

**PRELIMINARY  
STAFF REPORT  
2008 AREA PLANS REVIEW**

**SUPERVISOR DISTRICT(S):** Sully **APR ITEM:** 08-III-5DS

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**NOMINATOR(S):** Frank A. McDermott

**ACREAGE:** 50.82 Acres

**TAX MAP I.D. NUMBER(S):** 44-1 ((9)) A, B C, D1, E2, F2 and F3

**GENERAL LOCATION:** Northeast corner of Sully Road and Willard Road

**PLANNING AREA(S):** III

**District(s):** Bull Run

**Sector:** Flatlick (BR3)

**Special Area(s):** Dulles Suburban Center – Land Unit E-3

**ADOPTED PLAN MAP:** Retail and Other

**ADOPTED PLAN TEXT:** Mixed-use office, retail, exhibition center and hotel uses up to a maximum .50 FAR.

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

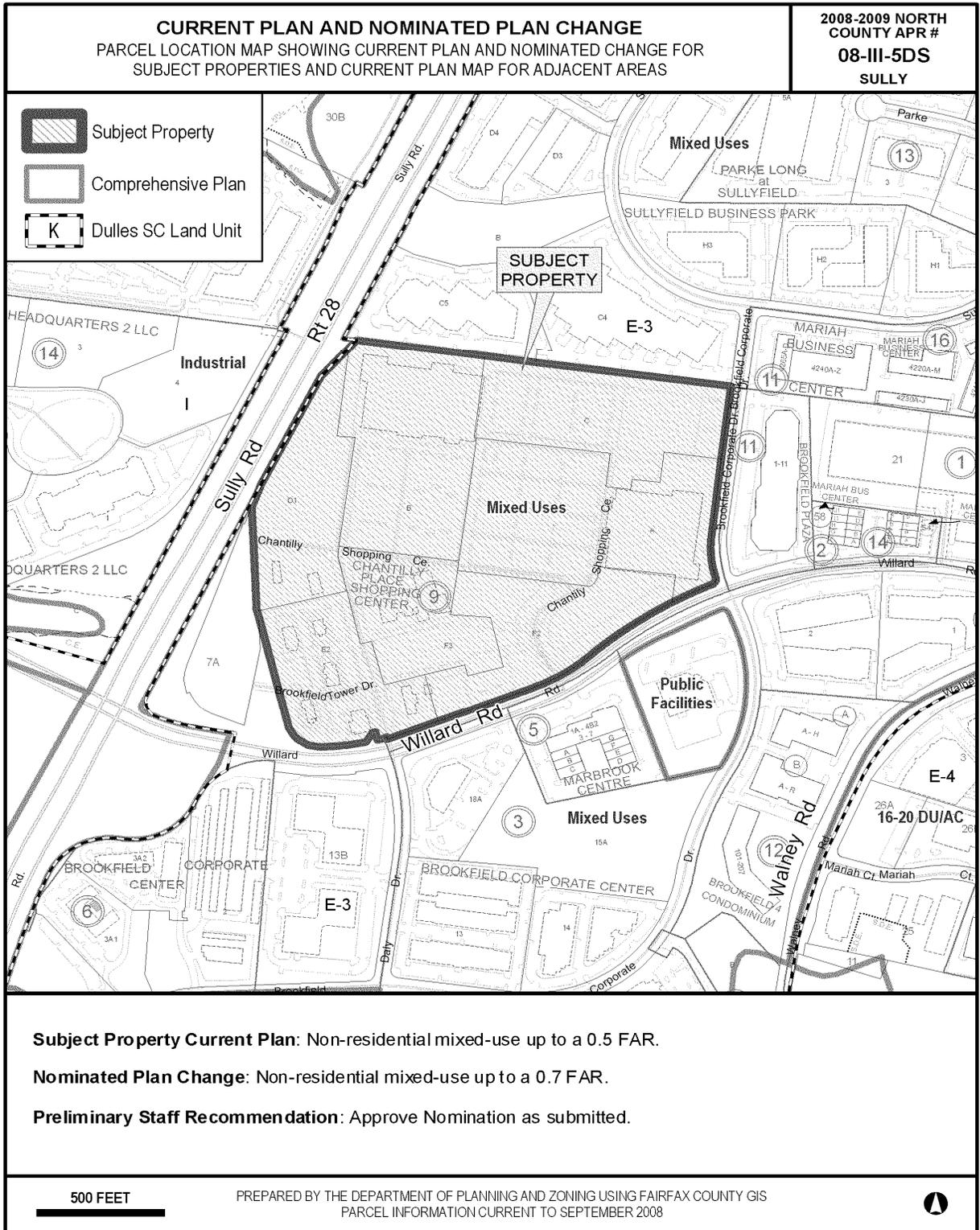
**PROPOSED PLAN AMENDMENT:** Increase non-residential mixed-use development to .70 FAR.

