

**PRELIMINARY
STAFF REPORT
2008 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Sully **PLAN AMENDMENT ITEM:** S08-III-DS1

NOMINATOR(S): Lynne J. Strobel, agent for Headquarters 2, LLC.
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

ACREAGE: 38.88 Acres

TAX MAP I.D. NUMBER(S): 34-3 ((14)) 2-4, 6 and B; 44-1 ((17)) A, C, 1 and 5

GENERAL LOCATION: Bounded by Sully Road, Willard Road, Lee Road, and Albemarle Point Place.

PLANNING AREA(S): III
District(s): Bull Run
Sector: Flatlick (BR3)
Special Area(s): Dulles Suburban Center – Land Unit I

ADOPTED PLAN MAP: Industrial and Private Open Space

ADOPTED PLAN TEXT: Industrial and industrial/flex uses up to a maximum FAR of .35 with an option for high-quality hotel and/or mixture of office and industrial/flex.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.ht>

PROPOSED PLAN AMENDMENT: Allow a mix-use of office and hotel at 1.0 FAR

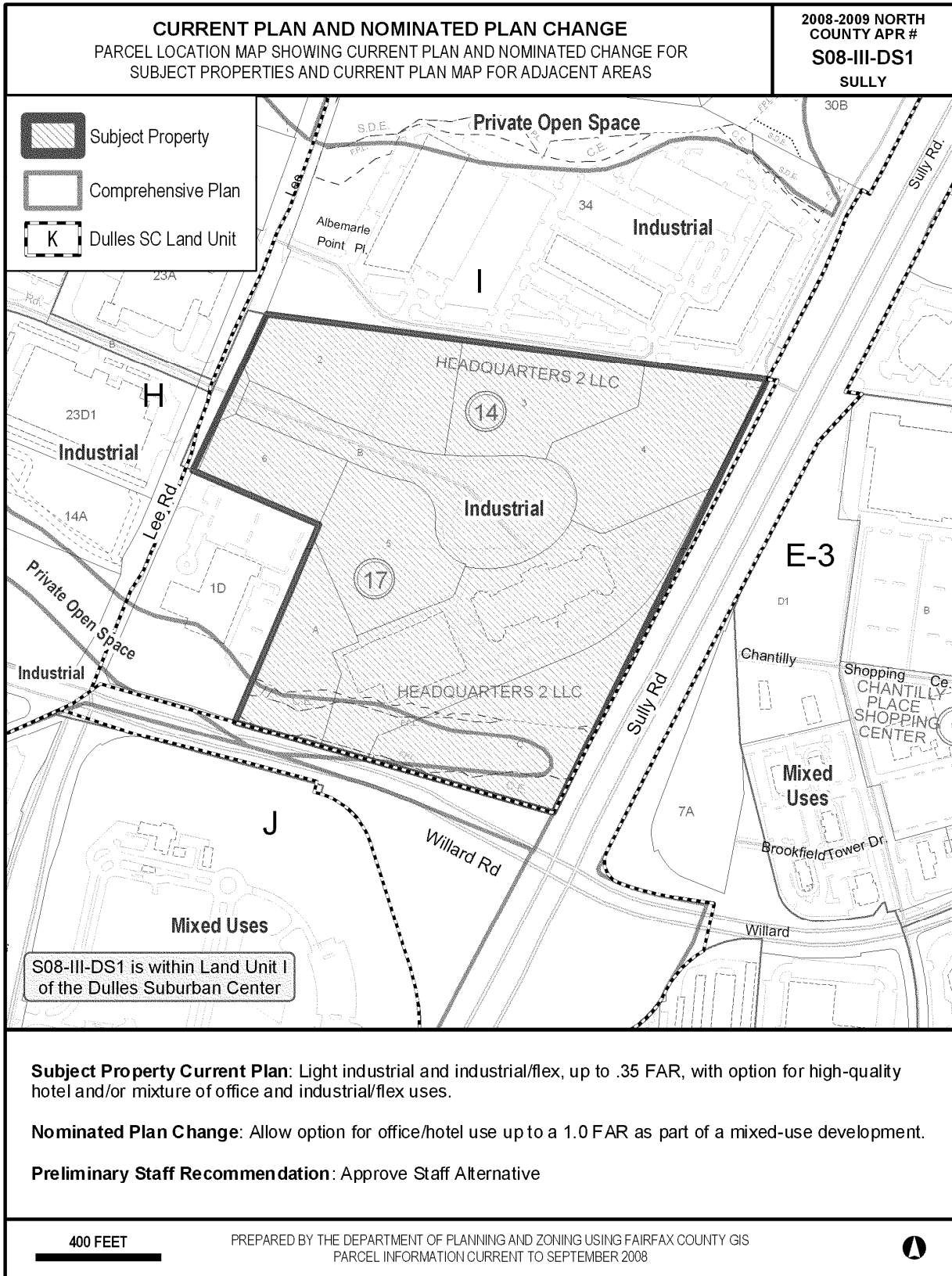
SUMMARY OF STAFF RECOMMENDATION

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

The nomination is for an intensity of up to 1.0 FAR with a mixture of 68% office (1,151,726 sf) and 32% hotel (541,886 sf). As the nominator indicates, the property's by-right zoning allows office at 1.0 FAR, however, since hotel is not a by-right use, a Special Exception (SE) for a hotel may be limited to an intensity of .35 FAR.

Staff recognizes the benefit of incorporating hotel use onto the site both from a transportation and land use perspective, but believes a more appropriate development can be achieved through a lower intensity.

The nominator submitted more specific land use assumptions for each parcel indicating hotel on two parcels and office on the remaining parcels. Therefore staff recommends an alternative that is consistent with the more specific information provided by the nominator. This alternative would provide a mix of 25% hotel (305,000 sf) and 65% office (600,000 sf) at an intensity of up to a .53 FAR as shown in Attachment II. This revision of the Plan would both facilitate the development of hotel, as well as acknowledge that the site is a prime location for quality office space.



ISSUES & BACKGROUND

Land Use

- According to the nomination, the parcel is entitled to 1.0 FAR by-right under the current zoning, but the special exception which would be required to establish the hotel use would reduce the FAR from 1.0 to a .35.
