



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2023-III-3UP  
November 30, 2023

**GENERAL LOCATION:** 3870 Centerview Drive,  
Chantilly, VA 20151

**SUPERVISOR DISTRICT:** Sully

**PLANNING AREA:** Area III

**PLANNING DISTRICT:** Dulles Suburban Center

**SUB-DISTRICT DESIGNATION:**

Land Unit E-1

**PARCEL LOCATION:** 34-4 ((12)) C7

**PLANNING COMMISSION PUBLIC HEARING:**

Thursday, December 14, 2023 @ 7:30 PM

**BOARD OF SUPERVISORS PUBLIC HEARING:**

Tuesday, January 23, 2024 @ 4:00 PM

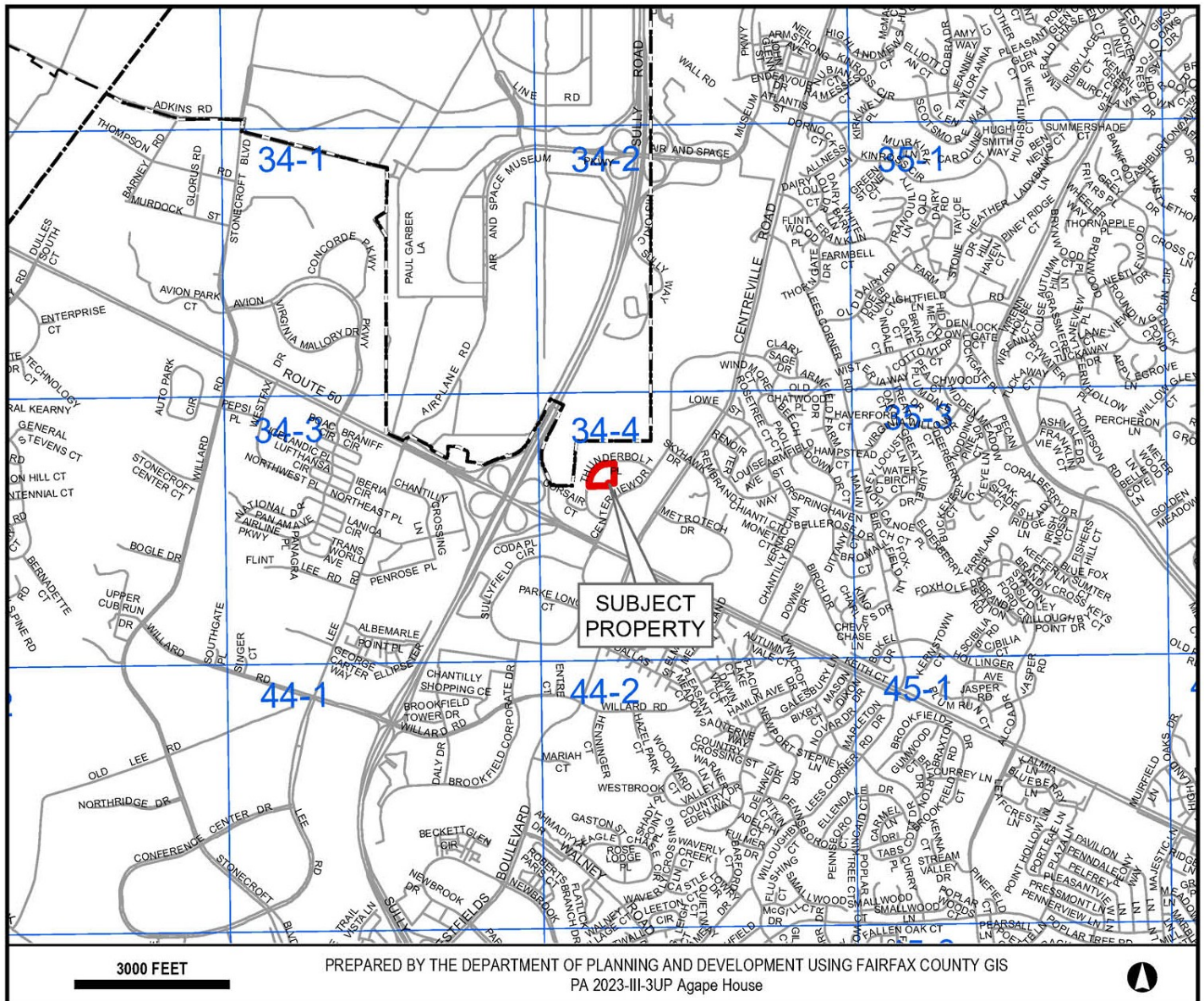
**PLANNING STAFF DOES RECOMMEND**

**THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



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



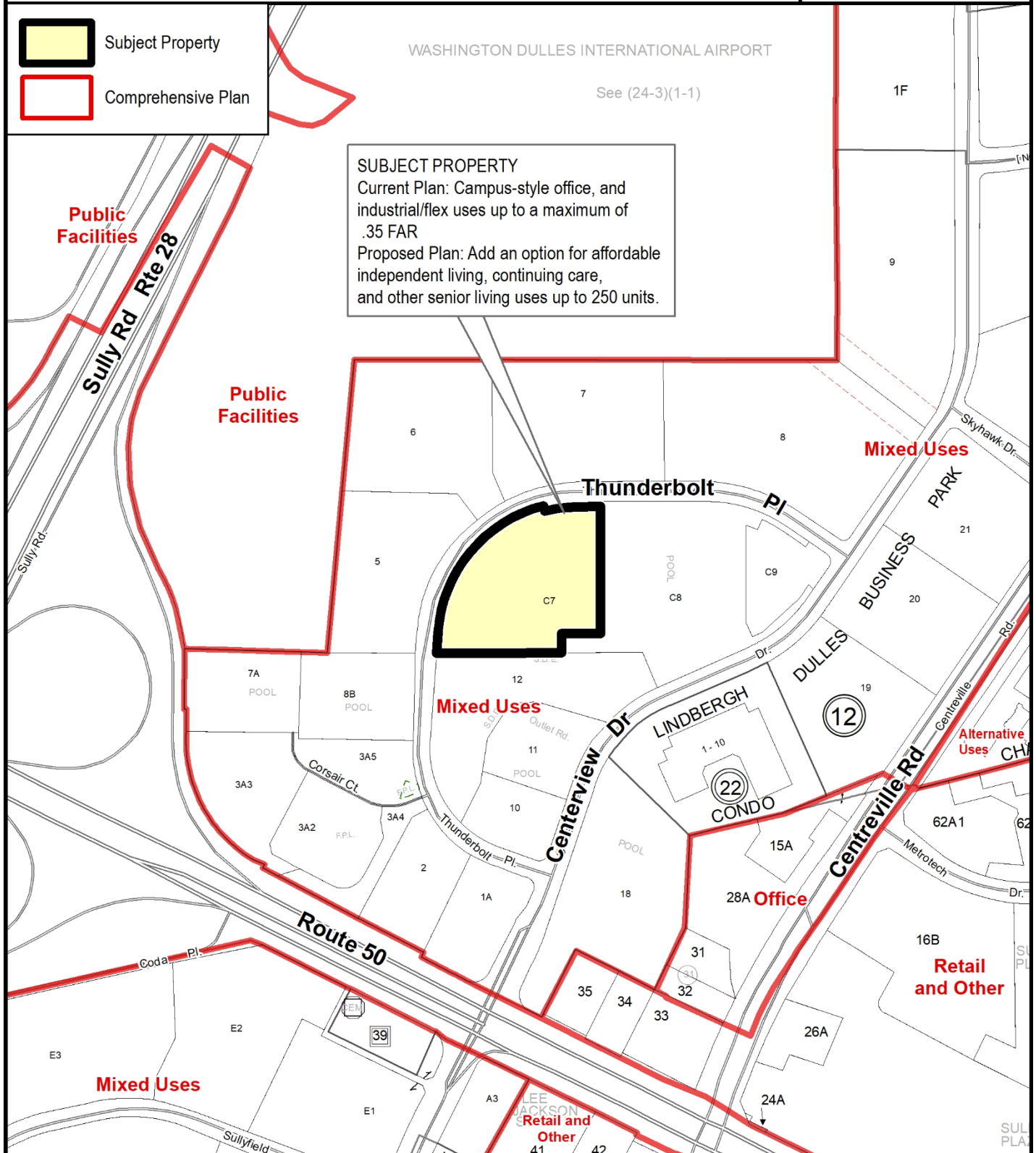
**CURRENT PLAN AND PROPOSED CHANGE**

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

**ITEM:  
PA 2023-III-3UP**

-  Subject Property
-  Comprehensive Plan

**SUBJECT PROPERTY**  
 Current Plan: Campus-style office, and industrial/flex uses up to a maximum of .35 FAR  
 Proposed Plan: Add an option for affordable independent living, continuing care, and other senior living uses up to 250 units.





## STAFF REPORT FOR PLAN AMENDMENT 2023-III-3UP

### BACKGROUND

On April 11, 2023 the Fairfax County Board of Supervisors (Board) authorized the consideration of Comprehensive Plan amendment (PA) 2023-III-3UP for 3.79 acres of vacant land located west of the intersection of Centerview Drive and Thunderbolt Place. The parcel address is 3870 Centerview Drive, Chantilly, VA 20151 [Tax Map Parcel 34-4 ((12)) C7], which is located within Land Unit E-1 of the Dulles Suburban Center. The subject site is in the Sully Supervisor District.

