

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX



November 7, 1984

STAFF REPORT

APPLICATION NUMBER SE 84-C-076
AND 456-C84-22
CENTREVILLE DISTRICT

Applicant: FAIRFAX HOSPITAL ASSOCIATION

Subject Parcel: 45-2 ((1)) 25

Present Zoning: R-3

Acreage: 46.3296

Proposed Use: Medical Care Facility

Applicable Zoning Ordinance Provision: Sect. 3-304, 9-301

Application Filed: July 3, 1984

Planning Commission Hearing Date: October 24, 1984

Board of Supervisors Hearing Date: November 19, 1984

Staff Recommendation: The staff recommends that the Planning Commission find that the application is not in accord with the provisions of the Comprehensive Plan, in accordance with Sect. 15.1-456 of the Code of Virginia.

The staff further recommends that SE 84-C-076 be denied.

It should be noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors unless and until adopted by that Board.

If it is the intent of the Board of Supervisors to approve SE 84-C-076, the staff recommends that the approval be subject to the Proposed Development Conditions found at Appendix 1.

JS

SPECIAL EXCEPTION APPLICATION

SE 84-C-076
FILED 07/03/84

FAIRFAX HOSPITAL ASSOCIATION
MEDICAL CARE FACILITIES
ZONING DIST SECTION: 03-0304
ART 9 CATEGORY/USE: 03-06

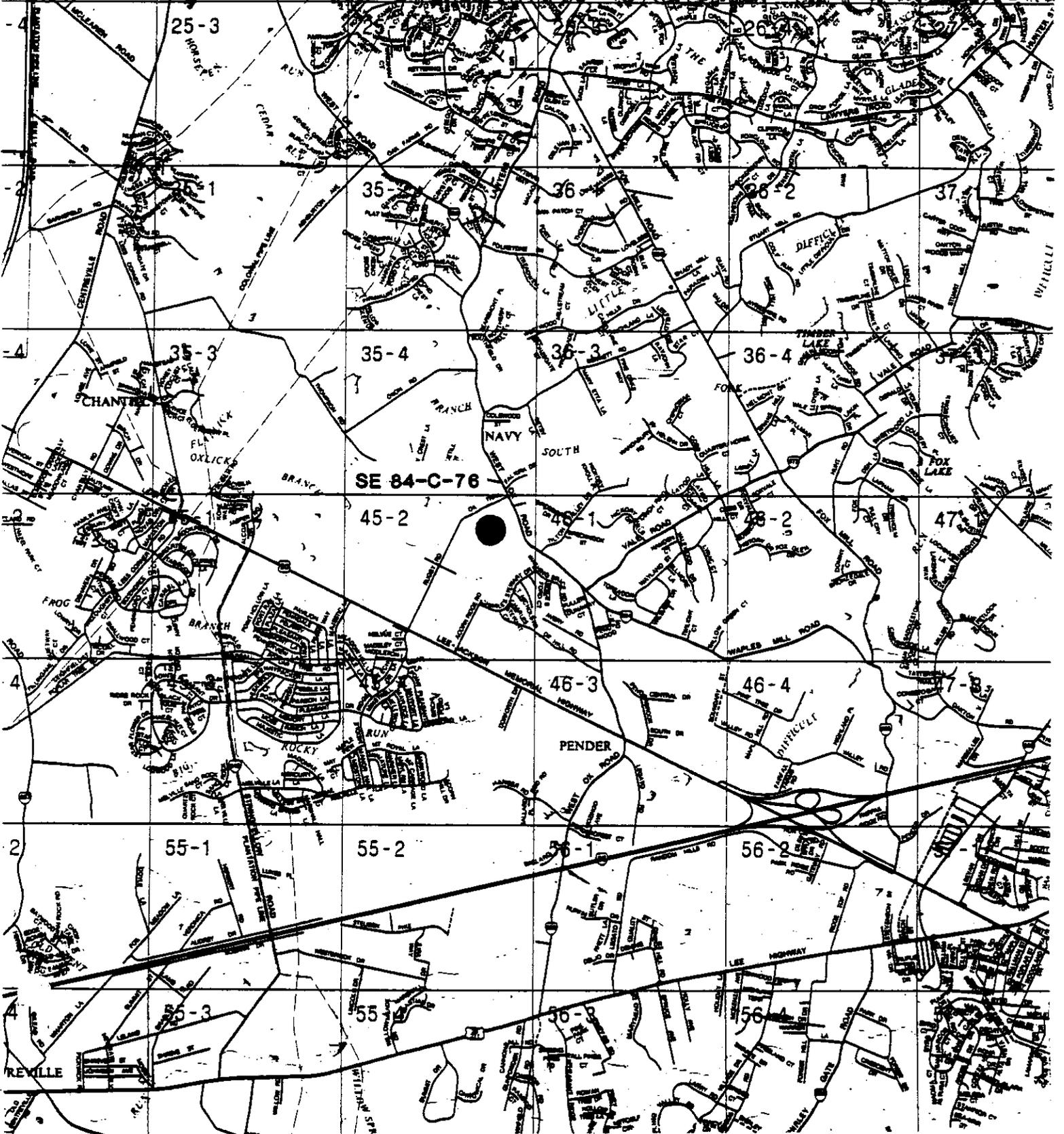
46.33 ACRES OF LAND; DISTRICT - CENTREVILLE
LOCATED: S. SIDE OX TRAIL APPROX. 200 FT. W. OF ITS
JUNCTION WITH WEST OX ROAD

