PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2014-III-DS2
January 29, 2015

GENERAL LOCATION: South of Chantilly Crossing Lane, East of Lee Road, West of the Chantilly Crossing shopping center and Route 28.

SUPERVISOR DISTRICT: Sully

PLANNING AREA: Area III

PLANNING DISTRICT: Bull Run

SUB-DISTRICT DESIGNATION:
Dulles Suburban Center, Land Unit I

PARCEL LOCATION: 34-3 ((13)) 3

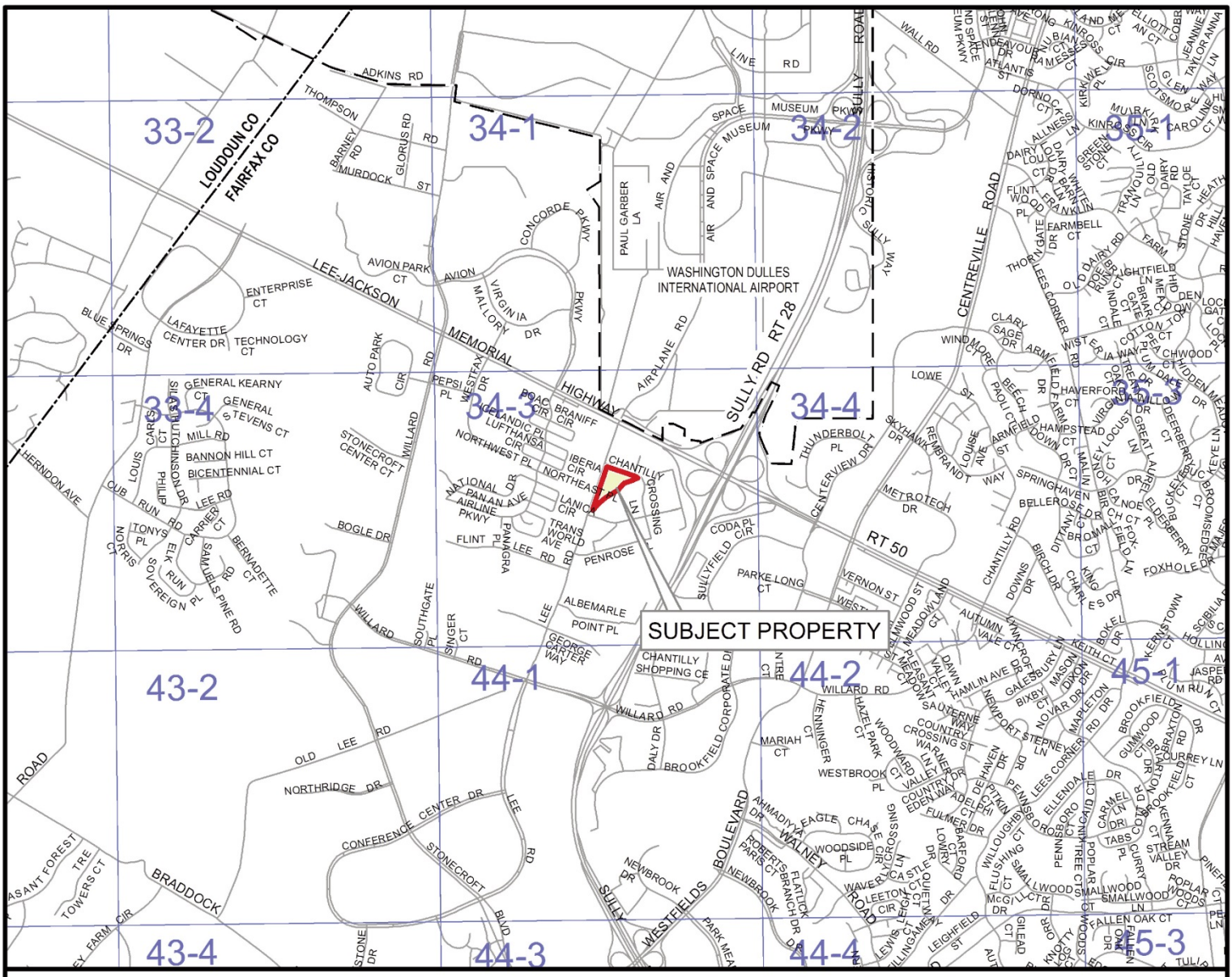
PLANNING COMMISSION PUBLIC HEARING:
Thursday February 12, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday March 24, 2015 @ **4:30 PM**

PLANNING STAFF <u>DOES</u> RECOMMEND THIS ITEM FOR PLAN AMENDMENT

For additional information about this amendment call (703) 324-1380.

Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.

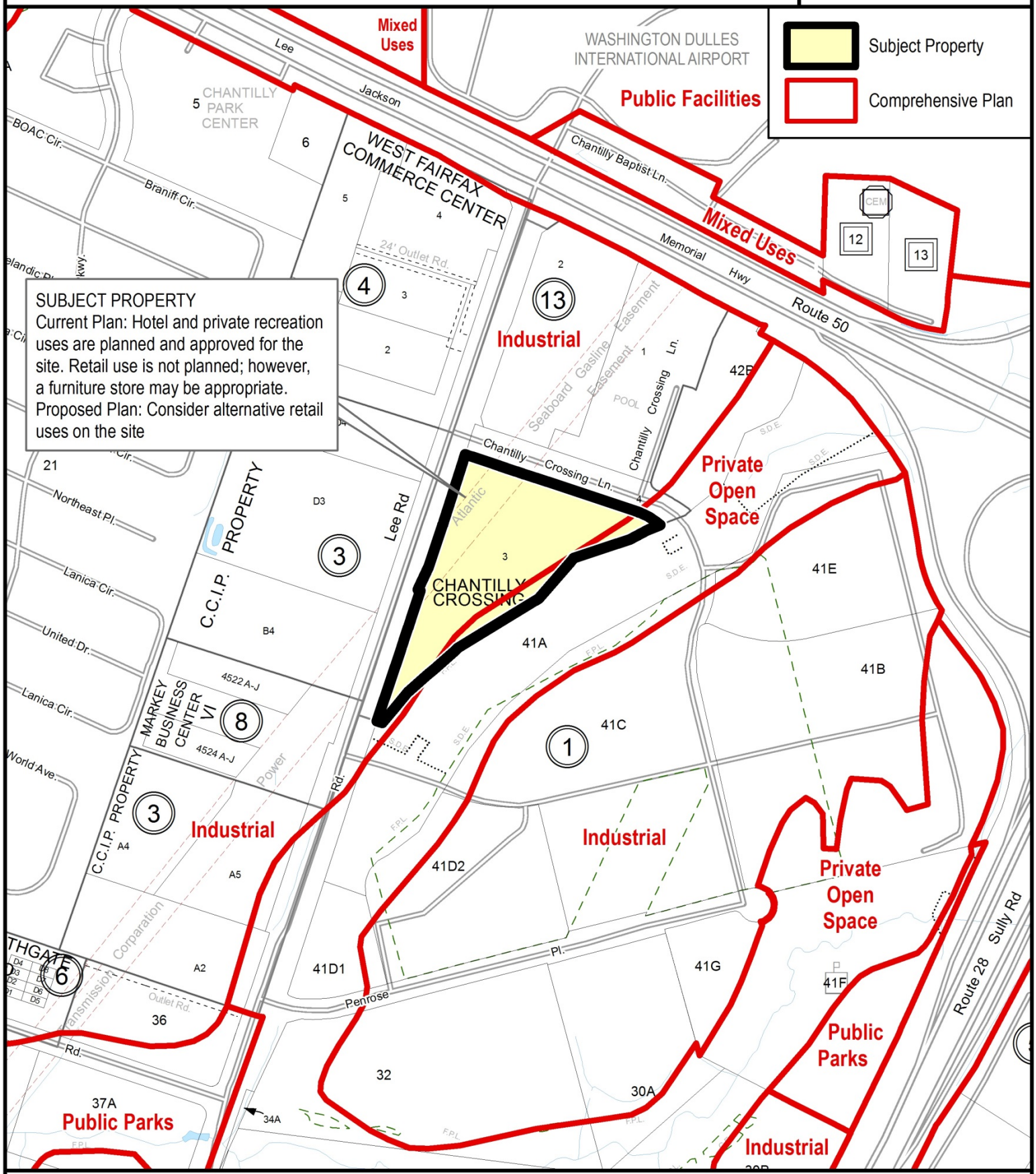


PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Dulles Suburban Center, Land Unit I, Marlo Site Plan Amendment

CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM: 2014-III-DS2
January 29, 2015



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO DECEMBER 2015
G:\projects\ocp\pd\OTPA_GRAPHICS - Dulles Suburban Center, Land Unit I, Marlo Site Plan Amendment

STAFF REPORT FOR PLAN AMENDMENT 2014-III-DS2

BACKGROUND

On July 29, 2014, the Board of Supervisors (Board) authorized Plan Amendment (PA) 2014-III-DS2 for Tax Map Parcel 34-3 ((13)) 03, located at the intersection of Lee Road and Chantilly Crossing Lane. The authorization directed staff to evaluate a Comprehensive Plan Amendment to consider alternative retail uses for the site.

