

**PRELIMINARY
STAFF REPORT
2004 AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): SULLY

APR ITEM(S) : 04-III-1DS

NOMINATOR(S): David L. Lause

ACREAGE: 19.28 Acres

TAX MAP I.D. NUMBERS: 34-3((1))30A, 30B, 32

GENERAL LOCATION: SE quadrant of intersection of Lee Rd. and Penrose Pl.

PLANNING AREA(S): III

District(s): Bull Run

Sector: Upper Cub Run (BR2), Flatlick (BR3)

Special Area(s): Dulles Suburban Center (Land Unit I)

ADOPTED PLAN MAP: Industrial, private open space

ADOPTED PLAN TEXT: Industrial/ industrial/flex up to .35 FAR. Option: hotel and/or mix of office & industrial/flex.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.htm>
<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf>
Land Unit I

PROPOSED PLAN AMENDMENT: South of Penrose Place and North of Schneider Branch: mix of uses up to .30 FAR, office/educational use/conference center (27%); retail/restaurants/recreation/service uses (73%)

CRITICAL ISSUES:

Clarification of proposed development from nominator: In a letter of clarification, the nominator provided the following information. It appears that the types of uses requested are more limited than those listed in the nomination and this point needs to be confirmed by the nominator.

- Proposes approximately 140,000 sq. ft. of retail use, including two 6000 sq. ft. pad sites for restaurants (sit-down, fast service establishments);
- Up to 12,000 sq. ft. office building (multi-story), including 2000-4000 sq. ft. banking/financial establishment;
- 35,000 sq. ft. for indoor recreational facilities such as a health club;
- Up to 68,000 sq. ft. of office space and college campus/conference center.

Planned retail use in Land Unit I:

The nomination proposes to be subject to the same performance criteria that apply for retail use north of Penrose Place which are listed below. However, the nomination asks for .30 FAR which exceeds the .25 FAR found in the existing conditions found in the Plan, summarized below:

- Limited to .25 FAR;
- Preservation of environmental quality corridors plus additional open space up to 33 % of site;
- Access limited to Lee Rd. and Penrose Place;
- Must demonstrate that new development does not impede traffic flow on Route 50 or the Route 50/Route 28 interchange;
- Limited to four freestanding pad sites.

Nomination proposes to expand retail use south of Penrose Place, in contradiction of current planned limitations on retail use:

Retail nodes are identified in the Plan, such as Sully Plaza and Sully Place. Land Unit I is planned for a balanced mix of tourist and employment uses to complement and support the museum and the airport. Retail use was added in recent years, but only in a limited area with Penrose Place as the southern boundary. The intent was to avoid the proliferation of uncoordinated retail uses along the arterials in this area. This nomination proposes to expand the land area planned for retail use south of Penrose Place between Lee Road and Route 28.

Environmental constraints:

- RPAs: The site has extensive Resource Protection Areas (RPA), as defined by Virginia's Chesapeake Bay Preservation Act and the County's Chesapeake Bay Preservation Ordinance. The RPA includes 100-year floodplain and other environmentally sensitive areas that are not buildable.

- Hydric soils: The site has areas of hydric soils which extend beyond the RPA and may indicate the presence of wetlands.

“Gateway”: The nomination calls the Route50/Route28 interchange a “gateway” but this concept does not appear in Land Unit I. Although part of the site may be visible from Route 28, the subject property has no access to Route 28 or Route 50.

Performance-based strategy for optional uses:

Fairfax County Comprehensive Plan, Area III, Dulles Suburban Center, Page 21, Development Elements: Transportation:

“In order for an optional use to be considered for approval, the applicant must meet the following applicable criteria for trip generation:

- For all options, the proposed use and intensity will have lesser peak-hour traffic impacts than would occur if the site were to be developed at the maximum intensity allowed in the baseline Plan recommendation. ...”

Development potential (based on existing zoning) in the Dulles Suburban Center is far in excess of the capacity of the planned road network. Because of this known imbalance, the Dulles Suburban Center Plan has a performance-based strategy that allows optional uses that will generate fewer peak-hour trips than are generated by base-line development in a given land unit. The nomination proposes uses that significantly exceed the trip generation of the baseline light industrial use and, therefore, these uses do not meet the performance-based standard.

Transportation issues:

Trip generation is calculated based on the baseline planned use, not the existing zoning potential, as explained above. The nomination could result in higher traffic generating uses on the subject property that could adversely impact the surrounding roadway network. Compared with the currently planned industrial use, the proposed retail uses would result in sizeable increases in trips in and out of the site during peak hours and on an average daily basis. The proposal for office use and retail use could increase daily trips and the PM peak hour trips versus the planned industrial uses. The addition of two 6000 sq. ft. restaurants to the retail use would add even more traffic.

PRELIMINARY STAFF RECOMMENDATION

_____ Approve Nomination as submitted

_____ Approve Staff Alternative

 X Retain Adopted Plan

Staff recommends that the adopted Plan be retained because the proposed development would expand retail use in a land unit that is intended to predominately office and light industrial use. In addition, the proposed uses would significantly increase the trips generated over those for the light industrial uses currently planned at the baseline. The planned baseline uses in the Dulles Suburban Center Plan were established to be the most intensive, as evidenced by the performance-based strategy for optional uses. Adding recommendations that result in additional transportation impacts is counter to this policy.