ZONED R-3

PLAN AREA 3

TAX MAP

045-2- /01/ /0025-



SPECIAL EXCEPTION APPLICATION

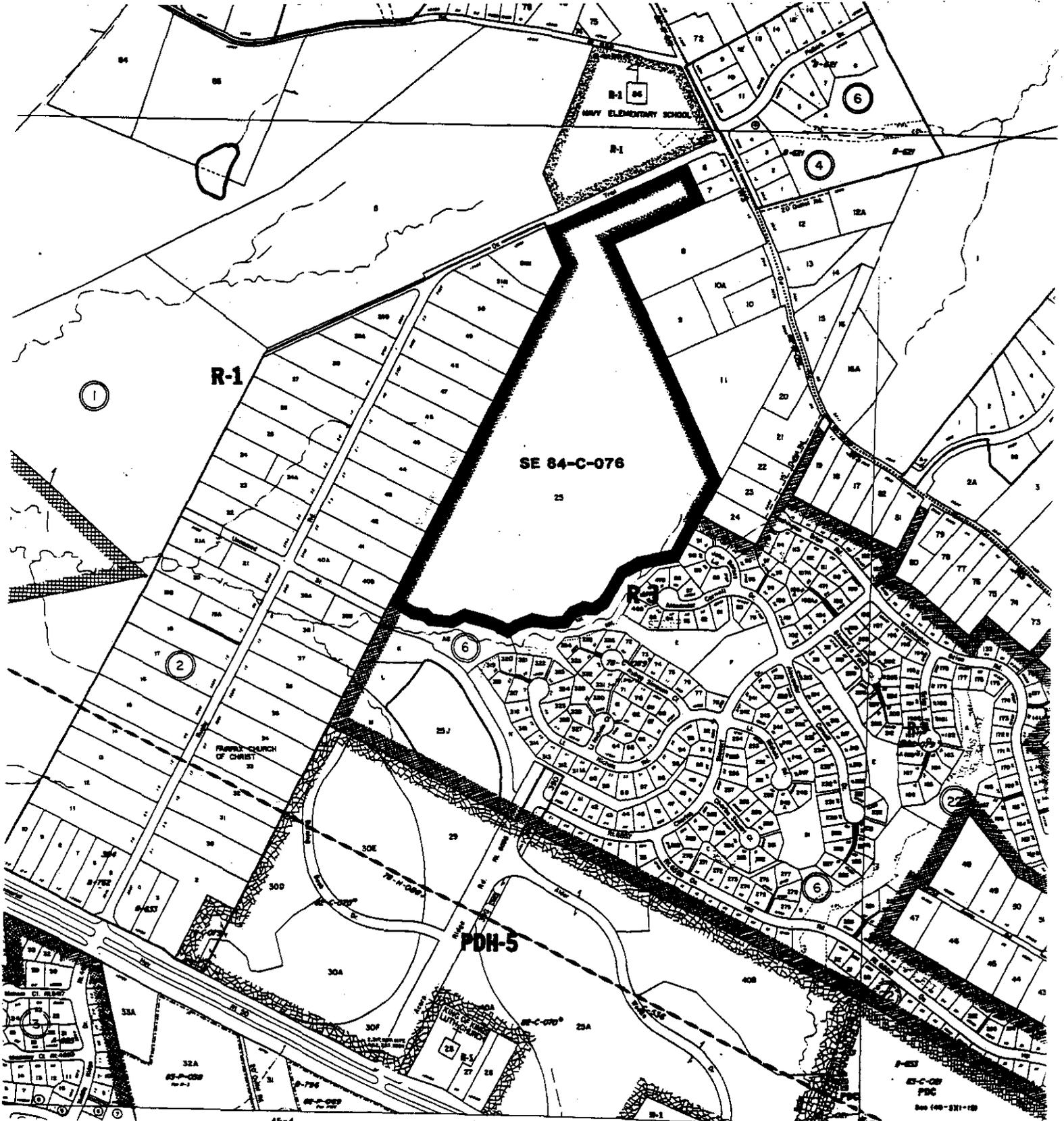
SE 84-C-076
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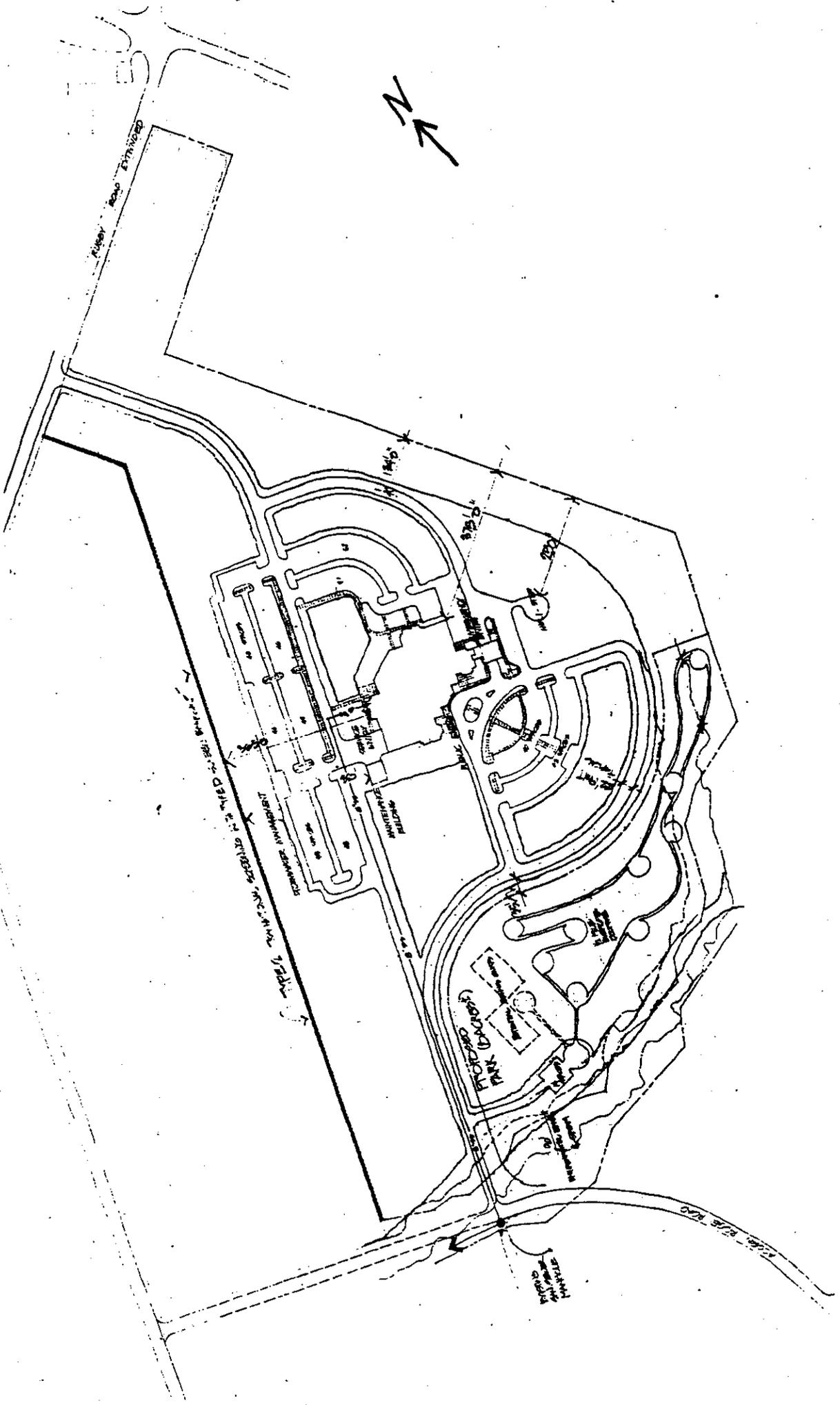
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PLAN AREA 3

TAX MAP

045-2- /01/ /0025-





SE 84-C-076
456-C84-22

DESCRIPTION OF THE APPLICATIONS

The applicant requests approval to build a 160 bed community hospital. The hospital would be 60 feet in height and would be accessed from Route 50 on the south via an extension of Acorn Ridge Road and from West Ox Road on the north via Rugby Road Extended.

A heli-stop, for emergency medical use, would be located on the east side of the hospital. All of the parking would be surface parking located on the north, west and east sides of the building.

The establishment of a medical care facility in the R-3 (Residential, three units per acre) District requires the approval of a Category 3 Special Exception.

The applicant also requests approval of a 456 determination by the Planning Commission.

The applicant's descriptive statement and relevant excerpts of the Zoning Ordinance are found at Appendices 3 and 4, respectively.

LOCATION AND CHARACTER OF THE AREA

This property is located in the Centreville District, approximately 2500 feet north of Route 50 and 2000 feet south of West Ox Road. Its only public road frontage at present is along Ox Trail (Rugby Road Extended).

To the east of the property is the Fair Oak Estates residential community. To the west of the property is the existing Murray Farms subdivision which is located on both sides of Rugby Road. The Navy Elementary School and some residences are located to the north and northwest of the property along West Ox Road while the Fair Woods townhouse development is under construction to the south.

Generally, this is an area planned for suburban residential densities and is presently under development.

COMPREHENSIVE PLAN RECOMMENDATION

The property is located in Community Planning Sector UP9 (Lee-Jackson) of the Upper Potomac Planning District in

Area III. The most relevant text, on page 273, under Recommendations, A, B and D reads:

"Land Use

A. Low-density residential use is recommended in the stable areas, as indicated on the Plan map. Townhouse and apartment development is not appropriate.

B. Residential use in the .5-1 dwelling unit per acre and 1-2 dwelling units per acre ranges should be planned in the vicinity of Thompson Road and West Ox Road, Rugby Road and Avery Road as shown on the Plan map.

D. The clustering of development is strongly advised as it provides open space and has a beneficial effect on water quality in the Occoquan Basin."

The Area III Plan map indicates that the property is planned for residential use at 2-3 dwelling units per acre. A small area of the site along Ox Trail is planned for 1-2 dwelling units per acre.

TRANSPORTATION ANALYSIS

The present access to this property is from West Ox Road via Ox Trail. The applicant proposes an additional access from an extension of existing Acorn Ridge Road. The Acorn Ridge Road extension should be constructed as a two-lane public roadway to this property's southern boundary.

The Springfield Bypass is currently planned to be located approximately 600 feet south of the property's southern boundary. At this time, it is envisioned that when the Bypass is built, the hospital's access from the Bypass would be via Rugby Road and an existing undeveloped public right-of-way. The Acorn Ridge Road extension would be cul-de-saced near its southern end and would serve as the access from Fair Oak Estates to the Bypass. At this time the timing of construction of this section of the Springfield Bypass is undetermined.

If this application is approved, the applicant should construct right and left turn lanes at the intersection of West Ox Road and Ox Trail to accommodate the turning movements which will be generated by the use of the hospital.

The circuitous internal road system is a positive feature which should limit "cut-through" traffic while allowing convenient emergency access from the north and south.

The complete transportation analysis is found at Appendix 6.

ENVIRONMENTAL ANALYSIS

The following environmental factors are relevant to this site:

- o A tributary of Oxlick Branch crosses a portion of this site and forms an Environmental Quality Corridor which should be protected from any encroachment.
- o Soil types on this site exhibit a seasonally high water table and engineered drainage will be required.
- o Limits of clearing and grading should be provided by the applicant.
- o There is a potential for noise disruption to adjacent residences due to the location of a heli-stop on the site. The magnitude of the potential noise impact cannot be assessed without additional information on the expected usage.
- o Best Management Practices (BMP's) for storm water management will be required due to the location of this site in the Occoquan Watershed.