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**SUMMARY OF STAFF RECOMMENDATION**

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

The proposed nomination is requesting an increase of the FAR to a maximum of .70. Existing development contains 425,785 sf of useable space at .19 FAR. A 1998 rezoning allows for a maximum of 774,861 sf of office (15%), hotel (33%), and retail space (45%), at a .35 FAR. The current Comprehensive Plan permits the site to build up to 1,107,000 sf at .50 FAR. The Plan lacks land use specificity, which allows the developer great flexibility. Therefore, staff does not support this nomination to amend the Comprehensive Plan.



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## ISSUES & BACKGROUND

### Land Use

- In 1998, the Board of Supervisors (BOS) approved APR # 98-III-5BR. This amended the Plan from community serving retail shopping center up to .35 FAR to mixed use up to .50 FAR (office, retail, exhibition center, and hotel uses).
- On June 8, 1998, the BOS approved Special Exception Application Number SEA 88-S-077-3 (concurrent with PCA 88-S-026-2) for a service station/mini-mart and car wash, five to six fast food restaurants with drive-thru windows, one to two drive-thru banks, one to two hotels and an increase in building height to 75 feet. This will result 116,229 sf of office; 378,632 sf of retail; and 280,000 sf of hotel space; for a total of 774,861 sf at a maximum FAR of 0.35.
- The current Plan allows for (approximately) 407,000 sf of office space; 500,000 sf of retail space; and 200,000 sf of hotel space; for a total 1,107,000 sf at a maximum FAR of 0.50.
- The applicant is requesting to increase the maximum FAR to 0.70. This will result in a mixture of: 850,000 sf (55%) of office space; 500,000 sf (32%) of retail space; and 200,000 sf (13%) of hotel space with 400 rooms; for a total of 1,550,000 sf of development. *Please refer to attachment I for land use table.*
- The applicant has not identified how the potential transportation impacts will be addressed.
- A past concern for the subject property has been that the overall site is being developed in a piecemeal fashion with little physical integration of the uses. The applicant should address the necessity of making comprehensive and functional pedestrian, automotive, and land use connections for any future development.
- Existing uses surrounding the subject parcel include a vacant parcel to the immediate west, planned for retail; office, industrial/flex and self storage warehouse, and hotel to the south; industrial/flex to the east; office and industrial/flex to the north.

### 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 estimates indicate that overall daily trips and total peak hour trips are *increased significantly* with the proposed amendment compared to the current Plan, and the increased trips would have an adverse impact upon the surrounding roadway network. *Please refer to Attachment II for trip generation table.*
- 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.
- There is specific Comprehensive Plan language for Land Unit E-3 that indicates access to

