

Developer:

Landmark Property Development, LLC
Representative: John Thillmann, VP

Project Data:

Location on Chantilly Dr. and Rt. 50 just up from Metrotech Drive.

Size: 2.89 Acres

Lots: 8 Single family Detached

Zoning Category R-3 Cluster

Density: 2.7 DU AC

Chantilly Estates Development Criteria Analysis

Residential development Criteria as it affects the Chantilly Estates project:

Paragraph two of the criteria preamble it states “if there are extraordinary circumstances, a single criterion or several criteria may be overriding in evaluating the merits of a particular proposal.In applying the Residential Development Criteria to specific projects and determining whether a criterion has been satisfied, factors such as the following may be considered”:

- The size of the project
- Site specific issues that affect the applicant’s ability to address in a meaningful way relevant development issues
- Whether the proposal is advancing the guidance found in the area plans of other planning policy goals (e.g. revitalization)

This application is clearly one for which the second two bullets were designed to focus on. It definitely is in the category of having significant site-specific issues such as being expected to be a transition between an intense commercial area and a residential neighborhood and one where there is a significant burden placed to fix a neighborhood traffic problem not of this application’s making.

This site was the subject of an Amendment to the Comprehensive Plan specifically calling for certain elements such as screening from the service station, a critical transportation fix and only 8 residential units all because of the impact of Rt. 50 and the adjacent service station.

This site area has been for decades affected by the adjacent service station with 8 service bays and 8 gasoline filler isles. This property and the service station property were at one

time part of the same parcel with a belief that this residential parcel would provide a transition to the residential neighborhood to the north. Due to the size of this and configuration of this parcel it now is in the position of providing that transition.

1. Site Design:

A number of site designs were developed and proposed to the staff for evaluation. The layout now proposed is one that provides a logical, functional and appropriate design elements such as home location, open space function especially with rear yard access and massing, street frontage and SWM location. Noise mitigation from the highway and adjacent commercial is integrated as well. A number of traditional site designs focusing on a central Cul-de-sac with the homes off of Chantilly Drive were evaluated and rejected as not providing enough open space, a design with a through street was evaluated but rejected as it again did not mass open space and did not contribute to a community layout with homes on Chantilly Dr. and Downs Dr. Various conventional and planned development types of cluster layouts with smaller lots were also considered but rejected. This layout is the result of deciding that a conventional cluster layout with larger conventional lots would be preferable to smaller PDH lots. This proposed site design focuses on and accomplishes a number of important elements. It:

- 1) Stabilizes and reinforces the residential character of the neighborhood to the north by fronting single-family lots along Chantilly Road and providing the needed transition from the commercial along Rt. 50. This reinforces the residential character of the entry street and furthermore, it reinforces the residential character of the 2 single family lots across Chantilly Road at Rt. 50 that were built without residential support in an isolated situation almost an island to themselves. These new proposed lots will bring the Rt. 50 lots into a closer relationship to the larger Chantilly Estates residential neighborhood.
- 2) Creates a transition from the existing neighborhood to Rt. 50 and to the service station with only three new homes on the existing residential neighborhood side of the property
- 3) Utilizes a conventional residential district with a cluster layout to accomplish the massing of open space internal to the project and which provides direct rear yard access to the open space by 5 of the units and sidewalk access internal to the project by the remaining 3 lots.
- 4) The logical and appropriate layout of the site enables the site to perform the function of transition from low density residential to an intensive commercial use and a divided highway thus further stabilizing the neighborhood and reinforcing property values while allowing for appropriate redevelopment as called for in the comprehensive plan and which will inevitably occur on portions of the neighborhood.
- 5) Landscaping is an integral element of this plan especially on the residential side along the New Service Drive being constructed by the applicant and around the existing service station. Furthermore, beefed up landscaping in the form of street trees and shrubs of the

yards fronting on Chantilly Rd and the frontage on Downs Dr. will soften views along those roads and from the project. Supplemental landscaping in the form of evergreens along the north property area is also proposed (off of the sanitary easement) as well as an offer of additional off site landscaping if the neighbors on lot 25 & 26 chose.

6) A play area for children (swings, teeter-tauter, slide, climbing apparatus) will be located within the open space area including a small covered area with seating furniture for adults, all attractively landscaped for use by the residents of this development. A wood chip nature trail will connect each of the homes to this activity area to cut down on impervious area and tie in to the wood chip surface of the play area providing for a more natural recreational area with much less site grading.

2. Neighborhood Context:

This development does accomplish the plan's intent as being within the plan density range as well as providing a fine transition to abutting and adjacent uses and it orients the proposed dwelling units to the frontage streets, in this case Chantilly Road and Downs Drive, just as the adjacent subdivision developed over the intervening years.

This neighborhood was originally subdivided in 1946 with homes being built over a 50-year time frame well into the 1990's. A number of architectural styles and a variety of sizes from small older homes to very large newer homes are now on the original 1946 lots. This lot was specifically not part of that subdivision and held out as a single large parcel intended for commercial use. The service station lot was subdivided out of this larger parcel, however, the balance was not developed as commercial as originally intended but remained as a greatly oversized and under utilized residential lot. Therefore, this parcel has always been in a transition location.

The rationale for the plan amendment for this site in part was to allow a transition parcel neither completely residential nor commercial to develop (please note the history of the plan amendment as mentioned in the statement of justification). It is in between the older residential portion of the neighborhood and a very intense commercial use and a divided major arterial, Rt.50. To accomplish the transition, a slight increase of less than one dwelling unit per acre was adopted. In addition other plan language dealt with buffering, setbacks and road construction.