- On September 8, 2008, the BOS authorized staff to accept and review a Comprehensive Plan amendment request for Land Unit I of the subject area, to be considered for office and hotel uses at an intensity up to 1.0 FAR. This is to be considered concurrently with the 2008-2009 North County APR nominations.
- The site is developed with a 282,193 square foot office building under current zoning, assuming a 1.0 FAR for office use, 1,411,419 square feet of development potential for office remains.
- The nomination, as submitted, proposes 541,886 sf of hotel and 1,151,726 sf of office at an intensity of 1.0 FAR. The nominator provided more specific information with a lower intensity which had 305,000 square feet of hotel use and 600,000 square feet of office use at a .53 FAR.
- Surrounding parcels are office and industrial/industrial flex to the north, west and south. To the east exists the Dulles Exposition Center with retail and hotel use. An existing stormwater management wet pond serving the Parkridge development is located partially on the southern portion of the application property.

Transportation

- The Comprehensive Plan sets forth a performance based strategy for development in the Dulles Suburban Center that provides the opportunity for a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation. The attached trip generation summaries (Attachment I & II) estimate that overall daily trips and total peak hour trips are increased significantly with the proposed amendment compared to current Plan, and the *increased* trips would have an adverse impact upon the surrounding roadway network.
- FCDOT is concerned about the increased traffic levels associated with this proposal, as well as the cumulative effects of traffic increases associated with other development proposals in the area, and the fact that the roadways in this general area are already heavily traveled.
- The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit proposed Comprehensive Plans and Comprehensive Plan amendments to the Virginia Department of Transportation (VDOT) for review if the proposals will substantially affect transportation on state-controlled roads. Any amendment to the Comprehensive Plan that would generate 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review is also commonly referred to as “VDOT 527” or “Chapter 527.” Upon review of the highest density currently allowed under the Comprehensive Plan, this nomination would require a VDOT 527 review. *As such, a traffic impact study would be required to be prepared and submitted for review.*

