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Department of Planning & Zoning**

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**STAFF REPORT
2008-2009 NORTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Sully

APR ITEM: S08-III-DS1

NOMINATOR(S): Lynne J. Strobel

ACREAGE: 38.88 Acres

TAX MAP I.D. NUMBERS: 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): Area 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.

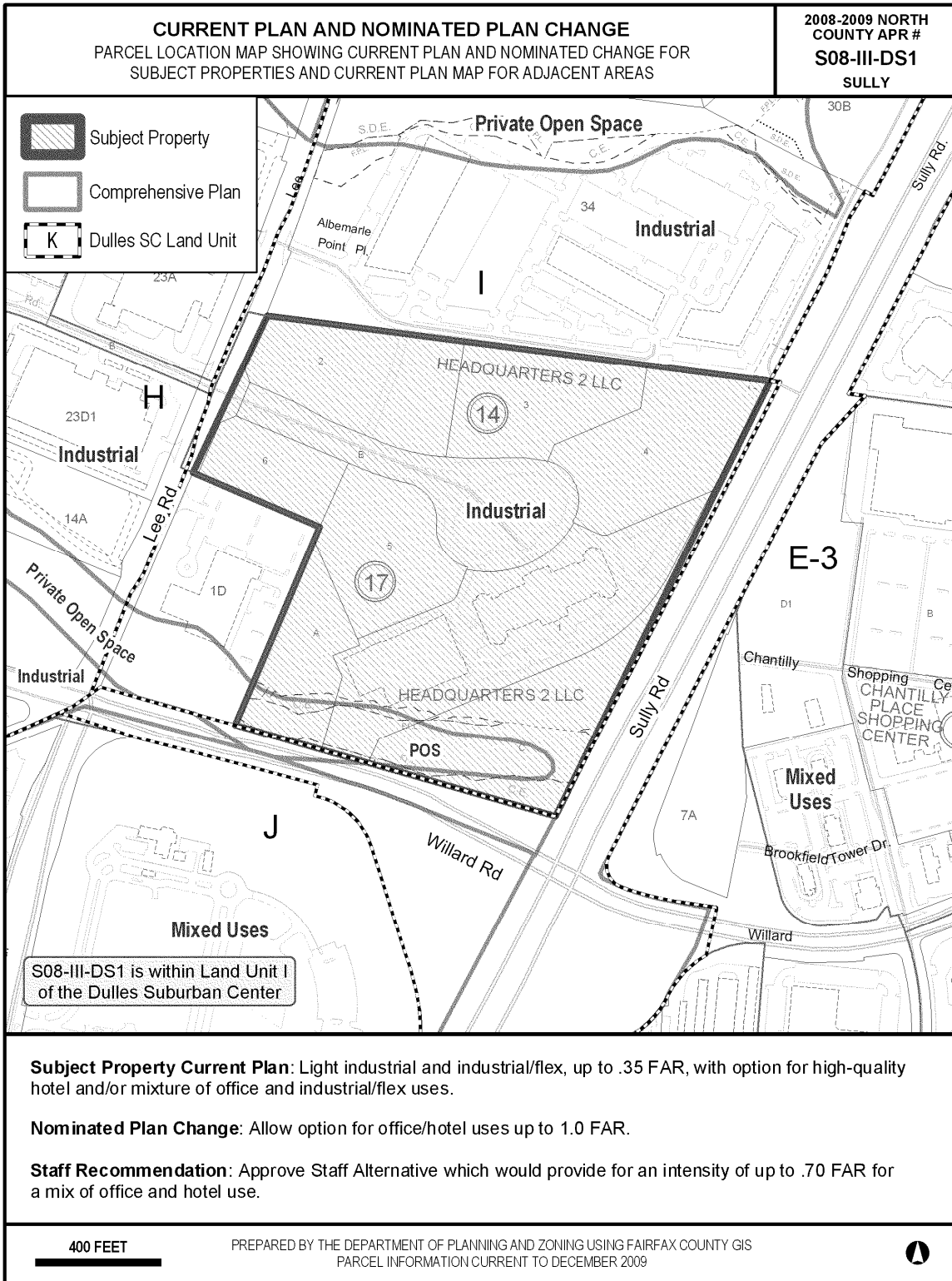
For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf>

PROPOSED PLAN AMENDMENT: Allow office and hotel uses up to 1.0 FAR.

SUMMARY OF STAFF RECOMMENDATION:

- Approve Nomination as Submitted**
 Approve Staff alternative
 Retain Adopted Plan

Staff recommends an alternative which is supportive of the nominator's intent. The staff alternative would provide for an intensity of up to .70 FAR with a mix of office and hotel uses.



CONTEXT

General Location:

The subject area consists of 38.88 acres located north of Willard Road, east of Lee Road, south of Albemarle Point Place, and west of Sully Road.

Existing and Planned Land Use and Zoning:

Subject Area: Located in southern portion of Land Unit I of the Dulles Suburban Center Area, the subject area is planned for light industrial and industrial/flex uses up to .35 FAR. As an option, high quality hotel and/or a mixture of office and industrial/flex uses are also appropriate in this land unit. The site is zoned I-5 and one parcel is developed with an office building having 282,193 square feet; the remainder of the property is vacant.

