

**PRELIMINARY
STAFF REPORT
2008 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Sully **APR ITEM:** 08-III-7DS

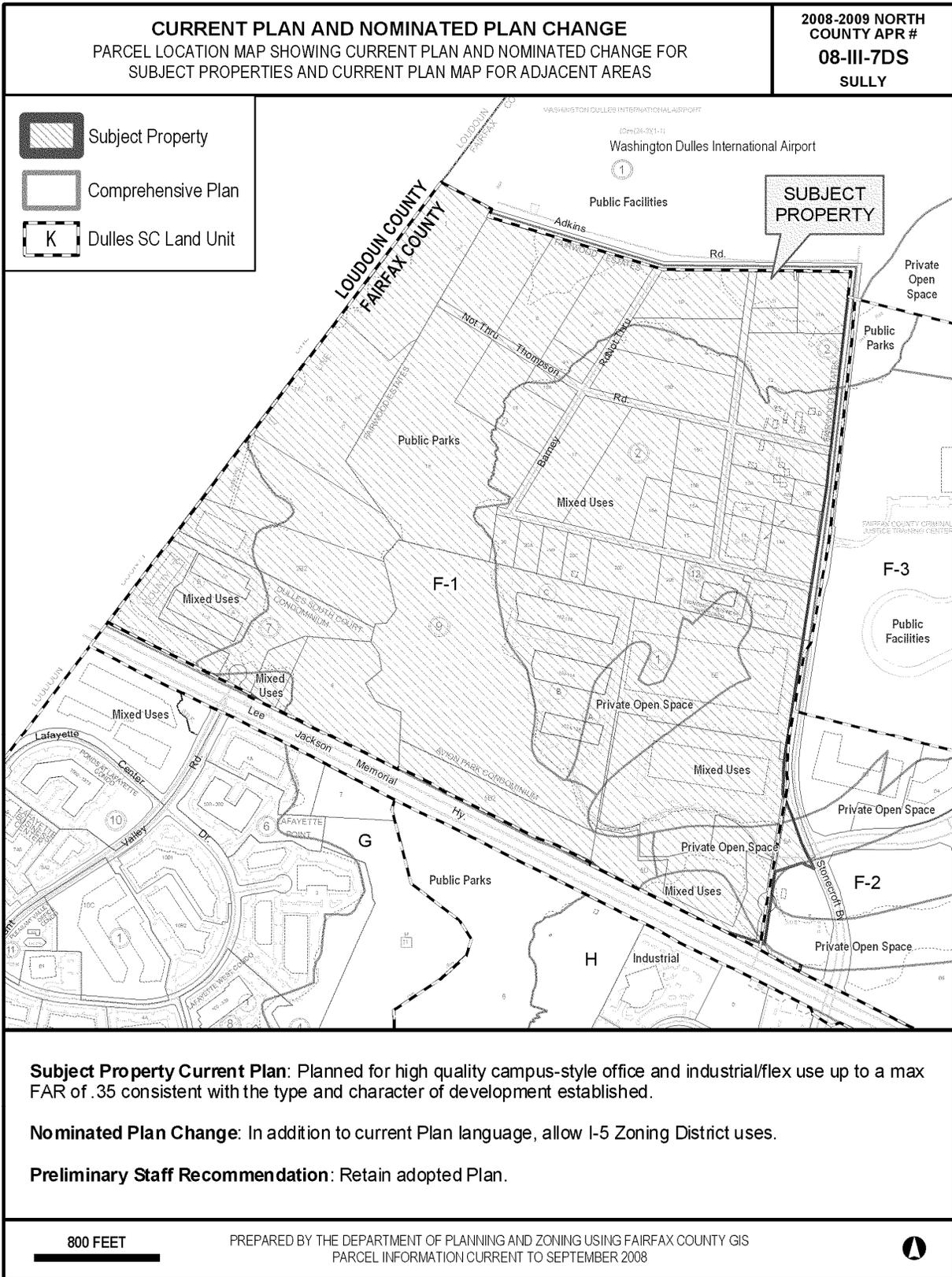
NOMINATOR(S): William McCauley Arnold
ACREAGE: 265 Acres
TAX MAP I.D. NUMBER(S): 23-4((1))1; 33-2((1))1, 2B2, 2C, 3, 4, 5B2, 5D, 5E, 5F, 13; 33-2((2))7-9, 9A, 10, 10A, 10B, 11, 11B, 12, 13, 13A, 13C, 14, 14A, 15, 15A, 15B, 15C, 16, 16A, 17, 18, 18A, 19, 20, 20A, 20B, 20C, 20D, 20E, 21; 33-2((7))(A) All; 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 Stonecroft Boulevard.
PLANNING AREA(S): 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 Park, Private Open Space
ADOPTED PLAN TEXT: 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. As an option, hotel and cultural facilities are alternative uses.
For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3>
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
- Approve Staff Alternative
- Retain Adopted Plan

