

Rose Hill Coalition

Rose Paper: Demographics

Opposition to Nomination CPN22-LE-001

The Rose Hill Plaza is *not the appropriate* place for additional density. As one of the older suburban communities in Fairfax County, the Rose Hill neighborhood was established in 1954 and is revered for its character and close-knit community. The plaza is an integral part of the Rose Hill and adjacent neighborhoods.

Additional density above Comprehensive Plan guidance may be granted where appropriate...

Source: Fairfax County, Affordable Housing Preservation Task Force, Plan Amendment 2021-CW-1CP, Apr-21

<https://www.fairfaxcounty.gov/planning-development/plan-amendments/affordable-housing-preservation>

Rose Hill Planning District

The Rose Hill Planning District encompasses approximately 9,100 acres, or about four percent of the county. The planning district is generally bounded on the north by the CSX right-of-way and the City of Alexandria; on the east by Telegraph Road, South Kings Highway, and the eastern boundary of Huntley Meadows Park; on the south by the southern boundary of Huntley Meadows Park and Telegraph Road; and on the west by Beulah Street (see Figure 1) The Rose Hill Planning District contains the Kingstowne Community Business Center (CBC) and the Van Dorn Transit Station Area (TSA).

Outside of the Kingstowne CBC and the Van Dorn TSA, the planning district is mostly developed with stable residential neighborhoods. Most contain single-family detached residential units, with townhouses and multifamily residential units located throughout the planning district. A relatively large portion of the planning district is public parkland, much of which consists of Huntley Meadows Park. Neighborhood- and community-serving commercial uses are located at points along major roads within this planning district.

The Rose Hill Planning District is traversed by the Capital Beltway/Interstate 95/495 (I-95/I-495) and several minor arterials including Franconia Road, Telegraph Road, and South Van Dorn Street. The Van Dorn TSA encompasses the Van Dorn Metrorail Station platform, and is located adjacent to the City of Alexandria.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The *Concept for Future Development* recommends that most of the Franconia Planning Sector be developed as Suburban Neighborhoods.

Although not located within the Transit Station Area for the Van Dorn Metrorail Station, the northeast corner of the sector may be impacted by proximity to significant transportation corridors and the Transit Station Area.

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Commercial development in the sector should be limited to the area planned for retail use on the north side of Franconia Road, between Brookland Road and Old Rolling Road, south of the townhouse development along Maplefield Place.

Where mixed-use development is planned, a residential component may be considered, assuming fulfillment of all applicable county policies and conditions, in order to balance transportation capacity demands. The design concepts outlined above should also be incorporated into future development of each land unit. (p 18)

The area nominated should be a logical planning area that avoids spot planning (re-planning an individual property in a way that is inconsistent with the surrounding area).

Medium density residential development at 8-12 dwelling units per acre is appropriate as a transition zone for Tax Map 81-4((39))A and 1-24. Any development, even at the low end of the recommended range, should provide a site design that achieves the following:

--Sensitivity to the adjacent commercial uses through the use of open space and building setbacks;

--Preserve stable residential neighborhoods with appropriate and compatible infill development...

--Residential use at 3-4 dwelling units per acre is planned for Parcels 81-4((5))61-69, 69A and 81-4((1))63-65 at Franconia and Old Rolling Roads.

--To provide for compatible infill with existing development to the north and east, detached houses are appropriate.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The Rose Hill Planning District is a "Suburban Neighborhood" and is recommended by the County to remain so under the *Concept for Future Development*.

In addition, the neighborhood is not well supported by transit which is limited by poor access. The neighborhood is not within the Van Dorn Transit Station Area. Bus service also is limited to MetroBus, Fairfax Connector (109 Rose Hill and 310 Franconia Road).

Most of the Rose Hill Planning District is recommended to develop as Suburban Neighborhoods under the Concept for Future Development. This recommendation highlights the need to protect the stable residential areas which predominate in the district, as well as strive for a mix of housing types and supporting commercial and institutional uses.