The adopted Plan for this area recommends campus-style office and industrial/flex uses up to a maximum of .35 FAR. The Board requested that staff evaluate a Plan amendment for an option for affordable independent living, continuing care, and/or other senior living uses, up to 250 units at 20+ dwelling units per acre (du/ac). Specific considerations included the provision of open space, onsite amenities, multimodal connections around the site, and access to services.

Review of this Plan amendment is being processed concurrently with rezoning application [RZ-2022-SU-00013](#), submitted by the property owner to rezone the property from the I-5 (General Industrial) District to the C-4 (High Intensity Office) District to accommodate 232 units of affordable independent living at 1.08 FAR. Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning application and would not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

### CHARACTER OF THE SITE

The 3.79 acre subject property is comprised of one vacant parcel in Land Unit E-1 of the Dulles Suburban Center and is planned for campus style office and industrial flex uses up to a maximum of .35 FAR to be compatible with the existing development (Figure 1). The subject site and the immediate surrounding area are zoned I-5 (General Industrial District).

The subject site is located within the DNL 60-65 dBA area of the Dulles Airport Noise Impact Area, where residential uses may be appropriate with mitigation. A portion of the site is located within the DNL 65-70 dBA area in which residential uses are not recommended and are not proposed.

There is a governing zoning approval (SEA 00-Y-017) for hotel uses that has not been constructed.

### CHARACTER OF THE AREA

The property is located in the Dulles Business Park, west of the intersection of Centerview Drive and Thunderbolt Place. The area surrounding the subject property is planned for and developed with office and industrial-flex uses. Hotels are located to the southwest, to the east, and to the south beyond an adjacent stormwater pond. To the north, the area is zoned I-5. To the west, the area is zoned I-5 and C-8. To the east and southeast, across Centerview Drive, the area is zoned I-3 and I-5. Further to the west and northwest, beyond Land Unit E-1 is the Washington Dulles International Airport property.

