County of Fairfax, Virginia

MEMORANDUM

DATE: March 23, 2017

TO: Fairfax County Planning Commission

FROM: Mike Van Atta, Planner III
Environment & Development Review Branch
Department of Planning and Zoning, Planning Division (DPZ-PD)

SUBJECT: Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1) – Dulles Advisory Group Alternative Recommendation

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The public hearing for Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study is scheduled for Wednesday, March 29, 2017.

The Dulles Advisory Group endorsed the attached draft Plan language at their March 21, 2017 meeting. The attached DAG recommendation differs from the staff recommendation in that it removes guidance for a maximum building height for Parcel 53 and does not include a restriction on additional access to Vernon Street.

Please contact Mike Van Atta at 703-324-1229 or Michael.Vanatta@fairfaxcounty.gov with any questions.

Thank you,

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cc: Laura Floyd, Sully District BOS office

March 21, 2017

DULLES ADVISORY GROUP RECOMMENDATION

The Dulles Suburban Center Advisory Group recommends that the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as <u>underlined</u> and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through September 20, 2016, Land Unit Recommendations, Land Unit E-4, Land Use, page 118:

"1. Parcels in the southeastern quadrant of the intersection of Route 50 and Centreville Road (Tax Map 34-4((1))46, 47, 48, and 53A), are developed with low intensity retail uses at an average FAR of .15. Redevelopment for retail use up to a maximum of .25 FAR may be appropriate if these parcels are consolidated into a single development proposal, access is coordinated and land is dedicated for the planned interchange.

2. Community-serving retail use is planned for most of the land fronting on Route 50 between Walney Road and Elmwood Street (Parcels 34-4((1)) 49, 50, 50A, 51) at a maximum overall FAR of .25. Tax Map 34-4((1))52A is planned for retail use and developed as a bank. The parcel is planned to retain its existing intensity of .08 FAR. Landscaping should be provided on all perimeters of the site to enhance the visual attractiveness of development.

3. ~~Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1 and #2 above.~~

<u>3.</u> ~~4.~~ Tax Map <u>Parcel</u> ~~parcels~~ 34-4((1))53 is planned for retail use up to a maximum FAR of .20. Building height should not exceed 35 feet. In addition, ~~35 feet of~~ <u>effective</u> screening should be provided on Parcel 53 along Vernon Street to provide an appropriate transition to the residential neighborhood to the south. ~~As an option, Parcel 34-4((1))53 may be appropriate for the expansion of existing auto dealerships located along Route 50 if the same conditions cited above are met.~~

4. <u>As an option, the auto dealerships located on Parcels 34-4((1)) 49, 50, 50A, 51, and 53 may be appropriate for expansion up to a maximum overall FAR of .30, provided the following conditions are met:</u>

    a. <u>Massing and architectural treatments for buildings and parking structures should be designed to minimize visual impacts on the adjacent residential uses to the south. The design of parking structures should be integrated with that of the buildings they serve. Landscaping should be provided around the parking structures and/or adjacent to them to soften their appearance.</u>

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     b. <u>Lighting should be designed to avoid adverse impacts on the residential uses to the south.</u>

     c. <u>Effective screening and buffering to the adjacent residential uses should be provided at a minimum to meet Zoning Ordinance requirements, including supplemental landscaping to allow for an appropriate transition.</u>

     d. <u>Any redevelopment of the site should enhance pedestrian and bicycle connectivity.</u>

5. <u>Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1, #2, #3, and #4.</u>

6. ~~5.~~ Existing institutional and governmental uses include two churches and a fire station that are a part of the community. If redeveloped, residential use up to 16-20 du/ac should occur if the following conditions are met:

- Substantial consolidation should occur in a manner that will provide for the development of any unconsolidated parcels in conformance with the planned use and intensity;

- Infill development is compatible with adjacent residential uses;

- Substantial buffers are provided to screen and protect adjacent residential areas against noise and lighting impacts;

- Building heights do not exceed 35 feet adjacent to existing residential development on the eastern perimeter; and
- Efficient access and coordinated circulation is provided.

8. ~~7.~~ Land between the former Rockland Village subdivision and Flatlick Branch is planned for and largely developed with light industrial and industrial/flex use up to a maximum FAR of .35 to be compatible with existing development. Ancillary retail uses up to 20 percent to serve employees may be appropriate if they are integrated into buildings with other primary uses.

9. ~~8.~~ The land south of Flatlick Branch is planned for residential use at 2-3 dwelling units per acre. Residential development should be consistent with the county's adopted policies regarding such development in areas impacted by noise from Dulles Airport.