Two mixed-use centers are envisioned in the district: a Transit Station Area focused on the Van Dorn Metrorail station, and a Community Business Center (CBC) where the Town Center is planned in Kingstowne. Like other mixed-use centers in the County, these classifications are general descriptions of the predominant character of the areas, recognizing that each development area has its own individual set of characteristics.

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In the case of the Van Dorn Transit Station Area, access and environmental problems present constraints on the development opportunities normally associated with lands adjacent to Metrorail stations.

The Kingstowne Town Center is planned to include a significant amount of office space which will make it a major employment center. Elements of the Community Business Center and guidelines in the Concept for Future Development, such as provision of streetscape, including a complementary mix of land uses, and providing a community focal point, apply to the Kingstowne Town Center.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The Rose Hill Shopping Plaza is not convenient to the Van Dorn Metro due to distance, terrain, proximity to the significant traffic on Van Dorn Street, and the lack of reliable public transportation to the station.

Existing transportation facilities constrain both the present use and future development in the area. The I-95/I-495, the CSX and Metrorail tracks, and the South Van Dorn/I-95/I-495 interchange physically separate portions of the area from the Metrorail Station site. All local vehicular and pedestrian traffic is channeled through the area via South Van Dorn Street resulting in traffic congestion north and south of the interchange. This congestion and lane constraints on South Van Dorn Street and the Beltway limit access to the Metrorail Station.

The Transit Station Area is located in the Cameron Run watershed and contains tributary streams of Backlick Run. The stream valleys of these tributary streams affect the entire area and contain steep slopes. The area is characterized by considerable variations in terrain; some portions of the western land units are higher in elevation than the I-95/I-495, while the eastern area (Land Unit E) is generally at an elevation similar to the Beltway. Because of its location in the Coastal Plain geologic province, the area is in a zone of slippage-prone swelling clays (the eastern segment contains the most extensive deposits) and sensitive aquifer recharge (the western section is in the critical zone).

The Van Dorn Transit Station Area has a potential for new heritage resources.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The neighborhood is not within the Van Dorn Transit Station Area. Bus service also is very limited.

Route #109 Rose Hill (<https://www.commuterpage.com/tools-resources/nova-transit-schedules/timetable/FC/109/20151219>) between Huntington and Van Dorn Metros (every 30 Or 60 mins).

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Route #310 Franconia Road between Rolling Valley/Franconia-Springfield Metro/Huntington Metro.

Source: Online schedule and mapping, Fairfax County, Connector Routes, WATA Schedules/Maps:

<https://www.fairfaxcounty.gov/connector/routes>

https://www.wmata.com/schedules/maps/upload/WEB_WMA_MAG_VA_21x34_221012.pdf

The Rose Hill Plaza is located in the western portion of the planning sector that generally consists of single-family detached residential units.

The Franconia Community Planning Sector is generally bounded by the CSX right-of-way, South Van Dorn Street, and Franconia Road. The planning sector includes a portion of the Van Dorn Transit Station Area (TSA).

Residential uses are present throughout most of the planning sector, outside of the TSA. The western portion of the planning sector generally consists of single-family detached residential units, and the eastern portion consists predominantly of townhouses and multi-family residential units.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

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Future Development recommends that most of the Franconia Planning Sector be developed as "Suburban Neighborhoods".

The Concept for Future Development recommends that most of the Franconia Planning Sector be developed as Suburban Neighborhoods. Although not located within the Transit Station Area for the Van Dorn Metrorail Station, the northeast corner of the sector may be impacted by proximity to significant transportation corridors and the Transit Station Area.

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Rose Hill sits in the Lehigh Planning Sector of the Rose Hill Planning District

RH4 LEHIGH COMMUNITY PLANNING SECTOR:

The Lehigh Community Planning Sector is generally bounded by Franconia Road, Rose Hill Drive, Telegraph Road, and Beulah Street. The planning sector includes the Kingstowne Community Business Center (CBC).