Adjacent Area:

North: The Albemarle Point Business Park, immediately adjacent to the north, is planned for industrial/flex uses up to .35 FAR. It is developed with low-rise office buildings and is zoned I-5.

East: The property to the east of Sully Road is developed with the Chantilly Place Shopping Center, and is the location of the Capital Expo Center as well as fast food restaurants and a 275-room hotel. This property is planned for a mixed use center including office, retail, exhibition center and hotel uses up to .70 FAR, and is zoned C-6.

South: Land Unit J, south of Willard Road, is planned for office, conference center/hotel, industrial/flex, and industrial uses up to .50 FAR. It is developed with the Federal Defense Mapping Agency office complex and is zoned I-5.

West: The property immediately adjacent to the west is planned for light industrial up to .35 FAR. It is developed with the Fairfax County Criminal Justice Academy, and is zoned I-5. The property west of Lee Road from the subject parcel is planned for industrial, research and development, and industrial/flex uses up to .35 FAR. It is developed with a warehousing and storage facility, and is zoned I-5.

PLANNING HISTORY

On March 8, 1993, the planning guidance for Land Unit I was established with the adoption of the Dulles Suburban Center Plan amendment (S92-CW-4CP). On September 8, 2008, the Board of Supervisors authorized this proposed Plan amendment and asked that office and hotel uses at an intensity of up to 1.0 FAR be evaluated for the subject property, and that it be considered concurrently with the 2008-2009 North County APR nominations.

The nominated parcels were subject to a proffered rezoning, RZ 74-2-091, which rezoned the parcels from RE-1 District to the I-L District, on March 22, 1976. All I-L zoned property in Fairfax County was subsequently designated as the I-5 District. Because the nominated parcels were previously zoned with proffers to the I-L District, and the parcels are subject to the FAR grandfathering provisions of Zoning Ordinance Amendment 92-225, the parcels are “grandfathered” to a maximum FAR of 1.0 for office use. The rights were vested in 1992.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area III Volume, 2007 Edition, Bull Run Planning District, Dulles Suburban Center, Land Unit I, as amended through 01-26-2009, Land Use Recommendations, page 118:

- “1. This land unit is planned for light industrial and industrial/flex uses up to a maximum FAR of .35. Development should be of high quality and attractive, particularly along the frontage of Route 28. Light industrial use should be oriented to Lee Road to be compatible with existing development on the west side of Lee Road in Land Unit H and industrial/flex use should be oriented to Route 28 opposite similar use in Land Unit E-3. As an option, high quality hotel and/or a mixture of office and industrial/flex uses are also appropriate in this land unit because of its high visibility. These uses should complement the National Air and Space Museum Annex through providing a balanced mixture of tourist and employment uses. The area north of the Environmental Quality Corridor (EQC) is most visible to Route 50 and offers the greatest potential to provide high-quality tourist oriented uses to support the National Air and Space Museum Annex.”

NOMINATED PLAN AMENDMENT

This nomination proposes creating an option for office and hotel uses up to 1.0 FAR on Parcels 34-3((14))2-4, 6, and B, and 44-1((17))A,C,1 and 5.

ANALYSIS

The subject area is bounded by office parks, warehousing and the Fairfax County Criminal Justice Academy. The Comprehensive Plan provides an option for mixed uses including hotel and office uses; however, this option provides no guidance for intensity. The nomination was submitted to add intensity guidance.

The nomination, as submitted, proposes that the current Plan's mixed use option should have an intensity of up to 1.0 FAR. This increase in intensity over the base Plan intensity of up to .35 FAR required a VDOT Chapter 527 transportation analysis. This transportation analysis compared the impacts of the base Plan intensity at .35 FAR to two mixed use scenarios: one scenario at a .70 FAR, and the other at a 1.0 FAR (*please refer to the VDOT Chapter 527 Review comments in the Appendix*).

The 527 transportation analysis indicated that the area streets and intersections will be impacted by both mixed use scenarios. However, staff recognizes that a .70 FAR office and hotel mix will have notably less traffic impact than the area's by-right zoning which allow office use up to 1.0 FAR. The FCDOT analysis identified measures that may mitigate traffic impacts of mixed use up to .70 FAR to be included as part of the staff alternative (*please refer to the FCDOT TIA comments in the Appendix*).

RECOMMENDATION

Staff recommends an alternative to the nomination which reduces the intensity from 1.0 to .70 FAR. This alternative will clarify the current option for hotel and office uses by specifying a planned intensity of .70 FAR. The staff alternative will also provide some clarity to the Comprehensive Plan by designating an overall intensity of .70 FAR, however, individual hotel uses may develop up to a 1.0 FAR.

PROPOSED AMENDMENT TO THE COMPREHENSIVE PLAN

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~.

