



FAIRFAX COUNTY  
SITE-SPECIFIC PLAN AMENDMENT PROCESS  
COUNTYWIDE

<b>Nomination Number</b>	CPN22-SU-007
<b>Supervisor District</b>	Sully
<b>Parcel ID Number(s)</b>	55-3 ((3)) 14
<b>Parcel Address(es)</b>	13309 Lee Hwy, Clifton, VA 20124
<b>Nominator</b>	Aaron Frank
<b>Plan Map Designation</b>	2-3 du/ac
<b>Comprehensive Plan Recommendation for Nominated Property</b>	This sub-unit is planned for single-family residential use at 3 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway. Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.
<b>Proposed Land Use</b>	Residential
<b>Summary of Proposed Comprehensive Plan Change</b>	Townhouse development at approximately 11du/ac.



Aaron Frank  
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October 28, 2022

Leanna O'Donnell  
Director  
Department of Planning and Development - Planning Division  
12055 Government Center Parkway Suite 730 Fairfax, VA 22035

**Re: 13309 Route 29 Site Specific Plan Amendment Nomination**

Dear Ms. O'Donnell:

Introduction

Mosaic Development LLC (the "Applicant") requests approval of a Site-Specific Plan Amendment ("SSPA") to the Fairfax County Comprehensive Plan to facilitate contextually appropriate residential community near the intersection of Route 29 and Clifton Road (the "Nomination"). The Nomination plans for residential development that is more compatible with the existing townhomes and single-family residential neighborhoods to the south and west, respectively, as compared to the currently permitted C-8 uses. The subject property is 13309 Lee Highway, further referred to as parcel 55-3 ((03)) 14 (the "Property") and is approximately one-acre in size.

Existing Conditions

*Built Environment*

The Property is accessed by Route 29, just west of its intersection with Clifton Road, and is approximately one mile from the Route 28 and Route 29 interchange in Centreville and the Route 29 and Fairfax County Parkway interchange in Fairfax. The Property is a rectangular lot that is undeveloped and surrounded by a similarly rectangular, commercially used property to the east; residential common space and townhomes to the south; residential common space and single-family residences to the west; and Route 29 and townhomes to the north.

*Zoning Approval*

The Property is zoned to the C-8 Highway Commercial zoning district and has a site plan approved for retail use. The C-8 zoning district permits auto-oriented commercial and service uses on heavily traveled collector and arterial highways.

*Change in Circumstance*

Since the approval of the site plan approved for retail, the retail market has transformed due to evolving consumer trends influenced by the pandemic. While the Applicant is able to construct a



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retail building in accordance with the approved site plan approval, the size and location of the site presents challenges with respect to visibility and access, making retail at this location uncertain and presents the reality that the site and/or building could be vacant for an extended period of time, ultimately bringing negatives to the community rather than the positive influence of new retail. Since approval of the retail site plan, the housing shortage within Fairfax County and the surrounding area has intensified, and the location of undeveloped land with access to major transportation networks has grown increasingly scarce. This change in circumstance presents an opportunity to respond to the market and provide additional housing supply in a compatible manner.

### Existing Comprehensive Plan

#### *Land Use*

The Property is located within the Bull Run Planning District, within the Centreville Planning Sector, and is also located within the Fairfax Center Area. The Property is within Sub-Unit S1 of the Fairfax Center Area plan, which has the following text that addresses the Property.

*This sub-unit is planned for single-family residential use at 3 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway. Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.*

As reviewed, the Property is one of the spot commercially-zoned parcels along Lee Highway, and the Nomination proposes to achieve the goals of the existing Comprehensive Plan text by not expanding or intensifying the use in accordance with existing property rights but rather to redevelop to a use that resembles and would be compatible with the adjacent residential areas.

#### *Transportation*

The Property is located adjacent to Route 29, which is planned in the Comprehensive Plan to be expanded to a six-lane roadway. The Nomination acknowledges this proposed expansion and identifies a future service road in front of the property.

### Proposal

The Nomination seeks to provide compatible residential and achieve comprehensive plan language both within the Fairfax Center Area and within the Fairfax County Policy Plan to not expand or intensity the existing use and provide a use that is more compatible with adjacent the adjacent residential community. The Nomination proposes townhome development that will be accessed by Route 29 and feature buffering adjacent to the open space to the south and east. The Nomination capitalizes on direct access to Route 29 and is able to offer development that is compatible to existing neighbors. Buffering is provided adjacent to the adjacent C-8 use, and screening will be provided throughout the Property perimeter. Open space is integrated into the development plan, and the Property is located next to dedicated open space from the Clifton Crest



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community. The Property is located at a lower elevation from existing residential uses, so the modestly scaled residential development will have a reduced massing than existing uses.