PRELIMINARY SITE PLAN ANALYSIS

The preliminary site plan depicts a single hospital building with four wings. The public entry would be located on the south side of the building and the service entrance and a small maintenance building would be located on the north side. Access to the site would be provided from the north and south. As discussed in the transportation analysis, the circuitous connection between the two access points should serve to minimize public use of this private roadway. Access from both directions is necessary for emergency vehicles.

An emergency heli-stop would be located close to the emergency entrance to the hospital. The applicant anticipates

that the emergency heli-stop would be used an average of once every 6 weeks. The relatively limited use of this heli-stop should minimize the noise impact upon nearby residents.

The proffers of RZ 78-C-079 apply to this property and are attached at Appendix 5. Proffer number 12 requires that a minimum of 16 percent of the property shall be preserved in open space, offered to the Fairfax County Park Authority and, if not desired by the Park Authority, to a homeowner's association. All sections of the Fair Oak Estates development which have been approved have complied with this proffer, and the open space has been conveyed to the Fair Oak Estates Homeowner's Association.

The applicant has proposed to offer 8 acres to the Fairfax County Park Authority for a public park which would satisfy the relevant proffer. The park site is proposed for the southeastern portion of the site and would include an exercise trail and parking area. Any additional park facilities would be planned through the Park Authority's master planning process.

While not a part of this application, it is noted that additional land within the site is available for expansion of the hospital or for ancillary uses.

The transitional screening requirement for this use is a 35 foot wide transitional screen with a fence as a barrier. Due to the well wooded nature of this site and the large setback of the building and parking from the property line, staff recommends that, if this use is approved, the transitional screening requirement be modified to an undisturbed area at least 50 feet in width along the property lines except along the western side where the parking is located.

HEALTH CARE ADVISORY BOARD ACTION

The Health Care Advisory Board (HCAB) is a Board of Supervisors appointed body established to advise and assist the Board of Supervisors in the development and implementation of a comprehensive plan of health programs and facilities. On October 29, 1984, the HCAB held a public hearing on this proposal and recommended denial of the application. The HCAB found that while access would be improved for a portion of the service area by the proposed relocation, the increased costs

and adverse impact on existing facilities outweighed the benefits.

A summary of the HCAB decision is found at Appendix 9.

456 DETERMINATION

Section 15.1-456 of the Code of Virginia, as amended, charges the Planning Commission with determining whether the ". . . general location or approximate location, character and extent . . . (of a facility are) . . . substantially in accord with the adopted Comprehensive Plan." The following is the staff analysis of the 456 application.

o Location

The site is poorly located because of the potential impact on the low-density residential areas surrounding it and because of limited vehicular access.

o Character

A hospital at this location is not compatible with the existing and planned residential uses surrounding the site, and would likely change the character of the area from low-density residential to institutional.

o Extent

The subject site is considered sufficient to accommodate the proposed 160 bed facility, the parking area for approximately 500 cars, and the emergency heli-stop.

Conclusions and Recommendations on 456 Determination

Because of the inherent incompatibility of the proposed institutional use with a planned low-density residential use and poor vehicular access to the subject site, staff recommends that the Planning Commission determine that the proposed use is not in conformance with the adopted Comprehensive Plan.

CONCLUSIONS

This location is within an area planned for low density residential uses. The hospital does not appear to be compatible with the adjacent uses in terms of its intensity and 24 hour activities.

The establishment of a hospital at this location, may be in conflict with the concept of the planned development node within the Fairfax Center Area, which is generally located south of Route 50. The appropriate location for a hospital was not considered in the Fairfax Center Area planning study.

There are other existing hospitals within the County which have been sited in areas which are primarily residential. However, in these instances, the existing transportation system was better able to accommodate the facility without impact upon the adjacent residential uses.

A hospital in this location would not be well located for the establishment of ancillary uses such as medical offices, nursing homes, or housing for the elderly if the expansion plans as expressed by FHA are not implemented. If there is a need for these facilities in the future, the development of the adjacent residentially planned land may be adversely affected. If this application is approved, a land use study for the surrounding area would be appropriate.

Staff believes that this application does not satisfy General Standards Number 1 and 3 for the establishment of a Special Exception use as delineated in the Zoning Ordinance and as found at Appendix 4.

The HCAB has determined that this facility does not satisfy the applicable additional standards for medical care facilities.

RECOMMENDATIONS

The staff recommends that the Planning Commission find that the application is not in accord with the provisions of the Comprehensive Plan, in accordance with Section 15.1-456 of the Code of Virginia.

The staff further recommends that SE 84-C-076 be denied.

If it is the intent of the Board of Supervisors to approve SE 84-C-076, the staff recommends that the approval be subject to the Proposed Development Conditions found at Appendix 1.

It should be noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors unless and until adopted by that Board.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations or adopted standards.

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Applicant's Statement and 456 Request
4. Zoning Ordinance Excerpt
5. Proffers of RZ 78-C-079
6. Transportation Analysis
7. FCPA Comments
8. Environmental Analysis
9. Health Care Advisory Board Action

PROPOSED DEVELOPMENT CONDITIONS

If it is the intent of the Board of Supervisors to approve SE 84-C-076 located at Tax Map 45-2 ((1)) 25 for a medical care facility pursuant to Sect. 3-304 and 9-301 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. This Special Exception is subject to the provisions of Article 17, Site Plans. Any plan submitted pursuant to this special exception shall be in substantial conformance with the approved Special Exception Plat and these conditions.
4. The Acorn Ridge Road extension shall be dedicated to a 60 foot right-of-way to the southern edge of the subject property, aligning and connecting with the "Unnamed Street". Construction of a 48 foot wide public road with curb, gutter and sidewalk shall be provided along this right-of-way from existing Acorn Ridge Road to the site entrance. All dedication and construction shall occur prior to occupancy of the hospital. A 70-foot wide right-of-way shall be provided if required by DEM or VDH&T.
5. A right turn deceleration lane and a left turn lane shall be provided at the West Ox Road-Rugby Road Extended intersection.
6. An area at least 7.5 acres in size between the tributary on the south boundary and the access road from Acorn Ridge Road shall be offered to the Fairfax County Park Authority for public park use.

8. Modification of the transitional screening requirement and waiver of the barrier requirement in favor of a minimum 50 foot wide undisturbed area along the property's boundary except for the western boundary adjacent to the parking lot.
9. Except for utilities and passive recreational uses, limits of clearing and grading shall be established at least 90 feet from the stream along the southern boundary.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Under Section 9-015 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, eighteen (18) months after the approval date of the Special Exception unless the activity authorized has been established, or unless construction has commenced and is diligently pursued, or unless additional time is approved by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of the approval of this Special Exception. A request for additional time shall be justified in writing, and must be filed with the Zoning Administrator prior to the expiration date.

AFFIDAVIT

John P. O'Brien, Executive Vice President of Fairfax Hospital Association,

I, _____, do hereby make oath or affirmation that to the best of my knowledge and belief the foregoing information contained in this application is true; and:

- 1. (a) That the following constitutes a listing of names and last known addresses of all applicants, title owners, contract purchasers, and lessees of the land described in the application, and if any of the foregoing is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Name	Address	Relationship
V.C. Bauknight, Esq., 114 N. West St. Easton, Md. 21601 Legal Counsel	Fairfax Hospital Association Fairfax Hospital Assn. Foundation C. Richard Keller, Pres. Kellerco, Robert A. Pollins, PE, Patton Harris Rust & Assoc. Lewis W. Robinson, AIA, VP, Henningson, Durham & Richardson	8001 Braddock, Rd. Springfield, Va. 22151 8001 Braddock, Rd., Springfield, Va. 22151 Two Tysons Corner, McLean, Va. 22102 10523 Main St. Fairfax, Va. 22030 Oronoco St. Alex. Va. 22314

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Name	Address	Relationship
N/A		

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Name	Address	Relationship
N/A		

- 2. That no member of the Fairfax County Board of Supervisors, Planning Commission or Board of Zoning Appeals owns or has any interest in the subject land or has any interest in the outcome of the decision.

EXCEPT AS FOLLOWS: Fairfax (If none, so state)

Sandra L. Duckworth, County Supervisor, Member Board of Trustees, Fairfax Hosp. Assn

Nancy K. Falck, Ex. County Supervisor, Member Board of Trustees, Fairfax Hosp. Assn.

Audrey C. Moore, Ex. County Supervisor, Member Board of Trustees, Fairfax Hosp. Assn

- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or Board of Zoning Appeals or any member of his immediate household and family, either directly or by way of partnership in which any of them is a partner, employee, agent or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent or attorney or holds outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), has or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility or bank, including any gift or donation having a value of fifty dollars (\$50) or more with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: None (If none, so state)

WITNESS the following signature this _____ day of _____, 19 _____

Ronald L. Gause
Applicant

The above affidavit was subscribed and confirmed by oath or affirmation before me this 22nd day of June 19 84, in the State of Virginia.