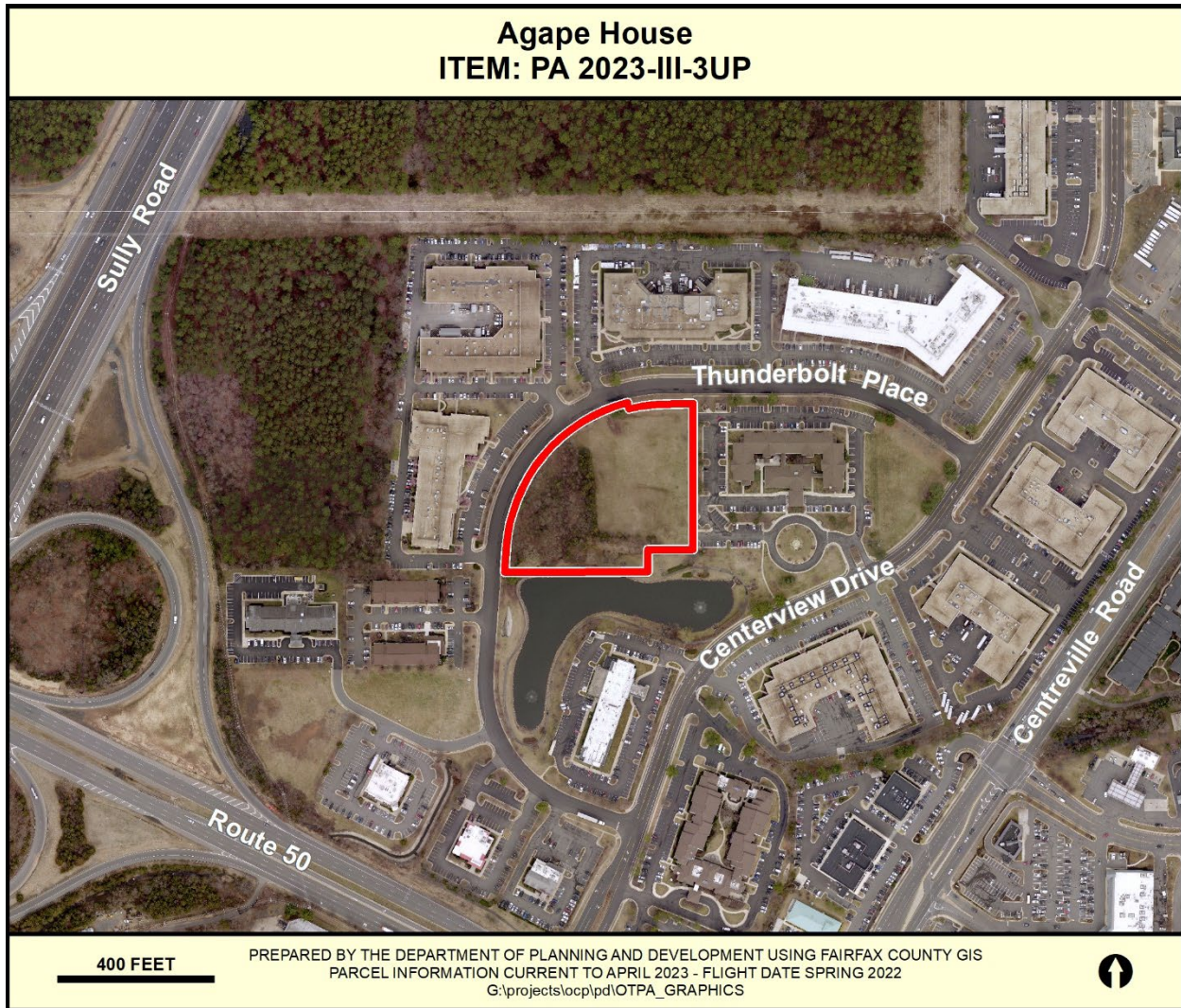


Figure 1: Aerial Map with the Subject Property

**PLANNING HISTORY**

In March 1993, the Board of Supervisors adopted the Dulles Suburban Center Plan; the Dulles Suburban Center was approximately 6,644 acres located in western Fairfax County, adjacent to the Washington Dulles International Airport. A portion of the area is within the Dulles Airport Noise Impact Area.

On May 15, 2018, the Board of Supervisors adopted changes to the Comprehensive Plan for the Dulles Suburban Center (PA 2013-III-DSI) which updated Plan guidance to ensure consistency with current policy and practice, to reflect existing development and to make editorial and organizational changes. The Dulles Suburban Center expanded and is now approximately 6,661 acres.

On June 28, 2022, the Board of Supervisors adopted Comprehensive Plan Amendment 2020-CW-3CP to update Plan guidance regarding the Dulles Airport Noise Impact Area to

enhance economic development opportunities and to provide opportunities for residents to live and work in a mixed-use area. The Comprehensive Plan indicates that residential uses within the 60-65 DNL airport noise contour area may be appropriate with noise mitigation measures provided as outlined in the Plan.

### **ADOPTED COMPREHENSIVE PLAN TEXT**

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through March 21, 2023, Dulles Suburban Center Land Unit Recommendations, Land Unit E-1, Recommendations, page 93:

#### Land Use

1. This land unit, except for parcels 34-4((1))15A, 28A, 29, 31, 32, 33, 34 and 35 is planned for campus-style office, and industrial/flex use up to a maximum FAR of .35 to be compatible with existing development. Ancillary retail use up to 20 percent of the total development may be appropriate within office or industrial/flex buildings. In no event, however, should retail uses be developed as free-standing uses or as a shopping center”.

Note: To see the full text of Land Unit E-1, see Attachment I

### **PROPOSED PLAN AMENDMENT**

The Board requested that staff evaluate a Plan amendment for Tax Map Parcel 34-4 ((12)) C7 to add an option for affordable independent living, continuing care, and/or other senior living uses, up to 250 units at 20+ dwelling units per acre (du/ac). Specific considerations should include the provision of open space, onsite amenities, multimodal connections around the site, and access to services.

This Plan amendment is being considered concurrently with rezoning application RZ-2022-SU-00013 which proposes 232 units of affordable independent living at an intensity up to 1.08 FAR. The development concept submitted with the rezoning application, Figure 2, depicts how the proposed building is outside of the DNL 65-70 dBA airport noise contour. The inclusion of the development plan is for illustrative purposes and is not intended to suggest the final design which may change as a part of the rezoning and development review process.