this land unit should be oriented to existing roadways that intersect Route 28. The Transportation Plan Map indicates that Route 28 should be improved to a ten-lane arterial (including HOV lanes). The Countywide Trails Plan indicates that major paved trails should be constructed along Route 28 and Willard Road, and 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 E-3 that indicates that if future studies determine that right-of-way is needed to facilitate development of an integrated transit system for the Dulles Suburban Center, then the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate. Currently, there are no definitive plans or funding allocated for such an integrated transit system. However, development should accommodate the provision of transit in the future.
- Transportation issues associated with any development of the subject parcels, particularly those associated with access will need to be adequately addressed by a detailed traffic impact study. Roadway improvements to accommodate development beyond what is currently allowed may be needed to offset traffic impacts. Dedication of right-of-way for trail, sidewalk, roadway improvements and widening and associated easements may be required. Site entrance improvements may be needed. There is a potential need for an additional lane across the Willard Road frontage and to improve access to Route 28 from Willard Road. 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 49.50 acres of land east of the Route 28 Corridor. The nomination seeks a mix of uses one of which is hotel. As a noise sensitive use, a hotel immediately adjacent to Sully Road (Route 28) may require mitigation measures.
- Heights of buildings may be affected by this site's proximity to the Dulles Airport. Airport safety zone requirements are regulated by the FAA.

#### Parks & Recreation

- As identified in the Comprehensive Plan, existing public park and recreation facilities are very 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 provisions 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**

**APR # 08-III-5DS - Chantilly Place Shopping Center - Dulles Expo Center**

	Existing	Rezoning *	Comp Plan	APR
Office		116,229 sf (15%)	407,000 sf (37%)	850,000 sf (55%)
Retail	287,792 sf (67%)	378,632 sf (48%)	500,000 sf (45%)	500,000 sf (32%)
Hotel	137,993 sf (33%)	280,000 (37%)	200,000 sf (18%)	200,000 sf (13%)
<b>Total</b>	<b>425,785 sf</b>	<b>774,861 sf</b>	<b>1,107,000 sf</b>	<b>1,550,000 sf</b>
FAR	.19 FAR	.35 FAR	.50 FAR	.70 FAR

\* PCA 88-S-026-02 & SEA 88-S-077-03

FCDPZ: January 13, 2009

**Attachment II**

**Trip Generation Estimates for APR 08-III-5DS  
Sully District**

**Existing Development**

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	0	0	0	0	0	0
Retail (820)	287,792	175	112	633	659	13,500
Hotel (310)	275	<u>87</u>	<u>56</u>	<u>86</u>	<u>76</u>	<u>2,088</u>
<b>Total</b>		<b>263</b>	<b>168</b>	<b>719</b>	<b>735</b>	<b>15,588</b>

**Current Zoning**

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	116,229	186	25	36	173	1,498
Retail (820)	378,632	206	132	761	792	16,135
Hotel (310)	560	<u>211</u>	<u>135</u>	<u>175</u>	<u>155</u>	<u>4,639</u>
<b>Total</b>		<b>603</b>	<b>292</b>	<b>971</b>	<b>1,120</b>	<b>22,272</b>

**Current Comprehensive Plan**

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	407,000	507	69	91	444	3,932
Retail (820)	500,000	243	155	916	954	19,332
Hotel (310)	400	<u>139</u>	<u>89</u>	<u>125</u>	<u>111</u>	<u>3,207</u>
<b>Total</b>		<b>889</b>	<b>313</b>	<b>1,132</b>	<b>1,508</b>	<b>26,470</b>

**Proposed Amendment**

Development Type	Sq Ft/Units	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	850,000	914	125	175	856	6,932
Retail (820)	500,000	243	155	916	954	19,332
Hotel (310)	400	<u>139</u>	<u>89</u>	<u>125</u>	<u>111</u>	<u>3,207</u>
<b>Total</b>		<b>1,296</b>	<b>369</b>	<b>1,217</b>	<b>1,920</b>	<b>29,470</b>

<b>Net Impact of Proposed Amendment Above Existing</b>	1,034	201	498	1,185	<b>13,882</b>
<b>Net Impact of Proposed Amendment Above Zoning</b>	693	77	245	800	<b>7,198</b>
<b>Net Impact of Proposed Amendment Above Comp Plan</b>	407	56	84	412	<b>3,000</b>

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

<sup>2)</sup> Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of transit.