Dope Newland Danielson

FAIRFAX HOSPITAL ASSOCIATION

Application for Special ExceptionITEM #6

The proposed use for the subject site is category 3 quasi-public use, special exception use No. 6: medical care facilities.

- A. The type of operation shall be a not-for-profit, community hospital providing primary and secondary acute inpatient services and generalized outpatient diagnostic and treatment services, designed to meet the health care needs of Fairfax County. This facility shall replace the existing Commonwealth Hospital located in the City of Fairfax on Chain Bridge Road.
- B. The hours of operation shall be 24 hours per day, 365 days per year.
- C. Based on 160 beds with 85% occupancy, an average of 136 inpatients equal 49,640 inpatient days per year. Assuming an average stay of seven days per inpatient, 7,090 inpatients will be serviced per year.

Based on an average of three visitors per inpatient, 21,270 people will visit the hospital per year.

Based on a projected outpatient volume of 51,571 procedures per year and assuming two procedures per outpatient, 25,785 outpatient visits per year are anticipated.

- D. Operations shall require 490 personnel. The staff will work in three shifts:
 - Shift #1 - 7:00 a.m. to 3:00 p.m. - 340 employees
 - Shift #2 - 3:00 p.m. to 11:00 p.m. - 90 employees
 - Shift #3 - 11:00 p.m. to 7:00 p.m. - 60 employees
- E. Fairfax Hospital Association was chartered in 1956 by the Commonwealth of Virginia to operate health care facilities. Presently the Association operates Fairfax Hospital, Commonwealth Hospital, Mount Vernon Hospital, ACCESS, Comprehensive Alcoholism Treatment Services, and CompHealth (formerly the Visiting Nurse Service of Fairfax County, Inc.). (See attached Certificate of Good Standing)
- F. The proposed 160-bed Commonwealth Hospital will generate approximately 1,850 vehicular trips on an average day; 165 trips during the AM peak hour of adjacent street traffic; and 190 trips during the PM peak hour of adjacent street traffic. These projected traffic volumes are based on trip rates contained in the Institute of Transportation Engineers Trip Generation Report dated 1982 - for hospital code 610.

ITEM #6 (Continued)

Traffic impact created by the proposed hospital will be fully documented in a separate traffic report.

- G. The service area supporting the hospital is Fairfax City, western Fairfax County and the surrounding areas.
- H. The proposed hospital will be a 160 bed medical/surgical facility consisting of 165,516 gross square feet. The structure shall be comprised of five occupied levels and one penthouse level organized as follows:

	<u>DNSF</u>	N/G <u>FACTORS</u>	<u>DGSF</u>
Admitting	1,080	1.35	1,458
Community Relations	180	1.35	243
Executive Management	1,300	1.25	1,625
Medical Records	1,920	1.20	2,304
Medical Staff Facilities and Admin.	710	1.25	888
Nursing Service Administration	580	1.35	783
Personnel	380	1.25	475
Public Reception and Service	900	1.25	1,125
Social Work	180	1.25	225
Utilization Review/Discharge Planning	120	1.25	150
Volunteers and Auxiliary	<u>820</u>	1.25	<u>1,025</u>
<u>ADMINISTRATIVE SUBTOTAL</u>	8,170		10,301
Education Services	1,630	1.26	2,054
Hospital Library	<u>480</u>	1.26	<u>605</u>
<u>EDUCATION AND RESEARCH SUBTOTAL</u>	2,110		2,659
Central Proc., Storage and Distribution	7,540	1.11	8,369
Employee Facilities	530	1.26	668
Food Service	6,220	1.11	6,904
Housekeeping	460	1.10	506
Maintenance and Engineering	2,540	1.27	3,226
Pharmacy	1,500	1.32	1,980
Security	<u>120</u>	1.00	<u>120</u>
<u>ANCILLARY SUBTOTAL</u>	18,910		21,773
	<u>29,190</u>		<u>34,733</u>
+ Primary Circulation & Entrances Subtotal			3,473 (10% of DGSF) 38,206
+ Central Energy Plant			2,981 (2% of total FGFS)
+ Electrical/Telephone			1,490 (1% of total FGFS)
+ Air Handling Room			7,967 (8% of FGFS for 1&2)
Subtotal			12,438
			<u>50,644 S.F.</u>

ITEM #6 (Continued)

	<u>DNSF</u>	<u>N/G FACTORS</u>	<u>DGSF</u>
Ambulatory Care Center	2,700	1.49	4,023
Emergency Department	<u>4,350</u>	1.49	<u>6,482</u>
<u>AMBULATORY SERVICES SUBTOTAL</u>	<u>7,050</u>		<u>10,505</u>
Clinical Laboratory	4,355	1.20	5,226
Physical Medicine & Rehabilitation	2,450	1.42	3,479
Radiology	7,580	1.57	11,901
Respiratory Therapy	810	1.57	1,272
Special Diagnostic Departments	<u>1,455</u>	1.38	<u>2,008</u>
<u>DIAGNOSTIC AND TREATMENT SUBTOTAL</u>	<u>16,650</u>		<u>23,886</u>
Special Acute Care Units (16 beds)	5,404	1.65	8,917
Surgical Operating Suite	<u>8,325</u>	1.50	<u>12,488</u>
<u>INPATIENT CARE SUBTOTAL</u>	<u>13,729</u>		<u>21,405</u>
	<u>37,429</u>		<u>55,796</u>
+ Primary Circulation & Entrances			5,580 (10% of DGSF)
			<u>61,376 S.F.</u>
General Acute Care (144 Beds)			
Each Floor	7,250	1.55	11,238
+ Primary Circulation			<u>1,124 (10% of DGSF)</u>
Subtotal			12,362
Net Total	29,000		x 4 Floors
			<u>49,448 S.F.</u>
Elevator Penthouse			92
Air Handling Room			3,956 (8% of FGsf)
			<u>4,048 S.F.</u>
TOTAL BUILDING NET AREA	95,619		
TOTAL BUILDING GROSS AREA			165,516 S.F.

Programmatic clustering of similar and dependent functions in concert with zoning of public, patient, and staff areas creates the building massing.

ITEM # 6 (Continued)

Emergency, ambulatory, diagnostic, treatment, critical support and public functions occupy a two-level ancillary base. Medical equipment clearances, sophisticated mechanical systems and structure require 16 feet floor to floor at level one and 15 feet floor to floor at level two. Orientation of the ancillary base takes advantage of the site topography to provide grade level access to each ancillary level. Rising 37 feet above the ancillary base are three bed floors. Completing the nursing tower is a penthouse extending 12 feet floor to roof. Total massing height is 80 feet, level one to penthouse roof. In accordance with the provisions of Fairfax County Zoning Ordinance for measuring the maximum building height, 60 feet, for Category 3, has been observed. Placement of the building mass at approximately the center of the site maximizes the distances from adjacent property lines and establishes the level one floor elevation at approximately the mid-point of the site topography extremes. The top of the penthouse will be less than 60 feet above the Ox Trail vantage. Articulation of the ancillary base is achieved by the area differential between levels one and two. The cluster configuration of the bed components in the nursing tower creates an atypical institutional facade by taking advantage of shade and shadow around the entire perimeter.

Further study of soils and construction economics will determine the choice of steel or concrete structural systems.

The exterior surfaces of the building will be masonry with energy efficient treatment of window elements.

The grade level access to both levels one and two has generated the site circulation system. Site access will be via a continuous controlled primary connector between Acorn Ridge Road (extended) at the south side of the site and the (improved) Ox Trail connection to Rugby Road at the north side of the site. A second arm connector north of the building mass completes the interior perimeter system.

Five hundred parking spaces, based on:

1 car for 2 beds.....	80 cars
1 car per emergency room, bed or exam table.....	20 cars
1 car per employee on major shift.....	340 cars
1 car per doctor assigned to the staff.....	60 cars

Parking designations will be zoned by user. All required handicapped parking will provide for direct access to grade level building entrances.

Future study of site hydrology will determine the extent of storm water retention required.

Transitional screening and barriers will be provided at adjacent single family properties.

ITEM #6 (Continued)

- I. The proposed use conforms to the provisions of all applicable ordinances, regulations, adopted standards, and any applicable conditions.

