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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: 08-III-7DS

NOMINATOR(S): William McCauley Arnold

ACREAGE: 265 Acres

TAX MAP I.D. NUMBERS: 23-4((1))1; 33-2((1))1, 2B2, 2C, 3, 4, 5B2, 5D, 5E, 5F, 13; 33-2((2))7-9, 9A, 10, 10A, 10B, 11, 11B, 12, 13, 13A, 13C, 14, 14A, 15, 15A, 5B, 15C, 16, 16A, 17, 18, 18A, 19, 20, 20A, 20B, 20C, 20D, 20E, 21; 33-2((7))(A) All; 33-2((9))(A) All; 33-2((9))(B) All; 33-2((9))(C) All; 33-2((12)) All; 34-1((2)) 11A, 13B

GENERAL LOCATION: North of Lee Jackson Memorial Highway, east of the Loudoun County line, west of the Stonecroft Boulevard, south of Washington Dulles International Airport.

PLANNING AREA(S): Area III
District(s): Bull Run
Sector: Upper Cub Run (BR2)
Special Area(s): Dulles Suburban Center – Land Unit F-1

ADOPTED PLAN MAP: Mixed Use, Public Parks, Private Open Space

ADOPTED PLAN TEXT: High quality campus-style office and industrial/flex use up to a maximum FAR of .35. As an option, hotel and cultural facilities are alternatives uses.

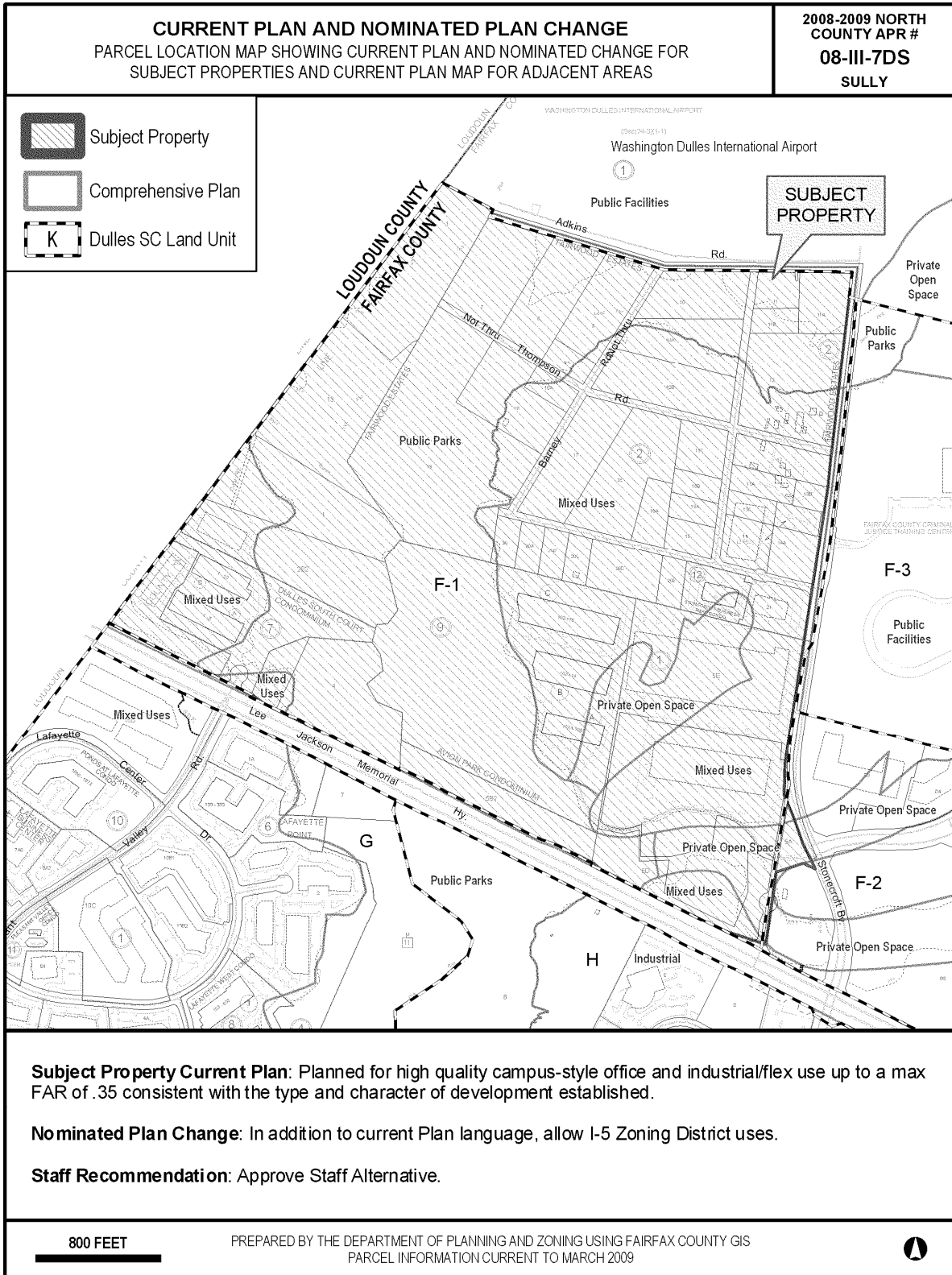
For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf>