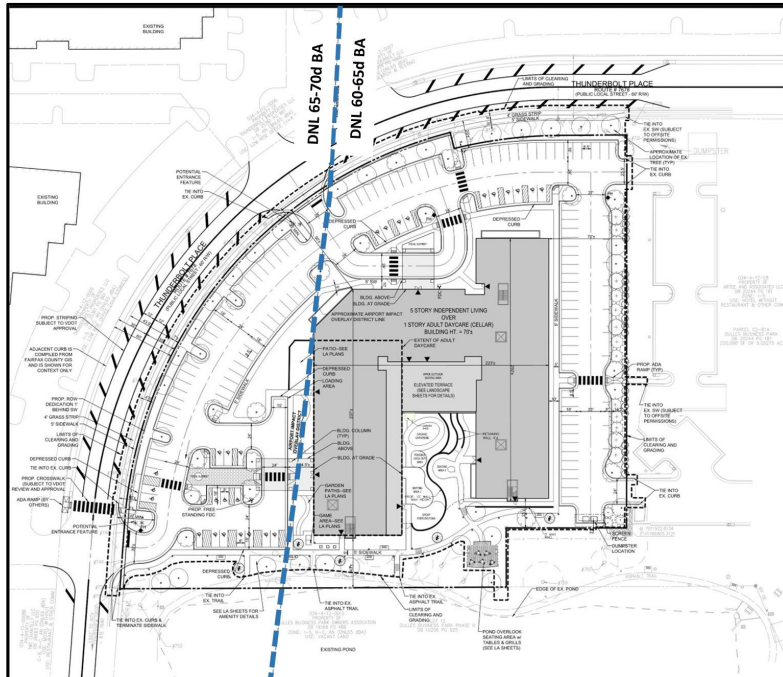


Figure 2: RZ-2022-SU-00013 Development Plan

## ANALYSIS

The proposed Plan Amendment has been evaluated for land use compatibility and potential impacts to transportation, parks, and the environment.

### Land Use

Land Unit E-1 is planned for a mix of campus-style office and industrial/flex uses up to a maximum of .35 FAR to be compatible with existing development. Ancillary retail use up to 20 percent of the total development may be appropriate within office or industrial/flex buildings. Notably, the area, along with its adjacent uses, is zoned as General Industrial (I-5). This zoning designation underscores the need for a careful and balanced approach to planning the area, ensuring that the addition of residential elements is achieved in a manner that integrates new residential uses compatibly.

The property is currently vacant and presents a potential opportunity to address the need for affordable housing for older adults. The proposed plan amendment would introduce an option for affordable independent living for older adults, up to a total of 232 units at an intensity not to exceed 1.08 FAR. Fairfax County policies support provision of affordable housing, especially for older adults. The Plan further indicates that residential development should create a high-quality living environment and be compatible with the surrounding uses in terms of uses, scale and building form, and create adequate and compatible transitions between the uses and other amenities.

The subject property is near Route 50 and provides the opportunity to access a range of community-serving retail services. These services include restaurants, banks, shopping centers, markets, and various other amenities, all of which are situated within walking distance of approximately a half-mile. The nearest residential neighborhood, comprised of a

condominium building, is located less than half-mile walking distance along Centreville Road. Thunderbolt Place currently lacks adequate sidewalks to the south of the subject property, resulting in a gap in pedestrian connectivity. The absence of sidewalks would result in longer walking distance and inconvenience for residents of the proposed development. There is also a lack of controlled crosswalks at the intersection of Centerview Drive and Thunderbolt Place. The addition of safe crosswalks would advance Comprehensive Plan goals regarding having access to services and transit within walking distance.

This plan amendment (2023-III-3UP) is being reviewed concurrently with zoning application [RZ-2022-SU-00013](#). Coordination of these two processes ensures that all the aspects of the proposed development align with the Comprehensive Plan framework and objectives. The proposed development includes onsite amenities such as adult day care flex space, an onsite pharmacy, a visiting doctor’s office, a physical therapy room, fitness and recreational areas, computer/arts rooms, conference room, and a common dining/kitchen room. The facility would maintain onsite staff to support the daily living needs of residents, including nursing, and other supervision. In addition, medical doctors will be stationed on site 2-3 times a week. Beyond these amenities, the facility will also provide a range of services including transportation options, meal services, and coordinating with third party providers for in-home care and other related medical supportive services as needed.

**Transportation**

Dulles Suburban Center guidance in the Performance Based Strategy for Optional Uses, indicates that optional uses and intensity should have lesser peak-hour traffic impact than would occur if the site were to be developed at the baseline Plan recommendation. To evaluate the potential traffic impacts of allowing residential uses on the subject property, the Fairfax County Department of Transportation (FCDOT) examined and compared vehicle trips generated by the current Comprehensive Plan for office use and compared this to the proposed plan amendment for independent living as shown in Table 1. The result shows that the proposed land use change is expected to result in a decrease in daily and peak hour vehicle trips.

**Table 1: Trip Generation Estimates for the Agape House Plan Amendment**

Development Type	Quantity	Unit	Daily	AM			PM		
				In	Out	Total	In	Out	Total
<b>Current Plan</b>									
General Office Building (710)	58,000	Sq. Ft	722	92	13	105	18	88	106
<b>Proposed Plan</b>									
Senior Adult Housing (252)	232	DU	695	15	30	45	33	25	58
<b>Net (Proposed Versus Current)</b>			<b>-27</b>	<b>-77</b>	<b>17</b>	<b>-60</b>	<b>15</b>	<b>-63</b>	<b>-48</b>

Note: Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

With regard to other modes of transportation, Fairfax County Connector bus routes serve the subject property well with transit options, such as Route 901 to the Herndon Metrorail Station and Routes 650/651/652 to the Chantilly area. It is important to maintain or establish connections to nearby bus stops, with a focus on improving the sidewalks along Thunderbolt Place to provide access to bus service. The Fairfax Countywide Trail plan recommends paved trails along Centreville Road, Route 50 and Route 28. The Bicycle Master Plan recommends shared use

paths along Route 50 and Route 28. The aim of these transportation options are to enhance and promote a sustainable and active transportation network in the area.