The five acre subject area, Tax Map parcel 34-3 ((13)) 03, is located within Land Unit I of the Dulles Suburban Center, south of the intersection of Chantilly Crossing Lane and Lee Road. The site is currently vacant and lies just northwest of the Chantilly Crossing Shopping Center. The subject area is surrounded by retail, hotel, industrial and industrial flex/office space uses.

For Land Unit I, the Comprehensive Plan ("Plan") recommends light industrial and industrial/flex uses at an intensity up to .35 FAR, with options for retail, restaurant and recreational uses at an intensity up to .25 FAR. The subject site is approved for a furniture store, reflecting an option under the adopted plan.

CHARACTER OF THE AREA

The greater Dulles Suburban Area is planned to encourage national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Washington Dulles International Airport and surrounding suburban area, and the metropolitan region.

Land Unit I, within the Dulles Suburban Area, is planned and developed with a combination of big box retail, restaurants, light industrial uses, hotel and smaller flex space/office uses. Land Unit I offers sit-down restaurants, a Target superstore and a Costco, banks as well as office uses. Land Unit I consists of approximately 170 acres, and almost all of the land in the land unit has been developed.

The land unit is adjacent to a number of industrial and flex office spaces across Lee Road on its western border. The area in the vicinity of the subject property is predominately utilized for employment and retail uses.

PLANNING HISTORY

The Board of Supervisors adopted the current Dulles Suburban Center Plan in March 1993. The current Plan text for Land Unit I pertaining to industrial development was added to the Plan at that time.

In December 1994, the Board approved APR Item #94-III-7BR which amended the Plan to expand the development options for Land Unit I by recommending retail, restaurant and

recreational uses up to .25 FAR, under certain conditions.

Industrial uses were still the predominate use in this area until 1996, when this area was approved for rezoning of the I district to a C-8 district (RZ 95-Y-016), following APR#94-III-7BR. These re-planning and rezoning actions, and subsequent Proffer Condition and Special Exception applications, laid the foundation for the mixture of retail, hotel and commercial office uses that exist on the site today.

In February 2003, the Board approved Plan Amendment SO2-III-BR1, which established the planning language restricting retail use to a furniture store under certain conditions for the subject property.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, Amended through 4-29-2014, Dulles Suburban Center, Land Unit I, pages 137-139:

"Land Use

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.

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 also 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 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 north 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 use; and

• Provide a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site.

PROPOSED PLAN AMENDMENT

The subject area is currently planned for hotel and private recreation uses. The Plan further states that retail use is not planned for this site; however, a furniture store use may be appropriate under certain conditions. The proposed Plan amendment would consider alternative retail uses on the site.

ANALYSIS

The proposed Plan amendment has been evaluated with respect to potential impacts related to land use compatibility, transportation, schools, parks and recreation, and the environment.

Land Use

The subject property consists of a vacant 5-acre triangular parcel. The current Plan text considered opportunities at this location and the needs of the area to balance the retail mix in the land unit. The proposed Plan amendment presents an opportunity to activate an underutilized property within an existing shopping center. Since the adoption of the 1994 Plan Amendment (APR 94-III-7BR) which re-planned the larger Chantilly Shopping Center site from industrial uses to commercial uses, Land Unit I has developed predominately with retail and commercial uses including; large and small retail shopping centers, a hotel, multiple restaurants and

commercial pad sites. Planning for retail development, other than a furniture store on the site would be compatible with the existing retail character of the adjacent properties and with the development of Land Unit I.

Transportation

The Fairfax County Transportation Plan Map recommends that Lee Road be widened to four lanes from Willard Road to Route 50. While Lee Road is already four lanes at the proposed site, it should be noted, that Lee Road's traffic demand will increase with the added capacity south of the site. The Virginia Department of Transportation (VDOT) has begun construction on the last section of Lee Road that needs to be widened. The Fairfax County Transportation Plan Map also recommends that Route 50 be widened to six lanes from the Loudoun County Line to Lee Road. This project is also currently under construction. Project completion for the project is scheduled for November 2015. This widening will increase the number of vehicles able to access the site, potentially increasing the existing congestion at the intersection of Chantilly Crossing Lane and Lee Road.

The Fairfax County Countywide Trails Plan recommends a major paved trail on the east side of Lee Road along the site, and The Connector Route 650 operates on Lee Road on weekdays, with service to and from the Vienna Metro station.

To assess the potential traffic impacts of allowing for alternative retail uses on the subject property and to inform any future development applications, the Fairfax County Department of Transportation (FCDOT) examined five other possible retail uses in addition to the planned furniture store use, and their vehicle trip generation rates. The five retail uses that were examined included a daycare, one sit down restaurant, a shopping center, a layout with two pad site restaurants, and a mini-warehouse storage facility.