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

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The Rose Hill planning sector has significant environmental features which require careful planning and consideration.

The planning sector has significant environmental features, which may be generally grouped as those associated with topography, drainage, vegetation, and soils. Generally, the planning sector slopes downhill from west to east, toward Dogue Creek.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

Extensive areas of marine clay in the Rose Hill Sector directly affect the density of development that can be built.

The key factor in safe reuse of filled areas concerns the uniformity of material used and the degree of compaction of the material. The filled and marine clay areas require special design and construction techniques.

These factors will govern the load-bearing capabilities of these areas. The location of the filled areas and the extent of the marine clays are therefore one determinant of the locations and density of development.

Slippage-prone soils are known to be extensive in this planning sector. Any development in areas with these conditions should use the latest technologies for stabilizing marine clays from soil slippage. Assurances which protect the county from liability and protect affected landowners from loss due to soil slippage should be provided. The density of development in these areas may be reduced by the extent of marine clay soils and other environmental constraints.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The Rose Hill Planning Sector within the District is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

The Concept for Future Development recommends that most of the Lehigh Community Planning Sector develop as Suburban Neighborhoods.

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Current commercial development in the sector lies on Franconia Road between Van Dorn, Old Rolling Road, and Rose Hill Drive. All commercial structures are one and two levels to match the surrounding residential communities.

Manage pressure for commercial expansion along Franconia Road and other arterials

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<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

A portion of the Rose Hill Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality need special attention.

Older suburban areas such as Rose Hill do not have the benefit of state-of-the-art water quality control practices. They are a particular challenge in the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act. In addition to surface water, a portion of the Rose Hill Planning District overlays an aquifer recharge area. Land uses that threaten groundwater quality, such as those characterized by high ratios of impervious surfaces associated with industrial and retail development, hazardous materials storage, and underground storage tanks, need special attention.

Environmental policies for Rose Hill should focus on reclamation and improvement.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

Environmental policies must provide guidance for increased density.

As land has become scarce, these environmentally constrained lands are subject to increasing development pressures. Policy Plan environmental policies provide guidance in developing these areas.... Limited road capacity, traffic congestion, and access constraints continue to be of concern.

Source: Fairfax County Comprehensive Plan, 2017 Edition, AREA IV, Rose Hill Planning District, Amended through 2-23-2021, 2/23/2021

<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

The Rose Hill planning section suffers from extensive local vehicular and pedestrian traffic that is channeled through the area into the Van Dorn Street and Franconia Road intersection resulting in significant traffic congestion.

The stretch along Franconia from Van Dorn to Rose Hill Drive is especially challenged and precarious due to the high speed and multiple, multiple entrances and exits to business and residential neighborhoods.

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Existing transportation facilities constrain both the present use and future development in the area. The I-95/I-495, the CSX and Metrorail tracks, and the South Van Dorn/I-95/I-495 interchange physically separate portions of the area from the Metrorail Station site. All local vehicular and pedestrian traffic is channeled through the area via South Van Dorn Street resulting in traffic congestion north and south of the interchange. This congestion and lane constraints on South Van Dorn Street and the Beltway limit access to the Metrorail Station.

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The four- and six-story residential units proposed are a radical departure from and incompatible with the surrounding residential communities. The proposal places a six-story building directly on Franconia Road.

Building height, topography, appropriate architectural style, and open space should be utilized to reduce the impact of new development on existing residential areas...

Building heights taper down toward adjacent lower density residential areas and form a compatible transition...

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<https://www.fairfaxcounty.gov/planning-development/sites/planning-development/files/assets/compplan/area4/rosehill.pdf>

There are 38 access points along a 0.8 mile stretch of Franconia Road between Van Dorn Street and Rose Hill Drive. The speed limit is 35 mph but is regularly exceeded with little enforcement. Many deadly accidents, both vehicular and pedestrian, have happened on this stretch of road.