PROPOSED PLAN AMENDMENT: In addition to current Plan language, allow I-5 Zoning District uses, and up to a maximum .50 FAR.

SUMMARY OF STAFF RECOMMENDATION:

_____ Approve Nomination as Submitted
 X Approve Staff alternative
_____ Retain Adopted Plan

Staff recommends an alternative which is supportive of the nominator's intent. The staff alternative indicates that construction-related and heavy industrial uses up to .35 FAR may be appropriate in the area east of the RPA and generally north of Murdock Street.



CONTEXT

General Location:

The subject area is generally located north of Lee Jackson Memorial Highway (Route 50), east of the Loudoun County line, south of the Washington Dulles International Airport, and west of Stonecroft Boulevard.

Existing and Planned Land Use and Zoning:

Subject Area: The subject property consists of Land Unit F-1, which encompasses about 265 acres. The southern portion of the Land Unit, which fronts Lee Jackson Memorial Highway is developed with a number of warehouse and industrial/flex uses, and indoor recreation. The northern portion, which abuts the airport, is developed with construction-related uses which have outdoor storage; this area includes the recently built VDOT Chantilly Maintenance Area Headquarters facility. Approximately 100 acres of the Land Unit is in the Cub Run floodplain or the Resource Protection Area (RPA). The portion that is located within the floodplain and RPA is planned for public parks. The remaining land use (approximately 164 acres) planned for high-quality campus-style office and industrial/flex uses up to .35 FAR, and hotel and cultural facilities are alternative uses. The area is zoned I-3 and I-5.

Adjacent Area:

North: Washington Dulles International Airport borders the subject area to the north. It is planned for public facilities and zoned R-1.

East: Land Units F-2 and F-3 are located east of Stonecroft Boulevard. F-2 is planned for office and industrial/flex uses up to .50 FAR, and is developed with the Avion Buisness Park with FARs ranging from .22 FAR to .35 FAR, and is zoned I-5. F-3 is planned for public facility use and developed with the Fairfax County Criminal Justice Training Center. It is zoned I-3 and I-5.

South: Across Lee Jackson Memorial Highway is land planned for low-rise office, light industrial, research and development, and industrial flex uses up to .35 FAR. It is developed with office space and the Chantilly Auto Park; a number of parcels remain vacant through out the Cub Run floodplain. The area is zoned C-8, I-3 and I-4.

West: Neighboring the subject area to the west is Loudoun County, which designates this area for general industrial uses. Industrial uses are intended to accommodate the continued expansion of the Chantilly Crush Stone Quarry as well as attract airport-related and airport-compatible development. Adjacent uses to the subject area within Loudoun County include an auto dealership, a variety of industrial and light industrial uses, and vacant land.

PLANNING HISTORY

On March 8, 1993, the planning guidance for Land Unit F-1 was established with the adoption of the Dulles Suburban Center Plan amendment (S92-CW-4CP). During the 2004 APR cycle, APR #04-III-7DS resulted in the deletion of recommendations concerning the provision of a southern entrance to Washington Dulles International Airport, and the provision of access to the then proposed Smithsonian Air and Space Museum Annex from Lee Jackson Memorial Highway.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, Area III Volume, 2007 Edition, Bull Run Planning District, BR2-Upper Cub Run Community Planning Sector, Dulles Suburban Center F-1, as amended through 01-26-2009, Land Use Recommendations, page 103:

- “1. Land Unit F-1 is planned for high-quality campus-style office and industrial/flex use up to a maximum FAR of .35, consistent with the type and character of development established in adjoining land units. Substantial setbacks, landscaping and screening should be provided along Route 50 and along Willard Road for an attractive appearance. Direct access to Route 50 should be permitted from Parcel 33-2((1))2 which is constrained on its eastern side by an EQC which traverses the parcel from north to south. In addition to existing access points, one new access point could be permitted to the balance of the land unit provided it does not impact environmentally sensitive lands. Substantial consolidation of small parcels is recommended and should be carried out in a manner that ensures that unconsolidated parcels have adequate access and can be developed in accord with the Comprehensive Plan. Architecture should also function as an element of design Integration and architectural sketches should be made available for the public review process.
2. As optional uses, a hotel and/or conference facilities, restaurants, or cultural facilities may be appropriate. Given the extensive EQC in this land unit, public and/or private recreational uses, including a golf course, should be considered if developed in an environmentally sensitive manner.”