The current Plan allows for industrial uses within the character of the area. The Plan encourages consolidation to implement the vision for this which is to develop with “high quality campus-style office and industrial/flex.”

Staff does not support this nomination to allow additional heavy industrial uses, since these uses are not compatible with the Plan's envisioned character for the land unit. In addition, the proposed intensity of .50 FAR will increase the potential build-out by an additional 1,731,510 square feet. This will result in an increase of 8,588 trips generated onto heavily traveled roadways in the area. Thus, the proposed nomination would require a Chapter 527 review be completed to analyze the additional volume in traffic



ISSUES & BACKGROUND

Land Use

- This proposal is requesting to amend the Plan text to allow heavy industrial uses and an increase to .50 FAR throughout the land unit. The Comprehensive Plan currently allows for high quality campus-style office park at a maximum FAR of .35, consistent with the type and character of development established in adjoining land units. 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.
- The subject area is home to several large industrial/flex facilities along Jefferson-Lee Memorial Highway, with numerous vacant parcels and open storage sites in the northern half.
- Existing uses surrounding the subject area include the Washington-Dulles International Airport to the north; the Fairfax County Criminal Justice Training Center and the Avion corporate office park to the east; the Chantilly Auto Park to the south; and some warehousing, auto dealerships, and vacant land to the west in Loudoun County.

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 (*refer to attachment 1*) estimates indicate 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. Please note that the attached trip generation estimates assume the Industrial Park (130) type offices and if more traditional type offices are planned the number of trips could increase significantly. More specifically regarding the planned uses will be required for the associated traffic impact study.
- 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.”

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- Per the attached Trip Generation table, 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.*
 - The Transportation Plan Map indicates that Route 50 should be widened to six lanes. The County Trails Plan indicates that major paved trails should be constructed along both sides of Route 50 and along the east side of Stonecroft Boulevard. An On-road Bike Trail should also be constructed along Route 50, and a new major paved trail/stream valley trail through the subject property is also shown on the County Trails Plan.
 - There is Comprehensive Plan language that indicates that a commuter parking lot served by transit may be appropriate for this area, and there is a general need for space in this area of the County for such facilities. There is also Comprehensive Plan language that indicates that if future studies determine that right-of-way is needed in Land Unit F-1 to facilitate development of an integrated transit system for the Dulles Suburban Center, then the needed right-of-way should be provide 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 the 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 trails, 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, safety issues, and transit amenities and TDM measures should be addressed.

Environment

- This nomination comprises approximately 265 acres of land in western Fairfax County. The Cub Run stream valley and its associated tributaries traverse this property from north to south. This stream valley corridor affects approximately 102 acres of the nomination. The stream valley is a valuable natural resource which is protected under the County's Environmental quality Corridor (EQC) policy which is a policy of the County's Comprehensive Plan. In addition, the stream valley is also protected as a Resource Protection Area (RPA) under the County's Chesapeake Bay Preservation Ordinance (CBPO) which is a regulatory protection of the County Code. Development is prohibited in this EQC/RPA. Because this feature affects such a significant portion of the subject nomination, the intensity proposed for this nomination may not be realistically achievable.

Attachment I

**Trip Generation Estimates for APR 08-III-7DS
Sully District**

Current Comprehensive Plan

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Industrial Park (130) @ .35 FAR	4,040,190	1,710	375	671	2,524	21,535

Proposed Amendment

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average Daily
		In	Out	In	Out	
Industrial Park (130) @ .50 FAR	5,771,700	2,250	494	951	3,577	30,123

Net Impact of Proposed Amendment Above Comp Plan		540	119	280	1,053	Trips 8,588
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- 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, internal capture, or traffic reductions as a result of transit.