In summary, the subject property is situated near both bus service and active transportation facilities. Ensuring the safety, comfort, connectivity and accessibility of active transportation and bus users traveling between the subject property and nearby area should be a priority and important to consider.

## **Parks and Recreation**

The Policy Plan recognizes the need for and importance of mitigating adverse impacts to park and recreation facilities resulting from growth and development. It outlines strategies to address these impacts, including contributions, land dedication, development of facilities, and other measures. Moreover, the Parks and Recreation element of the Policy Plan includes an Urban Parks Framework which sets urban parkland standards and detailed guidance for the development of urban parks. The subject site is located within the Dulles Suburban Center; therefore, the provisions and guidelines of the Urban Parks Framework apply.

Existing nearby parks such as Sully Historic Site, Cub Run Stream Valley Park are valuable amenities for the community. However, existing parks only partially meet the park needs generated by the proposed residential development. There remains a need for additional parkland and recreational facilities to serve the growing population in the area. To enhance the quality of life for the current and future residents it is recommended that onsite amenities are provided.

This proposed development could result in the potential increase of 375 additional residents within the Upper Potomac Planning District. Identifying this increase in population, it is important to ensure that future residents have convenient access to park and recreation facilities either onsite or nearby. According to the urban parkland formula outlined in the Urban Park Framework, it is necessary to allocate about 0.6 acres of publicly accessible urban parks onsite to serve the need of the residents of the proposed development. It is strongly recommended to promote the development of urban parks like, plazas, pocket parks, common greens and recreational parks. For the proposed uses, the integration and incorporation of publicly accessible urban parks into the overall development design is crucial for offering onsite recreation amenities and will contribute to a sense of place.

## **Environment**

### Airport Noise

The Dulles Suburban Center and Land Unit E-1 are within the County-Adopted Airport Noise Contours associated with Washington Dulles International Airport. Established in 1993, these contours encompass the airport's maximum operational capacity upon full completion. Any new development should ensure that residents in their homes or other noise sensitive environments avoid noise levels exceeding DNL 45 dBA or noise more than DNL 65 dBA in the outdoor recreation areas of homes. Additionally, regarding the placement of noise-sensitive uses within DNL 60-65 dBA airport noise contours, countywide policies include specific recommendations. About one third of the subject site is within the DNL 65-70 dBA airport noise contour while the remaining two thirds are within the DNL 60-65 dBA airport noise contour (which is shown in



Figure 3). As recommended by Objective 4 of the Environment element of the Policy Plan, residential development should not occur in areas with a projected noise level above DNL 65 dBA. Residential uses in areas with noise levels between DNL 60 and 65 dBA will require structural mitigation, and interior noise within residential units should be reduced to DNL 60 dBA or lower.



Figure 3: Washington Dulles Airport Noise Contours

### Transportation-Generated Noise

Countywide policies recommend reducing human exposure to unhealthful levels of transportation-generated noise. Land Unit E-1 is close to Route 50 and Route 28, and each has the potential to create noise levels exceeding DNL 65 dBA. There may be a need for noise mitigation measures for residential uses.

### Tree Preservation

Countywide policy promotes the preservation and restoration of tree cover in new development and redevelopment projects, aiming to enhance air and water quality. Development proposals are encouraged to conserve healthy vegetation, utilize native, non-native and invasive species and employ natural landscaping techniques.

### Green Buildings

New development and redevelopment projects in a suburban center should consider the formal green building certification, utilizing the LEED rating system or an equivalent, which is recommended through the countywide policy. Also, the county wide policy recommends the integration of electric vehicle charging stations in residential developments. Furthermore, the plan highlights the importance of minimizing both short- and long-term negative environmental impacts by employing environmentally sensitive design and construction methods, specifically to reduce bird collision hazards and bird mortality.

### Water Quality and Quality Control

The subject property is located within the Cub Run Watershed; making it subject to stormwater management guidance which is outlined in the Dulles Suburban Center Areawide Recommendations and the environmental section of the Policy Plan. The Dulles Suburban Center Comprehensive Plan outlines specific storm water management strategies to be incorporated into development proposals, emphasizing the integration of low impact development (LID) techniques in stormwater design. Also, the Plan recommends that for projects exceeding one acre of disturbance, stormwater management be provided through specific criteria that must be demonstrated through development proposals. Moreover, Countywide policy promotes all new development or redevelopment proposals to adopt LID techniques as well as reduce stormwater runoff volumes and peak flows, increase groundwater recharge, increase preservation of undisturbed areas, and improve water quality.