NOMINATED PLAN AMENDMENT

This nomination proposes to change Land Use Recommendation #1 to permit heavy industrial uses up to .50 FAR.

ANALYSIS

The Comprehensive Plan identifies the subject area for high-quality office and industrial/flex uses up to .35 FAR. Development along Lee Jackson Memorial Highway has developed in a manner consistent with the Plan. However, the northern portion of the land unit, further away from the highway, has developed with outdoor storage, and a large VDOT maintenance facility was recently built within the subject area. The subject area is located adjacent to the Dulles Airport property; a rock quarry in Loudoun County; and a test track, detention facility and firing range at the Fairfax County Criminal Justice Training Center. The subject area is impacted by noise from the neighboring public safety facility and the airport.

The nominator proposes the addition of a land use option for “intensive industrial land uses characteristic of the I-5 Zoning District.” The nominator indicated that “Land Unit F-1 is ideally suited for heavy industrial uses due to its lack of visibility from major highway corridors and the impact of aircraft noise.”

Difference in Character:

As mentioned in the Planning History, this land unit was originally planned to be a gateway to a possible southern entrance of the Dulles Airport and Smithsonian Air and Space Museum Annex. As such, the southern portion along Route 50, developed in a unified manner with setbacks, architectural design and landscaping. Older properties in the northern portion have not been redeveloped and have primarily construction-related businesses with unscreened outdoor storage. There is a lack of unified design, screening and landscaping within this area.

Change in Circumstance:

During the 2004 APR cycle, APR #04-III-7DS deleted Recommendation #3 from the Plan. This land use recommendation designated retail use along Stonecroft Boulevard should it become a southern entrance to Dulles Airport. It was intended to capitalize on the large number of visitors who might pass through this land unit on their way to the airport and museum. No longer designated as a possible gateway, the appearance of the northern portion of the land unit, away from Route 50, is no longer as critical and the planning concept for this area should change to better reflect existing uses and zoning.

Environmental Impacts:

Since this land unit contains a large amount of EQC and RPA, all uses which have storage of hazardous materials should provide adequate containment facilities, monitoring, and spill prevention strategies to protect surface and groundwater resources consistent with all applicable regulations.

RECOMMENDATION

The APR nomination proposes changing the current Plan by increasing the intensity from .35 FAR to .50 FAR, and including heavy industrial as a permitted use. However, the subject area contains a significant amount of RPA land that may make the proposed intensity unrealistic. Noise impact from the public safety center and airport makes this area inappropriate for office and hotel uses. Staff recommends an alternative which is supportive of the nomination's proposed use. The staff recommendation proposes amending Recommendation #1 to allow heavy industrial uses up to a .35 FAR in the northeast quadrant of the land unit.

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~~.

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Bull Run Planning District, BR2 – Upper Cub Run Community Planning Sector, Dulles Suburban Center F-1, as amended through 01-26-2009, Land Use Recommendations, page 103:

1. Land Unit F-1 is planned for office and industrial/flex uses along Route 50 and industrial uses on the northern portion adjacent to the Dulles Airport, with the exception of the Cub Run EQC which is planned for public park use as shown on the Plan Map.
 - a. The southern portion (along Route 50) is planned for high-quality campus-style office and industrial/flex use up to a maximum FAR of .35, consistent with the type and character of development established in adjoining units. Substantial setbacks, landscaping and screening should be provided along Route 50 and along ~~Willard Road~~ Stonecroft Boulevard for an attractive appearance. Direct access to Route 50 should be permitted from Parcel 33-2((1))2 which is constrained on its eastern side by an EQC which traverses the parcel from north to south. In addition to existing access points, one new access point could be permitted to the balance of the land unit provided it does not impact environmentally sensitive lands. Substantial consolidation of small parcels is recommended and should be carried out in a manner that

ensures that unconsolidated parcels have adequate access and can be developed in accord with the Comprehensive Plan. Architecture should also function as an element of design integration and architectural sketches should be made available for the public review process.

- b. The northern portion, which is east of the EQC and includes properties fronting Murdock Street and areas to the north, are planned for construction related and industrial uses up to .35 FAR. Outdoor storage should be screened from public view. Development applications for new and expansion of existing uses should perform an environmental assessment to mitigate any prior industrial contamination.

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