectural Control Overlay
District

APPLICATION SUMMARY

The applicant proposes to replace the existing Metro Church with townhouses at 3500 Pickett Road. The site is located on the west side of Pickett Road, north of the Colonial Avenue, south of Barrister's Keep Subdivision and east of the Army Navy Country Club. A Future Land Use Map amendment may be required from Social and Civic Network to Townhouse/Single-Family Attached Neighborhood and a rezoning from RL Residential Low to Planned Development-Residential PD-R. Additional applications may be required based on final design if an application is submitted.



BACKGROUND INFORMATION

The subject property has an existing church on site that was constructed in 1980. The subject property is 3.72 +/- acres located on the west side of Pickett Road, north of the Colonial Avenue, south of Barrister's Keepe Subdivision and east of the Army Navy Country Club. In 1979, the Church of the Apostles received a Special Use Permit for a one-story building containing 12,000 square feet in R-1 Residential zone. In March 1988, City Council approved a Special Use Permit to allow a parking area in the rear 25 feet of the required 50-foot front landscaped area; and to allow a parking area with more than parking spaces located consecutively without an planting island. In April 1988, the Board of Architectural Review approved three small additions of classrooms and administrative space to the existing church. The additions were constructed of the same metal building system used in the existing building. In 2014, DC Metro Church, Inc. received a non-residential use permit for a religious organization. Today, the existing building is approximately 17,022 square feet. Further information on adjacent properties is provided below:

Direction	Existing Land Use/Uses	Zoning	Future Land Use
Site	Institutional/Metro Church	RL, Residential Low	Social and Civic Network
North	Residential Single-Detached/Single-Family Homes (Barrister's Keepe)	PD-M, Planned Development Mixed Use	Single-Family Detached Neighborhood
South	Open Space – Undesignated/ 90 +/- feet natural buffer; Commercial-Lodging/ Citgo Petroleum Corp	RM, Residential Medium IH, Industrial Heavy	Green Network Commercial Corridor
East	Residential Single-Detached/ Single-Family Homes (Pickett's Reserve)	PD-R, Planned Development Residential	Single-Family Detached Neighborhood
West	Open Space – Recreation/ Army Navy Country Club	RM, Residential Medium	Green Network - Private

The Future Land Use designation for the subject property is Social and Civic Network, and the surrounding land use designations are a combination of Single-Family Detached Neighborhood, Green Network, Commercial Corridor and Green Network – Private. The subject property is zoned Residential Low with Institutional land use. The surrounding zoning districts are a combination of RM Residential Medium, PD-M Planned Development Mixed Use, PD-R Planned Development Residential and IH Industrial Heavy. The subject property is immediately surrounded by uses that range from single-family homes to a golf course, and post office to a petroleum company.

The Pickett Road corridor from Main Street to Fairfax Boulevard is a mixed corridor with residential, retail, office, industrial, institutional and recreational uses. Residential development along the corridor consist of single-family homes (Barrister's Keepe and Pickett's Resereve), condominiums (The Enclave and Foxcroft), and at the northern end apartments under construction at Scout on the Circle. Retail development bookends the corridor with Pickett Shopping Center, Turnpike Shopping Center and Fair City Mall Shopping Center to the south; while, Scout on the Circle, a mixed use development, is under construction and Home Depot on Old Pickett Road is located at the northern end of the corridor. The Pickett Road corridor also has heavy and light industrial uses to the south of the subject property. The Pickett Road Tank Farm was first

established in 1965 and is situated on 71 acres on the west side of Pickett Road, south of the subject property. South of the tank farm and immediately north of the Fair City Mall Shopping Center is the Fairfax County Public School bus lot. On the east side of Pickett Road is a number of light industrial and commercial uses that include two storage facilities, auto care and services, veterinary clinic, Fairfax Ice Arena, Fairfax Gymnastics and post office. The corridor transitions from non-residential uses to single-family homes with Pickett's Reserve subdivision on the east side of Pickett Road and Barrister's Keepe subdivisions to north of the subject property. The Army Navy Country Club is west of the subject property and wraps around the Barrister's Keep with property frontage along Pickett Road. The City of Fairfax Property Yard is north of this area. North of Pickett's Reserve is the recently constructed Enclave Condominiums and a small office park. Thaiss Park is located to north of the Enclave.

