

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: South of Lee Jackson Memorial Highway between Walney Road and Elmwood Street.

SPECIAL AREA: Dulles Suburban Center

SUB-DISTRICT DESIGNATION: Land Unit E-4

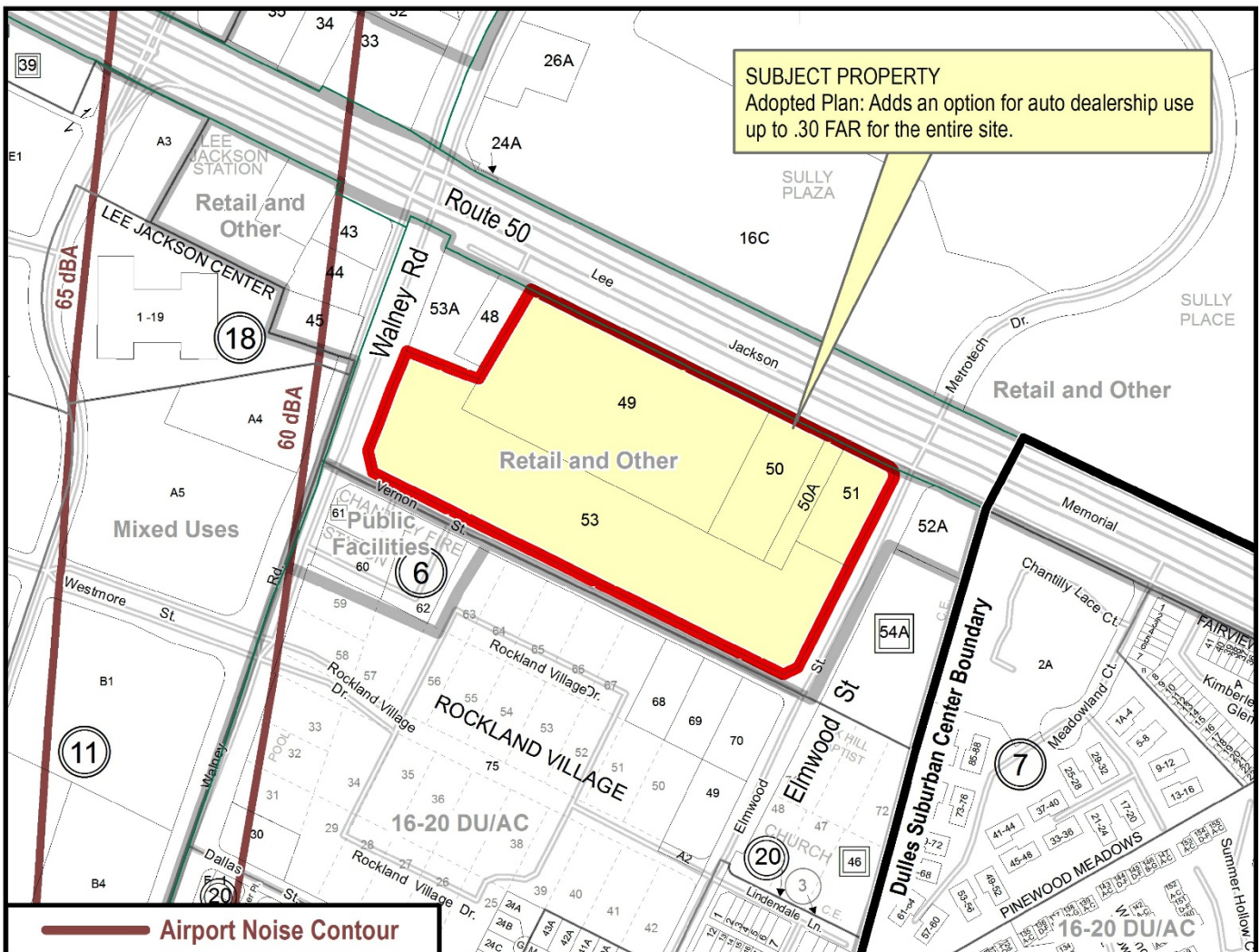
PARCEL LOCATION: 34-4 ((1)) 49, 50, 50A, 51, 53

SUPERVISOR DISTRICT: Sully

ITEM: Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1)

ADOPTED: May 2, 2017

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, shown as underlined and text proposed to be deleted is shown with a ~~strike through~~.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 14, 2017, Land Unit Recommendations, Land Unit E-4, Land Use, page 114:

- “1. Parcels in the southeastern quadrant of the intersection of Route 50 and Centreville Road (Tax Map 34-4((1))46, 47, 48, and 53A), are developed with low intensity retail uses at an average FAR of .15. Redevelopment for retail use up to a maximum of .25 FAR may be appropriate if these parcels are consolidated into a single development proposal, access is coordinated and land is dedicated for the planned interchange.
2. Community-serving retail use is planned for most of the land fronting on Route 50 between Walney Road and Elmwood Street (Parcels 34-4((1)) 49, 50, 50A, 51) at a maximum overall FAR of .25. Tax Map 34-4((1))52A is planned for retail use and developed as a bank. The parcel is planned to retain its existing intensity of .08 FAR. Landscaping should be provided on all perimeters of the site to enhance the visual attractiveness of development.
- ~~3. Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1 and #2 above.~~
3. 4. Tax Map Parcel parcels 34-4((1))53 is planned for retail use up to a maximum FAR of .20. Building height should not exceed 35 feet. In addition, 35 feet of effective screening should be provided on Parcel 53 along Vernon Street to provide an appropriate transition to the residential neighborhood to the south. As an option, Parcel 34-4((1))53 may be appropriate for the expansion of existing auto dealerships located along Route 50 if the same conditions cited above are met.
4. As an option, the auto dealerships located on Parcels 34-4((1)) 49, 50, 50A, 51, and 53 may be appropriate for expansion up to a maximum overall FAR of .30, provided the following conditions are met:
 - a. Massing and architectural treatments for buildings and parking structures should be designed to minimize visual impacts on the adjacent residential uses to the south. The design of parking structures should be integrated with that of the buildings they serve. Landscaping should be provided around the parking structures and/or adjacent to them to soften their appearance.
 - b. Lighting should be designed to avoid adverse impacts on the residential uses to the south.

- c. Effective screening and buffering to the adjacent residential uses should be provided at a minimum to meet Zoning Ordinance requirements, including supplemental landscaping to allow for an appropriate transition.
 - d. Any redevelopment of the site should enhance pedestrian and bicycle connectivity.
5. Additional retail or auto-oriented uses are not planned for and are not appropriate along Route 50 or Walney Road in this land unit, except as described above in recommendations #1, #2, #3, and #4.
6. 5. Existing institutional and governmental uses include two churches and a fire station that are a part of the community. If redeveloped, residential use up to 16-20 du/ac should occur if the following conditions are met:
- Substantial consolidation should occur in a manner that will provide for the development of any unconsolidated parcels in conformance with the planned use and intensity;
 - Infill development is compatible with adjacent residential uses;
 - Substantial buffers are provided to screen and protect adjacent residential areas against noise and lighting impacts;
 - Building heights do not exceed 35 feet adjacent to existing residential development on the eastern perimeter; and
 - Efficient access and coordinated circulation is provided.
- 6 7. The area generally extending south of Vernon Street to the south of Dallas Street, east of Walney Road, is planned for residential use. This area is not within the Route 28 Tax District and residential development will not affect the viability of the Tax District. Residential use may be appropriate at a density of 16-20 dwelling units per acre, if the following conditions are met:
- Infill development is compatible with adjacent residential uses;
 - Development is designed in such a way that adverse impacts from adjacent nonresidential uses are ameliorated, incorporating such techniques as screening;
 - Building heights do not exceed 35 feet adjacent to existing residential development on the eastern perimeter;
 - Residential development is consistent with the county's adopted policies regarding residential development in areas impacted by noise from Dulles Airport; and
 - Access and circulation should be coordinated, particularly to prevent cut-through traffic between Walney Road and Route 50.

8. Land between the former Rockland Village subdivision and Flatlick Branch is planned for and largely developed with light industrial and industrial/flex use up to a maximum FAR of .35 to be compatible with existing development. Ancillary retail uses up to 20 percent to serve employees may be appropriate if they are integrated into buildings with other primary uses.
9. The land south of Flatlick Branch is planned for residential use at 2-3 dwelling units per acre. Residential development should be consistent with the county's adopted policies regarding such development in areas impacted by noise from Dulles Airport.

COMPREHENSIVE

LAND USE PLAN MAP: The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION

PLAN MAP: The Countywide Transportation Plan Map will not change.