The Nomination proposes an efficient amount of parking and two-car garages for each unit. Visual buffering is provided adjacent to Route 29, offering future residents a visual and noise buffer from the nearby roadway.

#### Relationship to Existing Policies and Objectives

The Fairfax Center Area Plan contains use-specific performance criteria, and the Nomination satisfies the applicable use-specific criteria for residential/single-family attached uses as follows. The Nomination achieves high quality site planning by integrating new development with existing adjacent land uses in a reasonably scaled neighborhood module and integrates open spaces. Safe access to the Property will be provided using a future service drive, and the Nomination proposes to provide an efficient amount of parking in an effort to maximize open space and minimize site disturbance. Parking spaces will be provided in a convenient location that necessitates minimal additional impervious surface through the use of the common drive aisle for parallel parking rather than a separate parking area.

Open space is provided both in a tree preservation area as well as with open space that is integrated into the community to be convenient to residences at both ends of the community. The tree preservation area will serve as a buffer to existing residential to the south, and a buffer is located to the east and will be accompanied by screening. Building height will be no more than four stories and will use site topography to provide a compatible scale with adjacent uses.

The Nomination achieves the goals of the Fairfax Center Area by not expanding or enhancing the existing spot commercial uses along Route 29 and developing a use that is consistent with the Suburban Neighborhood designation. The Nomination proposes to develop townhome use adjacent to existing townhomes. Further, the Nomination advances the objectives of the County's Policy Plan, most notably by offering a proposal that is in a location that is supported by the availability of transportation and public facilities (Comprehensive Plan Land Use Objective 1.b) and is consistent with the Plan's Residential Development Criteria. More specifically, the site design features a logical layout given the shape of the property, provides integrated open space and amenities, and landscaping as a buffer to the east and south (Residential Development Criteria 1.b-e).

The Nomination further promotes neighborhood context by transitioning to abutting and adjacent uses with a buffer to the south and screening to the east, and the Nomination proposes appropriate mass compared to adjacent uses with units that will be a maximum of four stories in height although will be located at a lower grade than surrounding neighborhoods and accessed directly from Route 29 (Residential Development Criteria 2). The Nomination respects the environment by preserving trees in the rear of the Property. Landscaping is similarly provided along the front of the Property to protect residents from transportation-related noise (Residential Development Criteria 3).



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The Nomination functions well from a transportation perspective, providing houses with direct access to Route 29 without having to traverse and add traffic generation to residential streets. Traffic generation will be limited given the scale of the Nomination, and access will be safe and direct from Route 29. An important part of the Nomination is contributing transportation improvements towards the future alignment of Route 29 (Residential Development Criteria 5). The impact on public facilities will be minimal given the superior location of the SSPA Area, although impacts will be evaluated during the development review process (Residential Development Criteria 6). A contribution to affordable housing will be provided in the Nomination (Residential Development Criteria 7), and Heritage Resources are not expected on the Property.

The Comprehensive Plan acknowledges that land use patterns should increase transportation efficiency, enhance opportunities for county residents to live in proximity to their workplace, and maintain stability in established residential neighborhoods (Land Use Objective 6). This Nomination achieves each of these goals as it offers modest residential development within a Suburban Center, adjacent to a major transportation network and development can capitalize on this transportation advantage (Land Use Objective 12.a).

As acknowledged the Comprehensive Plan Housing Policy Plan, there continues to be an insufficient supply of price-appropriate rental and for-sale housing in Fairfax County for all income levels, and higher densities can help to support housing affordability as the prices of new homes and the rents of new apartments are directly related to allowable density. Housing is needed, and even a modest amount of housing will help achieve this goal, and particularly when these housing opportunities are near Mixed-Use Centers (Comprehensive Plan Housing Objective 2.a; Land Use Objective 3, 4a). The Nomination advances the Housing Strategic Plan by advancing strategy B.7 by allowing for "Missing Middle" housing types, as noted on page 15, in a manner that is compatible with the existing land use pattern that includes single-family detached and townhomes in the nearby vicinity. Public facility impacts will be evaluated and offset through the rezoning processes. The Nomination supports the Transportation Plan by providing a Shared Use Path, in accordance with the Bicycle Master Plan, and new users to utilize this infrastructure (Comprehensive Plan Transportation Plan Objective 1.a, 4.a).

The Nomination is also in accordance with the applicable priorities in the County Strategic Plan, Housing Strategic Plan, and Economic Success Plan. The Nomination advances the goals of the County Strategic Plan in several ways. The Nomination will advance the Key Themes of Placemaking and the Community Outcome of Economic Opportunity (Strategic Plan, pg. 8,9) by responding to market demand and regional need for housing and creating a modest residential community with a transportation advantage (Strategic Plan EO 4, pg. 17). The Property's contribution of a shared use path and proximity to transportation and employment will reduce miles traveled for residents to access employment opportunities (Strategic Plan E.2, pg. 28; MT 2, MT 5, pg. 42). The Nomination responds to a county-wide shortage of housing and provides different types and affordability of housing near transportation (HNL 3, pg. 34).