- There is specific Comprehensive Plan language for Land Unit I that indicates access should be via Lee Road, entrances along Lee Road should be consolidated, and there should be no access to Willard Road from this land unit. The Transportation Plan Map indicates that Route 28 should be improved to a ten-lane arterial (including HOV lanes), and Lee Road should be widened/improved to four lanes. The Countywide Trails Plan indicates that major paved trails should be constructed along Willard Road, Lee Road, and Route 28. Route 28 should also have an on-road bike route.
- The Transportation Plan Map designates Route 28 as an Enhanced Public Transportation Corridor. There is specific Comprehensive Plan language for Land Unit I that indicates that the intersection of Willard Road with Lee Road or Route 28 should be considered as a location for a future transit stop, and that if future studies determine that right-of-way is needed in Land Unit I to facilitate development of an integrated transit system for the Dulles Suburban Center, the needed right-of-way should be provided through dedication, easements or other mechanisms as appropriate, and that Land Unit I may be an appropriate location for maintenance facilities for an integrated transit system. Currently there are no definitive plans, or funding allocated, for transit through the site making it difficult to site a transit stop. However, development should accommodate the provision of transit in the future.
- Transportation issues associated with any development of the subject parcel, particularly those associated with access, will need to be adequately addressed by the traffic impact study. Roadway improvements to accommodate development beyond what is currently recommend may be needed to offset traffic impacts. Dedication of right-of-way for trail, sidewalk, roadway improvements and widenings and associated easements may be required. Improvements needed to mitigate traffic should be identified along with an acceptable plan for ingress/egress and vehicular circulation; and inter-parcel access, parcel consolidation, pedestrian circulation, signalization issues, safety issues, and transit amenities and TDM measures should be addressed.

Environment

- This nomination comprises approximately 39 acres of land west of Lee Road. Environmental Quality Corridor (EQC) / 100-year floodplain and Resource Protection Area (RPA) associated with Schneider Branch traverses the entire southern portion of the subject property. This stream valley is protected under the County's EQC policy which is a policy of the County's Comprehensive Plan. In addition, the stream valley is also protected under the County's Chesapeake Bay Preservation Ordinance (CBPO) as a designated RPA which is a regulatory protection of the County Code. Development is prohibited in this EQC/RPA. This feature may affect the intensity proposed for this nomination.
- A hotel is a noise sensitive use. Hotel use located adjacent to Sully Road (Route 28) may pose concerns about highway noise which would require noise mitigation.

Parks and Recreation

- As noted in the Comprehensive Plan, existing public park and recreation facilities are limited in the Dulles Suburban Center. Despite the relatively extensive amount of parkland in the vicinity of the Dulles Suburban Center, there are currently major deficiencies in active recreation facilities in this area of the County. Office employees will need on-site provision of public park facilities.
- Development of urban parks and urban park elements such as pocket parks, plazas, and courtyards are also supported by the Dulles Suburban Center Area-Wide Recommendations. Integration of publicly accessible urban parks in the overall development design is critical to providing on-site recreation resources within the limited application area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place.

Attachment I

Long and Fosters Headquarters III-DS1

Trip Generation Estimates for APR 08-III-DS1

Sully District

Current Comprehensive Plan

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Industrial/Flex (130)	592,764	333	73	105	394	3,688

Proposed Amendment

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Office (710)	1,151,726	1,166	159	233	1,136	8,758
Hotel (310) ³	834	<u>346</u>	<u>221</u>	<u>261</u>	<u>231</u>	<u>7,091</u>
Total		1,512	380	493	1,367	15,849

Net Impact of Proposed Amendment Above Comp Plan						Trips
		1,179	307	389	973	12,161

¹) Trip rates and formulas are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²) Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions

³) Used an average hotel size of 650 gross square feet per room

Attachment II

Long and Fosters Headquarters III-DS1

**Trip Generation Estimates for APR 08-III-DS1
Sully District**

Current Comprehensive Plan

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Industrial/Flex (130)	592,764	333	73	105	394	3,688

Staff Alternative (based on information provided by nominator on December 12, 2008)

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Lot 1 Office (710)	300,000	397	54	71	344	3,109
Lot 2 Hotel (310) ³	160	45	29	50	44	1,059
Lot 3 Office (710)	100,000	165	23	32	158	1,334
Lot 4 Hotel (310) ³	300	97	62	94	83	2,312
Lot 5 Office (710)	150,000	228	31	42	205	1,823
Lot 6 Office (710)	50,000	<u>95</u>	<u>13</u>	<u>23</u>	<u>112</u>	<u>782</u>
Total		1,028	212	312	947	10,419

Net Impact of Proposed Amendment Above Comp Plan					Trips
	695	138	207	553	6,731

¹⁾ Trip Rates are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by or internal capture reductions

³⁾ Used an average hotel size of 650 gross square feet per room