The Comprehensive Plan provides a general plan and communicates a vision for future land use and development in the City; while, the zoning ordinance provides the regulatory mechanism to ensure the new development and changes in land use are consistent with the vision. The Comprehensive Plan states "where any new development is proposed that requires a land use action not consistent with the Comprehensive Plan, the applicant should request a modification to the Comprehensive Plan as well" (Chapter 1: Introduction, City of Fairfax 2035 Comprehensive Plan, page 15). The Comprehensive Plan and the zoning ordinance provide opportunities for flexibility in site design and whether or not a use is appropriate and compatible with the adjacent properties. Some consideration for appropriateness is the ability to mitigate through site design, density and height limitations, setbacks, bufferyards and landscaping.

The Comprehensive Plan has identified eleven properties for parcel specific considerations and the subject property is adjacent to two of the eleven sites. The Army Navy Country Club and Tank Farm have been identified as sites that need further consideration of their Place Type, but at this time the existing place type is the primary recommendation. The subject site is not identified as one of the parcel specific sites.

PROPOSAL

The proposed plan illustrates 60-65 units with a linear park along Pickett Road. The plan shows two access points on Pickett Road that connect with a circular private drive and an alleyway that provides rear-loaded garages to 44 units in the interior of the site. The units may be designed with three to four levels. Amenities would include rooftops terraces, landscaped sidewalks, backyards, park space and an open space. The fronts and sides of some units would face Pickett Road, but would be setback a minimum of between 40 feet to 100 feet. The concept plan shows open space in a linear park (23,476 +/- sf) fronting on a promenade/fire lane access off Pickett Road and a small open space area (6,090 +/- sf) in the southwest corner of the site.

As part of the development plan, the applicant proposes to construct 330-feet of the Daniels Run Park trail, which is planned along the site's southern property line. The City has an existing trail easement on the adjacent property to extend the Daniels Run Park.

A Future Land Use Map amendment may be required from Social and Civic Network to Townhouse/Single-Family Attached Neighborhood and a rezoning from RL Residential Low to Planned Development-Residential PD-R. Additional applications may be required based on final design if an application is submitted.

STAFF ANALYSIS:

Planning

1. The proposal may require a Comprehensive Plan Future Land Use Map Amendment from Social and Civic Network to Townhouse/Single-Family Detached Neighborhood designation.
2. A Rezoning may be required from RL Residential Low to PD-R Planned Development-Residential. Other applications may be required based on site design.
3. Density in Townhouse/Single-Family Detached Neighborhood land use designation is up to 12 dwelling units per acre. Density is predicated on the underlying zoning district. Where the proposed zoning district would be a PD without a maximum density, the 12 units per acre density is not necessarily applicable. However, more than 12 units could be explored if the PD provides exceptional design, enhanced open space or other factors.
4. The PD-R, Planned Development Residential District, is provided to encourage more flexibility for housing options within a planned development, and allowing an increased density in return for the provision of a higher quality development than may be otherwise provided; i.e., more affordable housing, recreation and open space, or other improvements addressing community needs or values (Section 3.2.3.A).
5. Open Space requirement is at least 20% in a Planned Development District (Section 3.8.2.G).
6. The minimum width for any required recreation and open space shall be 50 feet (Section 3.8.7.B.3).
7. The maximum number of units allowed in a single building is ten (Section 3.5.1.C.1).
8. No more than two of any 10 or one of any three to five abutting dwelling units having the same front yard setback. Varied front yard setbacks shall not be less than two feet offset from adjoining units as measured at the principal foundation line of each unit and no setback distance shall be less than the required minimum (Section 3.5.1.C.2).
9. Interior (side) yards are not required for interior townhouses, but front and rear yards shall be provided for all townhouses, and building separation requirements shall be maintained for all townhouse structures (Section 3.5.1.C.3).
10. No townhouse shall be constructed so as to provide direct vehicular ingress or egress to a public street (Section 3.5.1.C.4).
11. Townhouses require a minimum of 2 parking spaces per unit (Section 4.2.3.E).
12. Sidewalks are required along the property frontage on Pickett Road and private streets.
13. A landscape plan (Section 4.5.4B) and a tree management plan (Section 4.5.9.D1) are required.
14. The applicant will need to schedule a pre-application meeting with staff to share the preliminary architecture and landscaping in preparation for a work session with the Board of Architectural Review (BAR). After a formal application is submitted, the Board of Architectural Review (BAR) would review and provide a recommendation to City Council. The proposed development is subject to the City's Design Guidelines for new construction in the Architectural Control Overlay District. A Certification of Appropriateness would be required.
15. Submit a fiscal impact analysis for the proposed use.