## **CONCLUSION**

The Plan amendment considers an option for affordable independent living for older adults with conditions that encourage the creation of a high-quality living environment. As such, the proposed option should be consistent with the Performance Based Strategy for Optional Uses. This strategy indicates that development should be found to have lesser peak-hour transportation impacts than the baseline Plan and should be compatible with adjacent development.

Proposed independent living units for older adults would generate fewer vehicle trips than if the site were to develop with office uses. Enhanced and improved connectivity to the existing pedestrian network would make it safe and convenient for people to access bus service and nearby shopping opportunities. The provision of shuttle services would further ensure all-weather access to services.

Fairfax County policy supports provision of affordable housing, especially for older adults. The introduction of housing in Land-Unit E-1 should be designed to be compatible with existing and planned surrounding uses. Good design, compatible transitions and onsite amenities could achieve the compatible integration of independent living units in Land-Unit E-1.

## **RECOMMENDATION**

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through March 21, 2023, Dulles Suburban Center Land Unit Recommendations, Land Unit E-1, Recommendations, add new land unit recommendation #4, page 93:

4. Tax Map Parcel 34-4 ((12)) C7 is planned for campus-style office and industrial flex uses at .35 FAR. As an option, up to 232 affordable independent living units at an intensity of 1.08 FAR may be appropriate with the following conditions:
- Provision of compatible transitions with surrounding uses, including screening and vegetated buffers;
  - Provision of 5-foot minimum width sidewalks along Thunderbolt Place;
  - Provision of accessible trails and sidewalks for enhanced pedestrian connectivity to nearby services and transit; and
  - Creation of adequate and usable urban park space to serve and meet the needs of the area and of new residents.

Renumber subsequent recommendations.

## **COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

## **COUNTYWIDE TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.



## ATTACHMENT 1

### ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through March 21, 2023, Dulles Suburban Center Land Unit Recommendations, Land Unit E-1, Recommendations, pages 93-95:

#### “LAND UNIT E-1

##### CHARACTER

Land Unit E-1 consists of approximately 159 acres and is located in the northwest quadrant of the intersection of Route 50 and Centreville Road. It is bounded on the east by Centreville Road, Sully Historic Site on the north, Dulles Airport property and Route 28 on the west, and Route 50 on the south. The northern portion of the land unit is within the Sully Historic Overlay District (Figure 27).

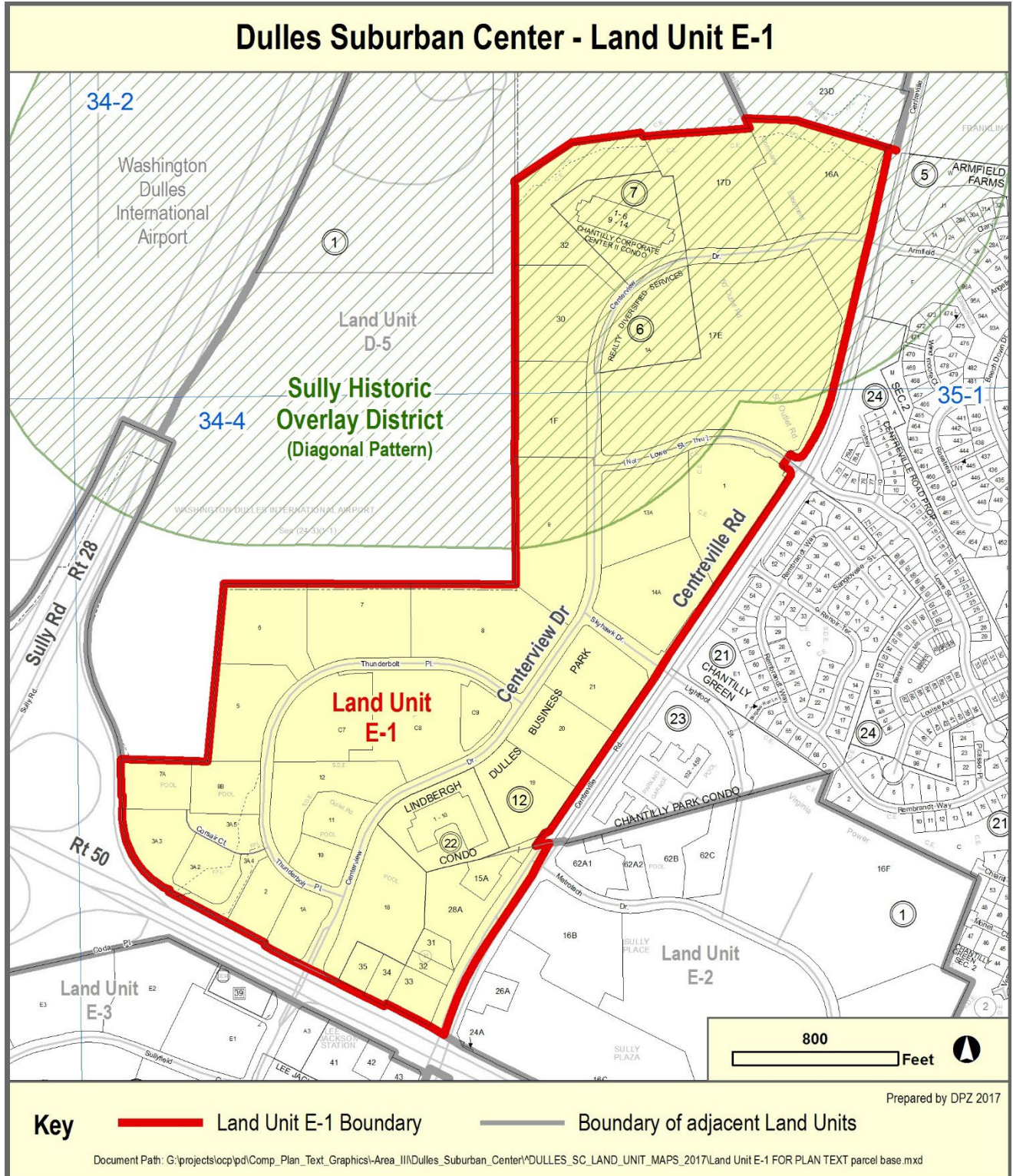
The northern portion of the land unit is developed with office and industrial/flex uses as well as retail uses located primarily along Route 50. Most of the retail uses adjacent to the intersection of Centreville Road and Route 50 will be impacted when planned interchange improvements are made.