FAIRFAX HOSPITAL ASSOCIATION

MEMORANDUM

November 5, 1984

TO : Jeffrey H. Saxe, Office of Comprehensive Planning
FROM : Donald L. Harris
SUBJECT : PROJECTED HELISTOP VISITS TO COMMONWEALTH HOSPITAL
AT FAIR OAKS

In projecting the number of helicopter visits to the new Commonwealth Hospital at Fair Oaks, I have relied upon our past experiences at both the existing Commonwealth Hospital and Mount Vernon Hospital. While Mount Vernon Hospital is somewhat larger than the new Commonwealth Hospital, the range of services provided there make it a hospital pretty much identical to Commonwealth.

It is important to point out that The Fairfax Hospital has, within this past year, been designated by the Health Department of the Commonwealth of Virginia as a Level I Trauma Center, which means that all emergency arrivals by helicopters in Northern Virginia will be transported to that facility. Any exceptions to that procedure would mean the patient would be sent to the Med Star unit at Washington Hospital Center or the Shock Trauma Unit in Baltimore.

Workload at Mount Vernon Hospital and Commonwealth Hospital during this past year would suggest that we could anticipate one helicopter transport every six weeks for the purpose of transporting a patient from the new hospital to either Fairfax Hospital or similar regional hospital, i.e., Children's Hospital. Experience during this past year at Mount Vernon Hospital has been nine transfers to other hospitals, primarily Fairfax Hospital. At Commonwealth Hospital we have averaged one every six to seven weeks. All of these have been for the purpose of transferring patients out of the hospital. Neither Commonwealth Hospital nor Mount Vernon Hospital are designated to receive patients by helicopter.

I trust this information will be helpful to you. Please don't hesitate to call if you need additional clarification.


Senior Vice President

jcs



Fairfax Hospital Association

8001 Braddock Road, Springfield, Virginia 22151

(703) 321-4200

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September 14, 1984

Mr. George M. Lilly
Chairman, Fairfax County Planning Commission
4100 Chain Bridge Road
Fairfax, Virginia 22030

Dear Mr. Lilly:

In accordance with Section 15.1-456 of the Virginia code, we request that our proposal to build a 160-bed medical-surgical hospital located off Route 50 at Acorn Ridge Road [Tax Map Reference Number 45-2((1)) Parcel 25] be reviewed by the Fairfax County Planning Commission.

Sincerely,

Donald L. Harris
Senior Vice President.

DLH:jcs

Enclosures:

1. Submission Requirements for Special Exception Application
2. Fair Oaks Site Map
3. Site Selection for Commonwealth Hospital - HDR

FAIRFAX COUNTY ZONING ORDINANCE

9-006

General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

FAIRFAX COUNTY ZONING ORDINANCE

9-308

Additional Standards for Medical Care Facilities

1. In its development of a recommendation and report as required by Par. 3 of Sect. 303 above, the Health Care Advisory Board shall, in addition to information from the applicant, solicit information and comment from such providers and consumers of health services, or organizations representing such providers or consumers and health planning organizations, as may seem appropriate, provided that neither said Board nor the Board of Supervisors shall be bound by any such information or comment. The Health Care Advisory Board may hold such hearing or hearings as may seem appropriate, and may request of the Board of Supervisors such deferrals of Board action as may be reasonably necessary to accumulate information upon which to base a recommendation.
2. The Advisory Board, in making its recommendations, and the Board of Supervisors, in deciding on the issuance of such an exception, shall specifically consider whether or not:
 - A. There is a demonstrated need for the proposed facility, in the location, at the time, and in the configuration proposed. Such consideration shall take into account alternative facilities and/or services in existence or approved for construction, and the present and projected utilization of specialized treatment equipment available to persons proposed to be served by the applicant.
 - B. Any proposed specialized treatment or care facility has or can provide for a working relationship with a general hospital sufficiently close to ensure availability of a full range of diagnostic and treatment services.
 - C. The proposed facility will contribute to, and not divert or subvert, implementation of a plan for comprehensive health care for the area proposed to be served; such consideration shall take into account the experience of the applicant, the financial resources available and projected for project support and operation, and the nature and qualifications of the proposed staffing of the facility.
3. All such uses shall be designed to accommodate service vehicles with access to the building at a side or rear entrance.
4. No freestanding nursing facility shall be established except on a parcel of land fronting on, and with direct access to, an existing or planned collector or arterial street as defined in the adopted comprehensive plan.
5. No building shall be located closer than 45 feet to any street line or closer than 100 feet to any lot line which abuts an R-A through R-4 District.
6. In the R-E through R-5 Districts, no such use shall be located on a lot containing less than five (5) acres.

Re: Rezoning Application 78-C-079
Robert J. Moye, Trustee

PROFFER

May 9, 1979

Revised June 1, 1979

The undersigned hereby proffers that in the event the subject property is rezoned to the R-3 District by the Board of Supervisors at the hearing scheduled June 4, 1979, development shall be substantially in accord with the Development Plan previously filed among the papers of this case prepared by Paciulli, Simmons & Associates, Ltd. dated February 1, 1979, as revised through April 30, 1979, and shall be subject to the following terms and conditions:

1. The total lot yield on the subject property (including Parcels 1 and 2) shall be 470 single-family lots, i.e., a density of 2.5 dwelling units per acre.
2. A right-of-way for highway purposes 120 feet in width shall be dedicated through other property owned by applicant to the Fairfax County Board of Supervisors between the south boundary of the subject Development Plan and Route 50. Within said right-of-way, a two-lane highway section shall be constructed by applicant and the balance of the right-of-way reserved for highway construction. Right is reserved to the applicant to access adjacent property between Route 50 and the subject Development Plan south boundary from and through the right-of-way dedicated pursuant to this paragraph as shown on the referenced Development Plan.
3. Development of Parcel 2 shall be deferred for a period of one year from date of zoning and within said one-year period the Fairfax County Board of Supervisors shall have the option to elect either (a) a right-of-way at least 120 feet, but not to exceed 150 feet, in width through Parcel 2 extending from the northern terminus of the road to be constructed pursuant to paragraph 2 aforesaid for the purpose of construction by others within said right-of-way of a four-lane facility known as the Dranesville Extension of the Springfield Bypass; or (b) a right-of-way 90-feet in width to accommodate construction by others.

of relocated West Ox Road. Such right-of-way as may be elected shall be dedicated as subdivision proceeds or earlier, upon request, if required for highway purposes prior to subdivision.

4. Additional right-of-way shall be dedicated along West Ox Road frontages of the subject property to provide a right-of-way width of 60 feet from center line. In the event connection is made to West Ox Road from the subject property, deacceleration/right-turn lanes shall be constructed at such point or points of connection. In the event traffic flow warrants left-turn lanes, West Ox Road shall be widened to provide a left-turn lane at such point or points of access.

5. If requested by the Division of Environmental Management, a street connection shall be made to Avery Road.

6. In the event no street connection is made to West Ox Road, a pedestrian trail access shall be provided between Parcel 1 of the subject development and West Ox Road at one of the points denoted for possible vehicular access.

7. At such time as Parcel 2 is developed, connection shall be provided via Ox Trail to West Ox Road provided such improvements as may be required beyond the subject property shall be within the existing right-of-way.

8. Access shall be provided to adjacent parcels as required by the Division of Environmental Management pursuant to adopted County policy.

9. Transportation improvements proposed through the subject property or within the immediate area shall be publicized, by reasonable means, in an effort to assure that residents and prospective residents of the subject property shall be aware of such proposals.

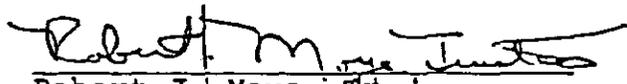
10. Storm water shall be managed in accord with adopted Fairfax County ordinances and policies in effect at the time of subdivision plat and plan submission and/or approval.

11. Stream valley areas, flood plains and adjacent slopes shall be protected in those areas shown on the referenced Development Plan subject to construction of utility extensions, sanitary and storm sewer installations, streets and related development requirements.

12. A minimum of 16% of the subject property (calculated on a cumulative basis including both Parcels 1 and 2) shall be preserved in open-space which shall be (a) dedicated to the Fairfax County Park Authority upon request if made at the time preliminary subdivision plat is submitted or (b) in lieu of such request, to a homeowner's association. Within said open-space: (1) Three basketball/multipurpose courts and three tot-lot/apparatus areas shall be constructed; (2) Appropriate sites shall be provided for construction of a swimming pool, associated bathhouse and parking facilities and two tennis courts.