See [Areal View of Franconia Road](#)

Source: <https://www.google.com/maps/dir/38.7839958,-77.1359452/38.7863786,-77.121224/@38.7834637,-77.1357044,18.75z>

One traffic light was installed in the 1990s after a student pedestrian was struck by a car near Edison High School. The student suffered extensive brain damage.

That area of Franconia Road has been on the mind of Supervisor Dana Kauffman (D-Lee) ever since Lilly Yao was struck by a car there years ago. Yao, a Bush Hill resident, received a head injury from the accident but did not die. The light was erected as a result of that accident, but it is still has temporary traffic light status. Kauffman met two weeks ago to address that busy part of Franconia Road and would eventually like to get the area redesigned so the traffic light addressed the Brookland Road, Edison High School, an apartment complex and McDonald's traffic all at one time.

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Source: Connection Newspapers, 12/17/2003

<http://www.connectionnewspapers.com/news/2003/dec/17/franconia-traffic-fatality-at-light-familiar/>

A man was killed in a hit-and-run in front of Edison High School in 2015

Man killed in hit-and-run in front of Edison High School: ...he appeared to stop in an unprotected median to wait for passing traffic when he was hit by a vehicle heading westbound. The driver of the vehicle failed to stop.

Source: ABC7Mon, 11/2/2015

<https://wjla.com/news/local/man-killed-in-hit-and-run-in-front-of-alexandria-high-school>

Rose Hill, like other older neighborhoods do not have sufficient stormwater control.

...older neighborhoods were built without modern stormwater controls...

Source: *The Walkinshaw Advisory: The Future of Lake Accotink*, 2/9/2023

The primary reasons that water outfalls (storm water systems) are not properly maintained is due to poor historical land and easements records. Who is responsible for the maintenance of the storm water system is often unknown, and therefore unmanaged. The many unmaintained outfalls will continue to worsen and lead to further degradation.

The Rose Hill area has numerous unmaintained water outfalls.

“The creation of the modern highway system through the Byrd Act is not the only historical development contributing to the problem of unmaintained outfalls in the Commonwealth. The development of land and the varying practices of deed recordation appears to have had the greatest effect. As provided above in Figure 4, when asked for the primary reason that outfalls without an assigned maintaining entity have come into existence, VDOT observations indicate that the insufficiency of historical land records and improper recordation of easements are the most significant causes of unmaintained outfalls. These interrelated factors identified by VDOT are also reflected by the county responses to the survey. Without a properly granted and recorded easement, the responsibility to maintain the outfall remains with the fee owner of the land.”

“Where counties, in turn, feel that there is not a sufficient mechanism by which to legally enforce such corrective measures on private parties, the occurrence and severity of unmaintained outfalls will likely increase due to further degradation.”

Figure 4. Responses received for the survey question: “Typically, in this county, what is the primary reason that outfalls without an assigned maintaining entity have come into existence?”

Source: ArcGIS REST Services Directory, Inadequate Outfalls, Fairfax County, p 7

<https://www.fairfaxcounty.gov/lambert/rest/services/LDS/InadequateOutfalls/FeatureServer/0>

Fairfax data demonstrates significant known inadequacies in the stormwater conveyance system due to gaps in record keeping and historically poor land management policies.

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See VDOT and County Observation charts

This dataset is a selection of known erosion and flooding problems throughout the County. The data is intended primarily to assist site plan preparers with establishing the existence of known erosion and flooding problems.

This data documents known inadequacies in the stormwater conveyance system. Plan preparers should and County staff will use this information when evaluating compliance with requirements to discharge storm water to an adequate system or detention facility.

Source: ArcGIS REST Services Directory, Inadequate Outfalls, Fairfax County

<https://www.fairfaxcounty.gov/lambert/rest/services/LDS/InadequateOutfalls/FeatureServer/0>