The architectural elevations for the homes in this project will be in the contemporary center hall colonial tradition, which is the predominant style of the newer homes in the neighborhood, indeed immediately across Chantilly Rd. are two newer homes in this style. The materials will also be complimented with the brick and wood like siding elevations of the neighboring homes.

This design represents a strong attempt to provide the most rational site layout for a residential transition area. Only three homes are adjacent to the existing larger lot residential area to the north east while the street frontage of the proposed homes create an

entryway to the neighborhood that unquestionably “reads” as residential, single family. Furthermore this layout strengthens the residential lots directly across Chantilly Dr. which otherwise exist in an island at the corner of Rt. 50 and Chantilly Drive out of context with the greater neighborhood.

3. Environment:

This application has no RPA, Flood Plain or Wetlands associated with the site. The land falls off gradually from the West along Chantilly Rd to the East and South East along Downs Drive creating a natural landform for controlling storm water in a pond on the South East corner of the site adjacent to the existing Service Station. This lot is wooded and development will affect the ability of saving significant extant tree cover however the layout proposed does mass the open space in the center of the site thereby preserving the trees in this area and it is also proposed to preserve the tree cover now on the site adjacent to the commercial property on the on the west and north.

The bulk of the open space will have tree cover and the proposed children and adult recreation facilities will be water quality friendly with the use of wood chips rather than asphalt or stone dust. No tree cover is slated to be sacrificed for the recreation area or for the archeological investigation of the site.

The general topography of the site lends itself to low levels of grading since the site falls off gently to the East toward the proposed pond.

A noise wall is proposed along the site frontage of Rt. 50 and the area adjacent to the service station and all lighting will be low level directed downward except as otherwise required by Fairfax County along Chantilly Rd and Downs Drive.

4. Tree Preservation:

In a transition area between lower density residential and higher intensity commercial uses any development will have an impact on vegetative cover. Indeed, in this situation there will be single family homes at 2.7 DU per acre which is a low impact development, but it will, none the less have an impact. Our approach to a site layout was to utilize the existing road network (Chantilly Dr. & Downs Dr.) to front the homes and to mass the open space in the center of the site thus allowing the tree cover of the open space area to be significant and more meaningful and that will allow them to remain apart from living or lawn areas as undisturbed and thereby encourage their long term preservation.

Furthermore, a more traditional approach to developing this site would be through the use of a Cul-de-sac which would in effect bring a 50 foot wide street and 100 foot in diameter paved area thus necessitating the removal of the greater part of the existing site trees and leaving the open space in less than useable form. This R-3 cluster design avoids these site

issues by preserving and massing the open space at the center of the site saving trees and keeping them out of living and lawn areas and by making the open space useable for all.

Trees in the buffer area will remain with a further commitment to supplemental planting with the arborists approval. The Japanese Black Pines near the center of the site will be evaluated by our arborist for consideration for replanting within the open space area.

New screening trees along the Rt. 50 frontage beside the Noise Wall will provide an additional heavy screen and additional tree cover on the site. These trees are proposed to be Leland Cyprus in with a minimum of 8 ft. in height (vary from 8 to 10 ft in height) at time of planting. Furthermore, these same trees will be offered to the adjacent neighbors on their property if they wish additional screening. Street trees and shrubs are proposed for the frontage along the two streets. This site layout including the tree landscaping and additional planting plan exceeds the tree cover requirements.

5. Transportation:

During the Plan Amendment process it became apparent that there is a great deal of cut through traffic from Rt. 50 going through the neighborhood to access the service station. This cut through traffic is caused by traffic going East on Rt. 50 and trying to access the service station. This traffic turns at Chantilly Dr. and drives to Downs Drive then makes a right turn down Downs Drive to the service station. The applicant will as part of this proposal connect the existing service drive in front of the service station to Chantilly Drive thus negating this cut through traffic now experienced by the neighborhood.

The high cost of this service drive construction (removal of significant soil and construction of a high and long retaining wall on the residential side and relocated utilities) is borne by this small 8 lot subdivision and represents a very significant contribution to Public Facilities as well as making a needed traffic improvement.

Access to the homes is provided by the existing streets, Chantilly Drive and Downs Drive and driveway parking for the homes is accomplished on lot without the necessity of parking on sidewalks but on street parking is also available as shown by this practice within the existing neighborhood.

6. Public Facilities:

The applicant proposes to contribute to the Fairfax County public Schools an amount of \$3,000 per dwelling unit for a total of \$24,000 and an amount of \$1,000 for other publicly owned facilities for a total of \$8,000. These contributions are in excess of the estimated \$150,000 to \$225,000 that this small 8 lot development will have to bear in costs associated with the construction of a service drive along the Rt. 50 frontage of this property.

7. Affordable Housing:

The applicant is obviously not in a position to dedicate land to the affordable housing trust fund however the applicant will commit to ½ of 1% (0.5%) of the estimated sales price of the homes to the housing trust fund prior to the issuance of the first building permit.

6. Heritage Resources:

This site once is reputed to have had an historic structure located near to Rt. 50. The structure is no longer in existence but footing stones and other debris from that early structure and from another structure, which was in the ROW of Rt. 50 when it was widened may be intermixed on the site. Therefore, we propose to, in accordance with a recommendation by the County Archeological Services to conduct a combined phase 1 and phase 2 investigation including the mechanical stripping of top soil and that any features encountered should be recovered and given to the FCPA.

An existing shed near to the new service drive, which may have architectural or historic relevance will be donated to the Fairfax County park Authority.

A historic marker will be provided by the applicant on site if deemed appropriate by the Fairfax County History Commission after proper evaluation.