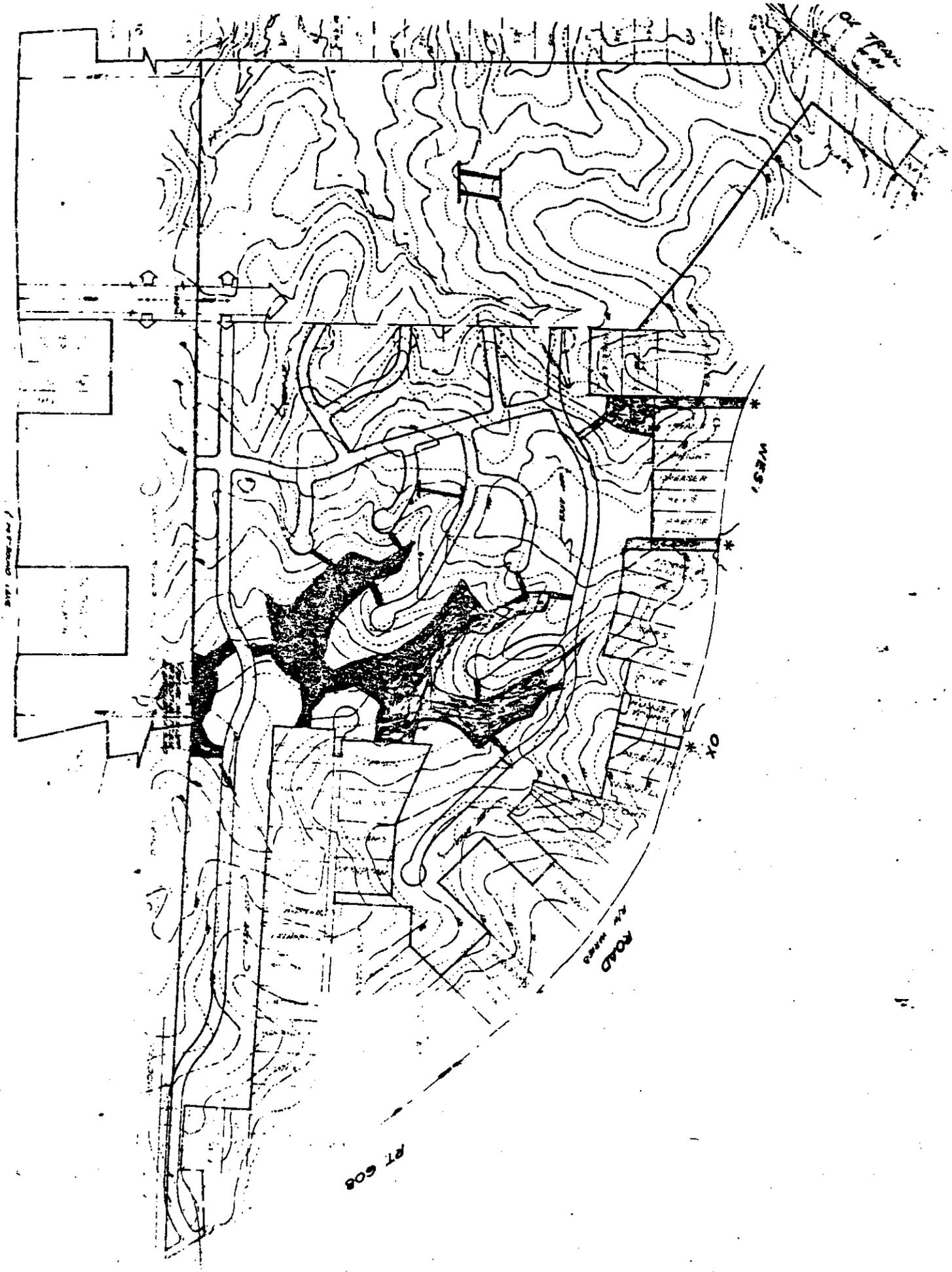
13. Right-of-way shall be dedicated for a trail six feet in width on all portions of the site along West Ox Road, or in the event relocated, West Ox Road relocated.

14. In the event the Dranesville extension of the Springfield By-Pass is ultimately located through the subject property, the applicant shall provide either (a) a berm not to exceed 10 feet in height, all or portions of such berm may be located on the right-of-way to be dedicated, the precise design to be dependent upon engineering factors and to be determined at subdivision plan stage, or (b) endeavor to obtain noise attenuation features as a part of the residential unit construction for those units located on both sides of and within 325 feet of the centerline of the proposed Springfield By-Pass Extension.


Robert J. Moye, Tr.


Dwight G. Schar, Tr.


David Hunter, Tr.



2111 00000000

PT 608

ROAD

OX

WES.

PLANT
GRASS

PLANT
GRASS

MEMORANDUM
FAIRFAX COUNTY

TO: Peter T. Johnson, Director
Zoning Evaluation Division, OCP

DATE: October 10, 1984

FROM: Robert L. Moore, Chief *RLM*
Trans. Plng. Branch, OT

FILE: 3-5

SUBJ: Transportation Impact

REF: SE 84-C-076, Fairfax Hospital Association, TM 45-2
Traffic Zone 1177

Transmitted herewith are the comments of the Office of Transportation with respect to the subject application. These comments are based on plans/proffers made available to this Office dated 7/3/84.

This report consists of 2 section(s). Section I presents basic information regarding the transportation system which may be affected by development of the subject site, and the potential traffic generation of the site under various development options. This material is presented for information purposes only. Section II presents the analysis of the Office of Transportation of the impact of this application on the nearby street network, and the recommendations of this Office for addressing this impact.

The results of this Section II analysis are summarized below. This Office could not support the approval of this application unless the issues in each area have been satisfactorily addressed.

	<u>Satisfactory</u>	<u>Unsatisfactory</u>
IIa Traffic Generation		X
IIb Provision for Future Road Road Improvements		X
IIc Improvements Required to Adequately Relieve Congestion Resulting from Approval of Application		X
IIId Site Access		X
IIe Internal Circulation		X

Section II of this report addresses only those issues which have been identified as unsatisfactory. Those areas which are omitted from Section II are satisfactory as shown on plans/proffers available to date.

Summary of Issues

The major transportation issues involving this application are:

- provision of access to Rugby Road upon construction of the Springfield Bypass, since direct access from the site to the Bypass will not be allowed, and
- provision of deceleration/turning lanes at the Rugby Road/West Ox Road intersection.

Ia. Existing Roadway System - Description

The roads most likely to be affected by traffic from the proposed site, their functional classification, and their traffic count, are shown below:

<u>Street</u>	<u>Route</u>	<u>Funct. Class¹</u>	<u>From</u>	<u>To</u>	<u>24-Hour Volume (Year)</u>
Acorn Ridge Rd.	6556	C	John Mosby Memorial Hwy. (Rte. 50)	Charles Stewart Dr. (Rte. 6557)	1,435 (1983)
John Mosby Memorial Hwy.	50	MA	Rte. 66	Sully Rd. (Rte. 28)	15,350 (1983) ²
Ox Trail	*	L			
Rugby Road	750	L	Rte. 50	Ox Trail	228 (1983) ³
West Ox Road	608	MA	Rte. 50	Waples Mill Rd.	21,174 (1983)
			Waples Mill Rd. (Rte 664)	Tilton Valley Dr. (Rte. 5442)	19,719 (1983)
1 Functional Classification Tilton Valley Thompson Rd. Dr. (Rte. 5442) (Rte. 669) (S. Int.)					16,674 (1983)
PA	Principal Arterial. Primary purpose to accommodate travel. Access to adjacent property undesirable				
MA	Minor Arterial. Serves both through and local trips. Access to adjacent property undesirable.				
C	Collector. Links local streets and properties with arterial network.				
L	Local. Provides access to adjacent properties.				

*Not in state system.

² Evaluation of recent peak hour counts at the intersections of Route 50 with Acorn Ridge Road and West Ox Road indicate that the 24 hour volume on Route 50 in this vicinity is about 30,000 vpd.

³ Count taken prior to connection of Rugby Road to West Ox Road via Ox Trail.

Ib. Existing Roadway System -- Operation

The operation of the street system in the nearby area and/or likely to be affected by traffic from the proposed site is shown below. The operation of the street system may be measured by the level of service of nearby signalized intersections and/or by an examination of the geometric conditions of the roadway segment(s).