ADD: Fairfax County Comprehensive Plan, Area III Volume, 2007 Edition, Bull Run Planning District, Dulles Suburban Center Land Unit – I, as amended through 01-26-2009, Land Use Recommendation pages 118 – 120:

CHARACTER

Land Unit I consists of approximately 170 acres and is located in the southwest quadrant of the intersection of Route 28 and Route 50 (Figure 30). Lee Road forms the western boundary of Land Unit I. Almost all of the land in Land Unit I ~~is vacant~~ has been developed. Existing uses ~~are limited to include~~ include a petroleum products depot, ~~and~~ a research and development type structure, Chantilly Crossing Shopping Center, and several new office and industrial buildings. There is no direct access from this land unit to Route 28. Access to Route 50 is via Lee Road.

RECOMMENDATIONS

Land Use

1. This land unit is planned for light industrial and industrial/flex uses up to a maximum FAR of .35. Development should be of high quality and attractive, particularly along the frontage of Route 28. Light industrial use should be oriented to Lee Road to be compatible with existing development on the west side of Lee Road in Land Unit H and industrial/flex use should be oriented to Route 28 opposite similar use in Land Unit E-3. As an option, high quality hotel and/or a mixture of office and industrial/flex uses are also appropriate in this land unit because of its high visibility. These uses should complement the National Air and Space Museum Annex through providing a balance mixture of tourist and employment uses. The area north of the Environmental Quality Corridor (EQC) is most visible to Route 50 and offers the greatest potential to provide high-quality tourist oriented uses to support the National Air and Space Museum Annex.

Subject to meeting the elements listed under “Performance Criteria for Optional Uses,” the land area north of Penrose Place and south of the EQC, as well as Tax Map 34-3((1))33, may be appropriate for a mixture of uses including retail, restaurant and/or recreational facilities. Restaurant uses may be appropriate north of the EQC only if the use is limited to high-quality eating establishments that incorporate excellence in design, sitting, style and materials. Drive through and/or fast food restaurants are not appropriate. Private recreational uses may be appropriate north of the EQC. For retail, restaurant and/or recreational uses, the following conditions should also be met:

- A maximum FAR of .25;
- Preservation of the environmental quality corridors which may be augmented by open space to preserve a minimum of 33% of the site;
- Access is limited to Lee Road and Penrose Place;
- Any development of the site must demonstrate to the satisfaction of the Fairfax County ~~Office~~ Department of Transportation that it does not impede traffic flow on Route 50 or the Route 50/Route 28 interchange and the interchange at Willard Road/Route 28; and
- No more than four freestanding pad sites on the site.

Retail use is not planned south of the EQC; however, a furniture store may be appropriate as an alternative to the hotel and private recreation uses that are planned and approved for the site between the EQC and Chantilly Crossing Lane. A furniture store may be

considered because of its low trip generation rate, particularly at peak hours, if the following conditions are met:

- Limit development to a maximum of 67,500 square feet;
 - Demonstrate that traffic generated by this use will not adversely impact nearby intersections;
 - Provide high quality landscape and architectural design;
 - Provide signage that avoids the appearance of strip retail uses; and
 - Provide a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site.
2. The existing petroleum products depot, Parcel 34-3((1))30, should not be expanded.
3. As an option, properties located along George Carter Way (Tax Map 34-3((14))B, 2, 3, 4, 6 and 44-1((17))A, C, 1 and 5) may be appropriate for development with a mix of hotel (and/or accessory restaurant uses) and office uses up to an overall combined FAR of 0.70 because of its visibility at the intersection of Route 28 and Willard Road and its proximity to Dulles International Airport, retail opportunities, and employment centers. This option's development level is contingent upon meeting the following conditions:
- Limit overall development up to a combined 0.70 FAR. No more than two (2) hotels may be constructed within this land area; however individual hotel use(s) may develop up to a 1.0 FAR;
 - Provide improvements to the intersection of Lee Road and Willard Road to mitigate traffic impacts;
 - Development of this site should be phased with the improvement of Lee Road to four lanes and the above mentioned intersection improvements at Lee Road and Willard Road;
 - Provide pedestrian connections to adjoining trails/walkways and transit stops;
 - Provide a unified and coordinated development plan and orient some of the development towards Lee Road;
 - Provide a comprehensive transportation demand management program in conjunction with any new development on the land area. The goal of such a

program will be to reduce peak hour vehicle trips associated with the new office and hotel uses;

- Access to/from the properties will be provided via George Carter Way. No additional access will be provided to/from Lee Road. No direct access will be provided to/from Route 28 or Willard Road.

Transportation

1. Access to this land unit should be via Lee Road. Entrances along Lee Road should be consolidated.
2. The intersection of Willard Road with Lee Road or Route 28 should be considered as a location for a future transit stop.
3. 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. Land Unit I may be an appropriate location for maintenance facilities for an integrated transit system. Such facilities should be designed to be compatible with existing and planned land use in the vicinity, by using such techniques as buffering and screening.
4. There should be no access to Willard Road, Route 50 or Route 28 from this land unit.

The Comprehensive Plan Map will not be changed by this recommendation.