As shown in the table in Attachment I, the different land uses have varying impacts on trip generation.

The FCDOT offers the following comments regarding PA 2014-III-DS2:

- This site has challenging access points. The only access available to the site is from Chantilly Crossing Lane. There are two existing access points set up for the site, creating four legged intersections with the site across Chantilly Crossing Lane. Adding additional trips to Chantilly Crossing Lane could be problematic in either of the peak periods.

- The left turn from Lee Road onto Chantilly Crossing Lane is currently metered by the signal at Lee Road and Route 50. With the possibility of additional right turning vehicles from Route 50, the storage capacity of the turn bay could be exceeded. There is no ability to extend the bay, as the left turn bay for Lee Road onto Route 50 begins where the left turn bay to Chantilly Crossing Road ends.

- There is a likelihood of poor circulation within the site, as the intersections with Chantilly

Crossing Lane are currently not four way stop controlled. Finding gaps to make a left onto Chantilly Crossing Lane may be difficult for vehicles trying to exit the site. Any future development should examine the intersection control for the two access points.

Schools

The current planned and proposed uses do not generate students.

Parks and Recreation

The existing recreational facilities are adequate to accommodate the current planned and proposed plan amendment uses. Any proposed retail uses should adhere to the condition of a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site, to be determined during the development review process.

Environment

Within the land unit, there is a 100 year floodplain, identified as Tax Map 34-3((1)) 0041A. This floodplain traverses Land Unit I diagonally from northeast to southwest and is immediately adjacent to the east of the subject parcel. In the Plan, this 100 year floodplain is identified as an Environmental Quality Corridor (EQC). A stormwater management pond exists within this floodplain, which was approved by the Board of Supervisors on August 5, 1996 subject to RZ 1995 -Y-016 for a larger tract of land which included the subject property.

Tax Map 34-3((1)) 0041A still serves a water quality benefit within the Cub Run watershed and it could provide an even greater water quality benefit if the floodplain/EQC were the subject of an appropriate and strategic native plant restoration plan.

There is also a Chesapeake Bay Preservation Area (RPA), which is a portion of the Cub Run stream valley and runs through the southern end of the land unit, south of Penrose Place.

In addition, according to the Fairfax County Urban Forestry Management Division (UFMD), the site appears to have been previously cleared for the construction of the adjacent stormwater management facility and only contains herbaceous vegetation. Since the site only contains herbaceous vegetation and will not include any tree preservation, staff feels it is important to have high quality landscaping that is primarily native to the Middle Atlantic region installed with the site plan for any retail development.

CONCLUSION

Opportunities for alternative retail uses on the site should be provided. The restriction limiting retail development on the subject property to a furniture store should be expanded as proposed to include additional opportunities for retail use while retaining the existing Plan conditions for development on this site. The existing condition that drive through and/or fast food restaurants are not appropriate at this location is re-stated for clarity.

Retail development options for the subject property would align with the existing character of development within the land unit. Additional flexibility for retail uses at this site could potentially activate a highly visible vacant site, provided that issues related to access and transportation are resolved.

RECOMMENDATION

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 ~~strikethrough~~.

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through 10-28-2014, Land Unit I, Land Use Recommendation #1, page 138-140:

"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.

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 also be appropriate north of the EQC. With the exception of Tax Map Parcel 34-3 ((13)) 3, 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 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 north of the EQC; however, ~~a furniture store~~ retail uses may be appropriate as an alternative to the hotel and private recreation uses that are planned ~~and approved~~ for Tax Map Parcel 34-3 ((13)) 3 ~~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;
- Drive through and/or fast food restaurants are not appropriate;
- Provide signage that avoids the appearance of strip retail use; and
- Provide a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site."

LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map would not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map would not change.

ATTACHMENT 1

Trip Generation Estimates for (PA) 2014IIIDS2

Scenario	Square Feet	Daily	AM Peak Hour	PM Peak Hour
			Total	Total
Base Plan				
Furniture Store	67,500	342	11	30
Tested Uses				
Day Care Center	9,200	681	112	114
Net increase over Base Plan		340	44	83
Sit-Down Restaurant	6,250	795	68	62
Net increase over Base Plan		453	56	31
Mini-Warehouse *(by special exception)*	67500	169	19	20
Net Increase over Base Plan		-173	7	-11
Shopping Center	67500	2882	65	250
Net increase over Base Plan		2541	53	220
2 Pad Site restaurants	6250 each	906	112	62
Net increase over Base Plan		565	101	32