<u>Street</u>	<u>Route</u>	<u>From</u>	<u>To</u>	<u>LOS¹ Int.</u>	<u>Geo. Ade.²</u>
West Ox Road	608	Route 50	Thompson Road (Rte. 669)		U-1,2,3,6
Ox Trail	*	West ox Rd. (Rte. 608)	Rugby Rd.		S
Acorn Ridge Rd.	6556	John Mosby Hwy. (Rte.50)	Charles Stewart Dr. (Rte. 6557)		S
John Mosby Mem. Hwy.	50	West Ox Rd. (Rte. 608)	Rugby Rd.		S
Rugby Rd.	750	Rte. 50	Ox Trail		U-1,2

¹Level of Service of Nearby Signalized Intersection

- A Free flow. No loaded cycles
- B Stable operation. Occasional loaded cycles
- C Stable operation. More frequent cycles, but acceptable delays
- D Approaching instability. Occasional delays of substantial duration
- E Capacity. Long queues and many delays
- F Jammed conditions

²Geometric Adequacy of Street Segment

- S Satisfactory street geometry (width, alignment)
- U Unsatisfactory segment due to:
 - 1 narrow width
 - 2 inadequate shoulders
 - 3 poor horizontal alignment
 - 4 poor vertical alignment
 - 5 all of the above
 - 6 existing traffic volumes exceed design capacity
 - 7 other

*Not in state system.

Ic. Traffic Generation

The table below shows a comparison of the traffic generation of the site if developed in accordance with:

	<u>Trips Per</u> <u>(Day/Peak Hour) ¹</u>
Existing Zoning (R-3)	1,390 vpd ^{1a}
Comprehensive Plan (2-3 DU/Acre)	920 to 1,390 vpd ^{1a}
Application (Medical Care Facility)	2,000 to 2,750 vpd ^{1b}
Other uses available under (current zoning/existing plan)	

Id Traffic Impact

The impact of the traffic to be generated by the subject application is anticipated to be:

 insignificant due to

 low volume of traffic generation

 location of site

 within shopping center

 on collector or local street

 other (see below)

 other (see below)

 X significant due to

 X traffic generation of the application exceeds that anticipated in the adopted Plan OR exceeds that which may be anticipated from other allowable uses (Section IIa)

 X potential interference/inconsistency with needed future road improvement(s) (Section IIb)

¹Institute of Transportation Engineers, Trip Generation report.

^aSingle-family residential use.

^bHospital use trip generation related to the number of beds and square footage of building. Based on information submitted on the site plan.

- need for roadway improvements to accommodate site-generated traffic (Section IIc)
- poor site access design which will adversely affect traffic flow and/or create potential safety hazards (Section IIId)
- poor internal circulation which may result in adverse off-site traffic impacts (Section IIe)
- other
- significant, but adequately addressed in plans, proffers submitted to date

IIa Traffic Generation

The estimated traffic generation resulting from the approval of the application is shown in Section Ic. Also shown in Section Ic is a comparison of this traffic generation with the traffic generation of other potential uses of this site.

The traffic generation of the application is unsatisfactory due to:

 X the magnitude of traffic generation exceeds that which was anticipated in conjunction with the preparation of the adopted Plan. The approval of more intense uses than those allowed in the Plan could set a precedent for other applications and contribute to the premature obsolescence of the Plan.

 X the magnitude of traffic generation exceeds that which could occur as a result of other allowable uses of the site, and sufficient measures to mitigate the impact of this greater traffic have not been provided with this application.

 X the Zoning Ordinance requires that uses regulated under Special Exception/Permit be allowed only if their traffic impacts will not be hazardous or conflict with existing and anticipated traffic in the neighborhood. Because of the failure to mitigate these traffic impacts this application does not meet this standard.

 this use is regulated in the Highway Corridor District and must meet the access requirements of that District (see Section IIId).

 the application requests rezoning to an intensity which is above the low end of the range prescribed in the Plan. This intensity should not be approved unless sufficient mitigating measures are provided.

IIb Provision for Future Transportation Improvements

Development of the site will be affected by the need to provide for future transportation improvements. Table II-1 presents a listing of those future road improvements which affect the site. The provisions which this application has made for future roadway improvements are unsatisfactory due to:

- failure to dedicate sufficient right-of-way
- X failure to provide sufficient construction
- other (see below)

TABLE II-1

Future Road Improvements Affecting Development of the Site (see key on next page)

<u>Street</u>	<u>Improvement Code</u>	<u>Min. R-O-W</u>	<u>Plan Status</u>	<u>Implementation Status</u>	<u>Agency</u>
¹ West Ox Road (Rte. 608)	I(2) ^{2,3}	60CL	A	F	N/A
Springfield Bypass	NL(4)	120 to 150	A	PE	V
¹ Acorn Ridge Road extended to Rugby Road	NL(2) ³	60CL	F	F	N/A

¹These facilities should be improved to a standard adequate to accommodate anticipated traffic volumes.

²Turning lanes will be needed at the intersection of Ox Trail and West Ox Road in conjunction with this project.

³See also section IID, Site Access.

- -

KEY TO TABLE II-1

Improvement Codes

I () Improve () lane
W () Widen to () lanes
NL New Location () lanes
DEM Match similar improvements on nearby parcels as determined by DEM at time of subsequent plan review
F Preserve right-of-way for future need
SD Service Drive
O Other (see below)

Minimum Right-of-way

90 Minimum right-of-way to accommodate need improvement
45 (CL) Minimum right-of-way, measured from centerline of adjacent road, necessary to accommodate needed improvement
DEM Final right-of-way determination to be made by DEM at time of subsequent plan review

Plan Status

A Element of adopted Countywide Plan
F Not included in adopted Countywide Plan but likely future need
O Other (see below)

Implementation Status

ROW Final design completed; right-of-way acquisition imminent or underway
D Final design underway
PE Preliminary engineering underway
F Project planning not yet initiated

Implementation Agency

V Project included in current VDH&T Six-Year Program
F-1 Project included in County Bond Program for construction
F-2 Project included in County Bond Program for design
N/A project not included in any current program
O Other

IIC Improvements Required to Adequately Relieve Congestion Resulting from Approval of Application

The approval of this application will result in the (creation/aggravation) of congestion on various nearby streets. Additional (analyses/development commitments) are needed to ensure the adequacy of the following facilities to accommodate the increased traffic resulting from this application:

The development plan submitted for this application is very generalized and does not provide resolution of road adequacy issues. Because of the location of the site adjacent to the proposed Springfield Bypass, it is vital that the access for this site be designed not only to provide adequate access at this time, but also following construction of the Bypass. Therefore, an access analysis and plan should be prepared showing how the entrances would function adequately at this time and with the planned road improvements for this area in place. VDH&T has indicated that direct access to the Bypass will not be provided for this site due to the close proximity of ramps to the interchange at Route 50. It is essential that the applicant demonstrate that the operation of the Springfield Bypass would not be adversely affected by the use proposed in this application.

IIId Site Access

The direct site access proposed for the subject application is unsatisfactory for the following reasons:

- entrance(s) would interfere with smooth traffic flow on an arterial road and create potential safety hazards due to:
 - speed changes and conflicting travel paths resulting from vehicular turning movements directly to and from the arterial
 - U-turns and weaving maneuvers resulting from absence of direct left turn access at a median break
- entrance(s) too close to another driveway or street and would result in vehicular turning movement conflicts
- entrance(s) improperly located with respect to opposite streets/entrances and either existing or future median breaks
- entrance(s) violate principles of functional classification
- improvements needed on adjacent street to minimize impact of development
 - right-turn/deceleration lane ¹
 - left-turn/deceleration lane ¹
 - other off-site improvements (see below) ²
- potential sight distance problems
- access is not provided as prescribed by the Highway Corridor District; i.e. via a functional service drive, a street not intended to carry through traffic, or internally within a shopping center
- absence of public streets, travel lanes, or service drive connections to adjacent properties would add unnecessary traffic and turning movements to the arterial street network
- other (see below)

¹Turning lanes should be provided at the intersection of West Ox Road and Ox Trail to remove turning movements from the through lanes of West Ox Road, which is a minor arterial, for vehicles approaching the site from the north and south.

²Temporary access to the site from the south should be provided via an access road extended from the northern portion of Acorn Ridge Road to the site. This access should be constructed to public street standards and an adequate intersection should be provided with this road and the existing intersection at Acorn Ridge Road and Charles Stewart Drive.

At such time as the Springfield Bypass is constructed in the vicinity of this site, adequate access will no longer be available via the Acorn Ridge extension.

IIId Site Access continued...

Acorn Ridge Road will be terminated south of the intersection at Alder Woods Drive and therefore will no longer intersect with Route 50. Once Acorn Ridge Road is terminated, access to the site should be provided via the Springfield Bypass and Rugby Road. The applicant should make provisions for a connection with Rugby Road from the site. This connection should extend from Rugby Road to the temporary access road or Acorn Ridge Road extension.