The Nomination is consistent with the Economic Success Plan as it will advance the goals to "Create Places Where People Want to Be" through a conveniently located community, and "Invest in Natural and Physical Infrastructure" through creating new transportation connections. The



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Nomination specifically addresses Priority 2.2 on page 27 to “expand creation of livable, walkable communities that are aligned with transportation infrastructure”.

### Conclusion

The Nomination presents an opportunity to advance the goals of the Comprehensive Plan by allowing residential development in a location with a natural transportation advantage. The Nomination proposes townhomes, a use that already harmoniously exists in the surrounding area, and this Property has direct access to Route 29, mitigating traffic through existing residential streets - one of the greatest concerns with new residential development. The County needs additional housing, and this location can provide it in a compatible manner with existing residential uses and is a logical location to provide new housing. The timing for implementation is immediate and will provide much needed housing supply as soon as the planning, zoning, and permitting processes allow. This SSPA will be withdrawn if staff determines that the existing comprehensive plan language allows the Nomination.

Sincerely

*Aaron Frank*

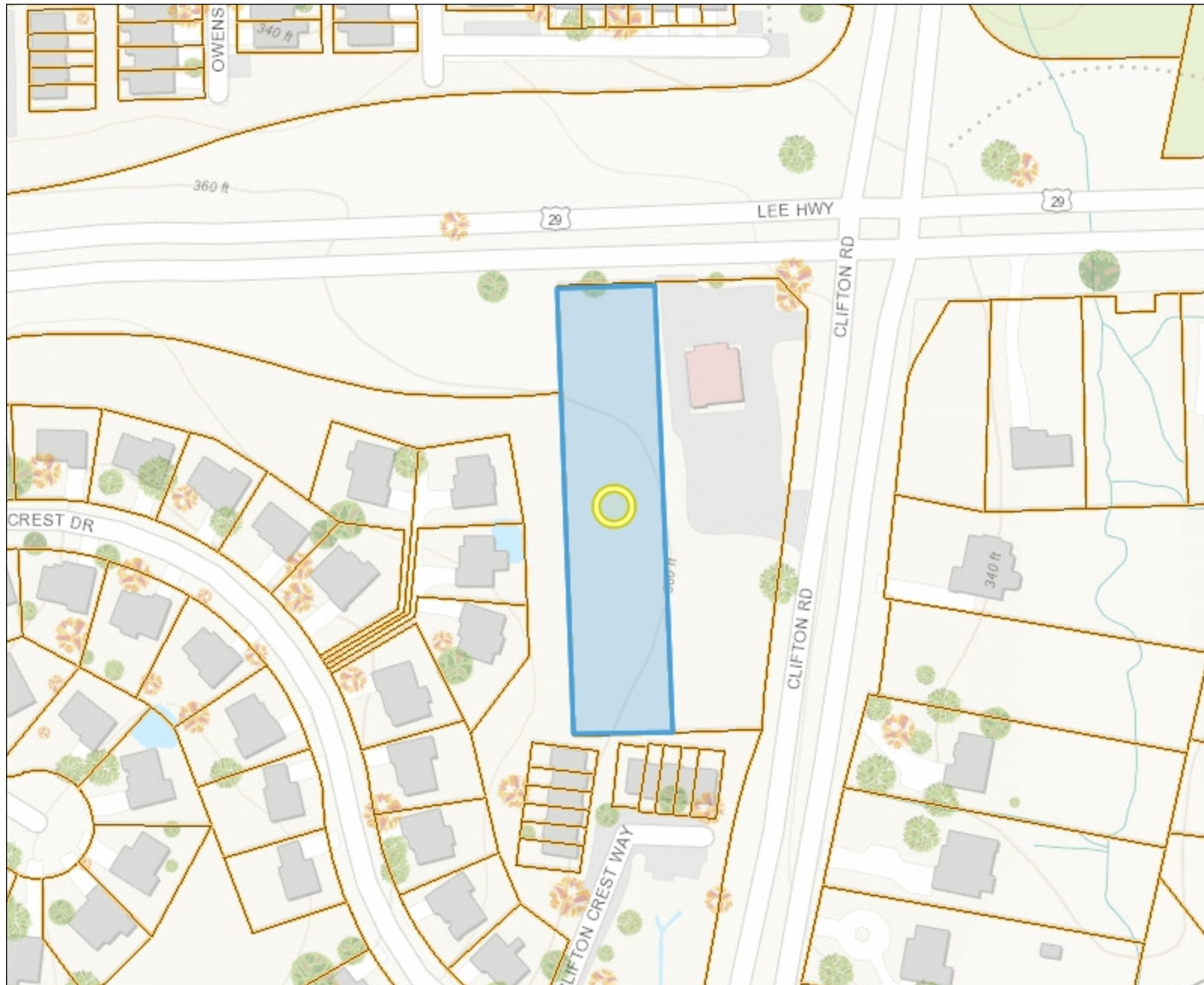
Aaron Frank

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13309 Route 29 SSPA



#### Legend

 Parcels

Notes:

Map produced: 10/27/2022

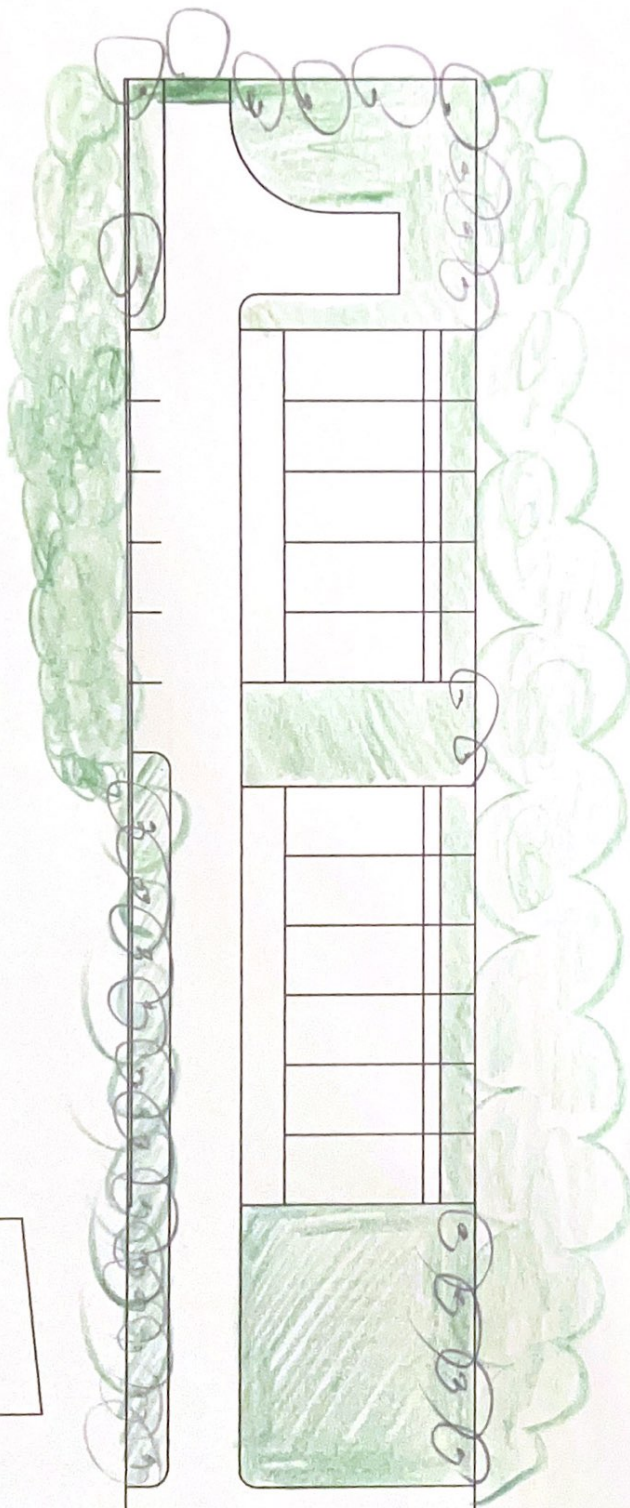
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This map is intended for reference purposes only. Fairfax County does not provide any guarantee of the accuracy or completeness regarding the map information.





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SERVICE RD

October 25, 2022

Fairfax County Department of Planning and Development  
12055 Government Center Parkway, Suite 700  
Fairfax, Virginia 22035

Re: **Owner Consent for Site-Specific Plan Amendment**

To Whom it May Concern:

Mosaic Development, LLC is the owner of a parcel identified as Fairfax County Tax Map Number 55-3 ((03)) 14, further referred to as 13309 Lee Highway, Clifton, VA 20124 (the "Property"). Mosaic Development, LLC hereby submits a Site-Specific Plan Amendment nomination to Fairfax County's Department of Planning and Development. We are aware of the contents of the nomination and agree to participate in the County's review of the nomination to the extent required or appropriate.

Sincerely,

Mosaic Development, LLC

By: *Ayman Nahas*

Name: Ayman Nahas

Title: Member

Telephone Number: 703-864-1769

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Mailing Address: 11804 Robertson Farm Cir, Fairfax, VA 22030