Code Administration

1. Due to the proximity of the Pickett Road terminal complex, the Fire Marshal believes that the place type of "social and civic network," as identified in the recently adopted Comprehensive Plan, is appropriate for this site. The applicant would be requesting a change to either a "townhouse" place type (as shown on their concept, but exceeding the density allowed) or a "multifamily" place type, which would allow the requested density but is not the type of structure identified.

2. The Fire Marshal does not believe that residential uses are appropriate due to several factors. The terminal complex is a significant industrial facility that operates 24 hours per day. The applicant has conducted studies indicating that vibration is not a concern and that the effects of noise can be mitigated inside the units. However this does not address the concerns that are inevitable regarding noise and other issues from those enjoying outdoor activities.
3. Pickett Road is a busy artery that carries many thousands of vehicles per day, including several hundred tankers. Placing residential properties in this proximity to the road creates cause for concern.
4. In the albeit unlikely event of a significant fire incident involving the terminal complex, evacuation of nearby properties will be required. Allowing a dense residential development at this location will compound concerns of evacuation and will require the provision of alternate accommodation for the residents. This will further tax the resources available to mitigate an incident.
5. The Fire Marshal is satisfied that appropriate safety and environmental measures are in place and the City conducts frequent inspections of the facilities. This complex has been identified as a target hazard due to the volume of gasoline and diesel fuel stored and transported. While every effort is made to ensure the safe operation of the complex, it is also important to reduce the consequences of a potential incident by providing separation from incompatible uses.
6. The fire access widths need to be 23' without parking or 30' with parking on one side.

Parks and Recreation

A trail south of the subject site is consistent with the Parks & Recreation Master Plan.

Public Works

The proposed plan is subject to the City's Stormwater and Wastewater requirements.

Transportation

1. Although the traffic volumes that will result from the proposed development are not very high, I think the larger potential issue will be the sight distances at the exits (due to combination of the proposed locations and the rolling topography on that section of Pickett Road) and the newly proposed major residential entrance street at a location very close to existing Pickett/Barristers Keep traffic signal (close enough it would not meet current VDOT guidelines for street or median break separation on arterial with traffic volume similar to Pickett Rd).
2. The concept plan shows trees in the utility strips to the north of both exits. Due to sight distance requirements - and the need to see approaching small vehicles and cyclists on Pickett Rd - such trees just behind curb would be inconsistent with providing adequate sight distances. The applicant should probably show trees only behind the sidewalk (at least 14.5' back from curb at locations nearest exit locations tapering along sight triangle to back of sidewalk at greater distance).
3. The roadway at south end would also be better at 12' from property line (per City PFM guideline for commercial entrance)

PREPARED BY:



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6/4/19

DATE

REVIEWED AND APPROVED:



Jason Sutphin
Community Development Division Chief

June 4, 2019

DATE



Brooke Hardin
Director, Community Development and Planning

6/4/19

DATE