IIe Internal Circulation

The internal circulation proposed for the subject application is unsatisfactory for the following reasons:

- additional channelization needed to reduce on-site vehicular conflicts
- parking appears to be insufficient
- stacking lane inadequate
- excessive length of cul-de-sac(s)
- excessive number of units served with single access
- street layout may encourage through traffic¹
- other (see below)

¹Cut-through traffic on this site should not be encouraged. Internal circulation should be more circuitous to prevent such movements.



Fairfax County Park Authority

MEMORANDUM

To Richard D. Faubion, for Staff Coordinators Date November 2, 1984
 Acting Director, Zoning Evaluation Branch
 Office of Comprehensive Planning

From Dorothea L. Stefen, Assistant Superintendent
 Division of Land Acquisition & Planning - FCPA

Subject S.E. 84-C-076
 Loc: 45-2((1))25

The 6.36 to 7.41 acre open space area proposed to be dedicated to the Fairfax County Park Authority (FCPA) will be an attractive park site and should be conveyed to the FCPA in accordance with Proffer #12 (RZ-78-C-079).

The Park site should include as much public road frontage as is feasible. It is suggested that the Hospital Association install a curb-cut and apron so that the entrance to the site is established at the best location for safe ingress and egress without interfering with hospital traffic.

If the Hospital Association wishes to place its proposed Fitness Course on the Park site, the exact design, location and construction should be as approved by the FCPA Design Division.

The Fairfax County Park Authority considers the open space being dedicated to be community-serving parkland to meet open space and recreation facility deficiencies in the Service Area. Typical community park improvements might include playgrounds, tot lots, athletic fields, open play areas, basketball courts, benches, walks, gardens, picnic areas, tennis courts, shelters with restroom/concession facilities, parking, trails, and lighting where necessary. They can be wooded and/or suitable for passive uses. However, improvements would be subject to future capital funding available and subject to the Park Authority's Master Planning procedure, which incorporates active citizen participation.

CC: Martha V. Pennino, Board of Supervisors (Centreville District)
 John H. Thillmann, Planning Commission (Centreville District)
 Frederick M. Crabtree, FCPA Representative (Centreville)
 Oscar Hendrickson, Dept. of Environmental Management
 Jeffrey H. Saxe - Office of Comprehensive Planning
 Fairfax Hospital Association (Attn: Donald Harris)

DLS/rmk

ENVIRONMENTAL CHECKLIST

Project Number: SE 84-C-076 Location: 45-2 ((1)) 25

Existing Zoning: R-3 Proposed Zoning and/or Use: Medical care facilities Acreage: 46.33

Relevant Comprehensive Plan Language: _____

Presence

Site Features	Yes	No	Comments
A. Geology: Coastal Plain, Piedmont, Triassic			
1. shallow bedrock	_____	<u>X</u>	
2. groundwater resource	_____	<u>X</u>	
3. geologic hazards	_____	<u>X</u>	
B. Topography: (steep slopes 15%+)	_____	<u>X</u>	C. Hydrology:
C. Hydrology:			A tributary of Oxlick Branch crosses the southeastern edge of the site.
1. water features	_____	<u>X</u>	This site is in the Occoquan watershed.
2. critical location in watershed	_____	<u>X</u>	D. Soils:
3. water supply watershed	<u>X</u>	_____	Several soil types with seasonally high water tables are present in this location and engineered drainage will be required.
D. Soils:			E. Vegetation, Wildlife and Open Space:
1. marine clays	_____	<u>X</u>	The applicant should provide the limits of clearing and grading for this site.
2. shrink-swell clays	_____	<u>X</u>	In addition, the Environmental Quality Corridor extends approximately 70-90 feet from the tributary based on the buffer width formula used to delineate EQC's. See page 476 of the <u>Comprehensive Plan</u> .
3. highly erodible soils	_____	<u>X</u>	
4. high water table soils	<u>X</u>	_____	
5. soils with low bearing strength	_____	<u>X</u>	
6. poor infiltration soils	_____	<u>X</u>	
E. Vegetation, Wildlife and Open Space			
1. quality vegetation	<u>Y</u>	_____	
2. wildlife habitat	_____	<u>X</u>	
3. EQC	<u>Y</u>	_____	

Environmental Quality	Concerns		Comments
	Yes	No	
F. Noise			F. Noise:
1. airport noise	_____	<u>X</u>	The potential exists for noise disruption to adjacent residences due to the location of a heliport on this site.
2. highway noise	_____	<u>X</u>	
3. railroad noise	_____	<u>X</u>	
4. other types of noise	<u>X</u>	_____	
G. Water			G. Water:
1. point source pollution	_____	<u>X</u>	Because this site is located in the Occoquan Watershed, Best Management Practices will be required.
2. nonpoint source pollution	<u>X</u>	_____	
H. Air: (mobile or stationary source)	_____	<u>X</u>	J. Aesthetics:
I. Toxic or Hazardous Substances	_____	<u>X</u>	Parking lot landscaping in the amount of five percent of the parking area is required by the Zoning Ordinance. A planting island every ten spaces is recommended. In addition a thirty-five foot buffer may not be a sufficient transition yard to the adjacent residences. This buffer zone should consist of a mix of deciduous and evergreen tree types. A chain link fence barrier may not be an appropriate barrier for this use adjacent to residential lots. A wooden fence would add to the aesthetic qualities of the site design.
J. Aesthetics: (internal views, views from site, views of site from adjacent development, landscaping)	<u>X</u>	_____	
K. Nonmotorized Circulation			
1. access and internal circulation	_____	<u>X</u>	
2. pedestrian/vehicular conflicts	_____	<u>X</u>	
3. trails plan requirement	_____	<u>X</u>	
L. Energy Conservation	_____	<u>X</u>	
M. Pipeline and Utility Line Hazards	_____	<u>X</u>	
N. Site Design Quality (layout, site facilities)	_____	<u>X</u>	
O. Nuisances (glare, odor)	_____	<u>X</u>	Q. Other:
P. Agricultural and Forest Land Preservation	_____	<u>X</u>	The building height issue should not be a problem due to the retention of the large trees on the site, provision of transition yards and the use of existing topography in the site design.
Q. Other	<u>X</u>	_____	LMM:lpj

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Jeffery Saxe, Senior Planner DATE: November 7, 1984
Office of Comprehensive Planning

FROM: Katie F. Conrad *KFC* Health Planner
Health Care Advisory Board

SUBJECT: Health Care Advisory Board's Review of the Special
Exception Applications from the Fairfax Hospital
Association (SE 84-C-076) and from the Hospital
Corporation of America (SE 84-C-092)

REF: HS:892

As you know, on October 29, 1984, the Health Care Advisory Board (HCAB) held a Public Meeting to review and develop recommendations regarding the following Special Exception applications:

- o The Fairfax Hospital Association (FHA) to replace and relocate the 160 bed Commonwealth Hospital from its present location in Fairfax City to the Fair Oaks area; and
- o The Hospital Corporation of America (HCA) to replace and relocate the 127 bed Circle Terrace Hospital from its current location in Alexandria City to Reston-Herndon.

Although the HCAB did develop its recommendations at the conclusion of the October 29 meeting, the final report to the Board of Supervisors and Planning Commission will be developed at the November 12 HCAB meeting. This report will be available to the Planning Commission prior to its November 15 meeting. In the meantime, I am providing you the following information regarding the HCAB's procedures, role and recommendation.

The HCAB is mandated by the County Zoning Ordinance to review all Special Exception Applications for medical care facilities. In accordance with the Ordinance, the HCAB has reviewed these applications in terms of demonstrated need in the locations, time and configurations proposed, accessibility to the population, capital and annual operating costs and operational issues including projected use of the facilities.

While recognizing that these are separate applications, the HCAB chose to review them concurrently at a joint meeting since the proposals are similar and do impact each other in terms of an assessment of need. At the October 29 Public Meeting, each applicant was provided about 45-60 minutes to present its proposal and respond to HCAB members' questions and comments. Time was then allotted to members of the public wishing to speak. The meeting was concluded by the HCAB's discussion and development of its recommendation.

Jeffrey Saxe
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HCAB Recommendation

The HCAB will recommend to the Board of Supervisors and the Planning Commission that both the FHA and HCA proposals to replace Commonwealth and Circle Terrace Hospitals be denied. This recommendation is based on the assessment that while access to care would be improved for portions of the population residing in the geographic areas surrounding the sites, the current need is not sufficient to justify either the costs involved or the adverse impact on utilization of existing facilities.

The HCAB is not unanimous in its recommendation. The respective votes on each application were 4 to 3 to recommend that the FHA proposal be denied and 5 to 2 to recommend that the HCAB proposal be denied. One member indicated he would prepare a minority report in favor of the replacement of Commonwealth Hospital emphasizing the effect of replacement on improving quality of care.

KFC/jb