##### RECOMMENDATIONS

###### Land Use

1. This land unit, except for parcels 34-4((1))15A, 28A, 29, 31, 32, 33, 34 and 35 is planned for campus-style office, and industrial/flex use up to a maximum FAR of .35 to be compatible with existing development. Ancillary retail use up to 20 percent of the total development may be appropriate within office or industrial/flex buildings. In no event, however, should retail uses be developed as free-standing uses or as a shopping center.
  2. Parcels (Tax Map 34-4((1))15A, 28A, 31 and 32), fronting on Centreville Road are planned for low intensity office use, including medical office, up to a maximum FAR of .25 if 1) all the parcels are consolidated, 2) circulation and access are coordinated, and 3) land is dedicated for the planned interchange, as appropriate. As an option, community-serving retail use may be appropriate if the same conditions are met.
  3. Parcels in the northwestern quadrant of the intersection of Route 50 and Centreville Road (Tax Map 34-4((1))33, 34 and 35), fronting on Route 50, are planned for and generally developed with low intensity retail uses at an average FAR of .15. Development on parcel 35 should be contingent on consolidation with at least parcel 34 and access should be via Centerview Drive.
1. Several hotels have been developed in this land unit. Hotel use is appropriate as an option to the office and industrial/flex uses under the following conditions:
    - The hotel use does not have direct access to Route 50 or Centreville Road; and
    - The hotel use will result in fewer peak hour trips than the planned office and industrial/flex uses at .35 FAR, in accordance with the “Performance Criteria for Optional Uses” found in the Dulles Suburban Center Overview.

- Much of the land in the vicinity of the intersection of Route 50 and Centreville Road may be used to accommodate the planned interchange; therefore, any development of this area should dedicate land for the interchange as appropriate.



**LAND UNIT E-1  
LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION**

**FIGURE 27**

### Transportation

If future studies determine that right-of-way is needed in Land Unit E-1 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.

### Heritage Resources

Part of the Sully Historic Overlay District lies within this land unit. The provisions of the Sully Historic Overlay District are found at Appendix A, A1-300 of the Zoning Ordinance. The provisions have been adopted to protect Sully structures and grounds and to control development and uses that would have visual and operational impacts on the Sully complex and its environs. All improvements shall be designed to be compatible with the scale and appearance of Sully. All development proposals must be reviewed by the Architectural Review Board. (Part 7-200 of the Zoning Ordinance). If there appears to be a conflict between Plan text and the provisions of the Sully Historic Overlay District, the overlay district regulations should be used for development of land within the historic overlay district.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

### Trails/Connectivity

Trails planned for this land unit are delineated on the Countywide Trails Plan Map and are an integral part of the overall county system. Specific land unit recommendations may be found below.

The countywide trail should be developed along the west side of Centreville Road and along the north side of Route 50. Connections should be provided across Route 28 to enhance the continuity of non-vehicular circulation across Route 28 and along Route 50.

As a critical component of the trails system, non-vehicular access should be provided via the countywide trail across Route 50 to Sully and the Udvar-Hazy Center of the Smithsonian National Air and Space Museum.”