



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: Submission DSC-E4-1 (Pohanka) of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1)
March 15, 2017

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

SUPERVISOR DISTRICT: Sully

PLANNING AREA: Area III

SPECIAL AREA:
Dulles Suburban Center

SUB-DISTRICT DESIGNATION:
Land Unit E-4

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

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, March 29, 2017 @ 8:15 PM

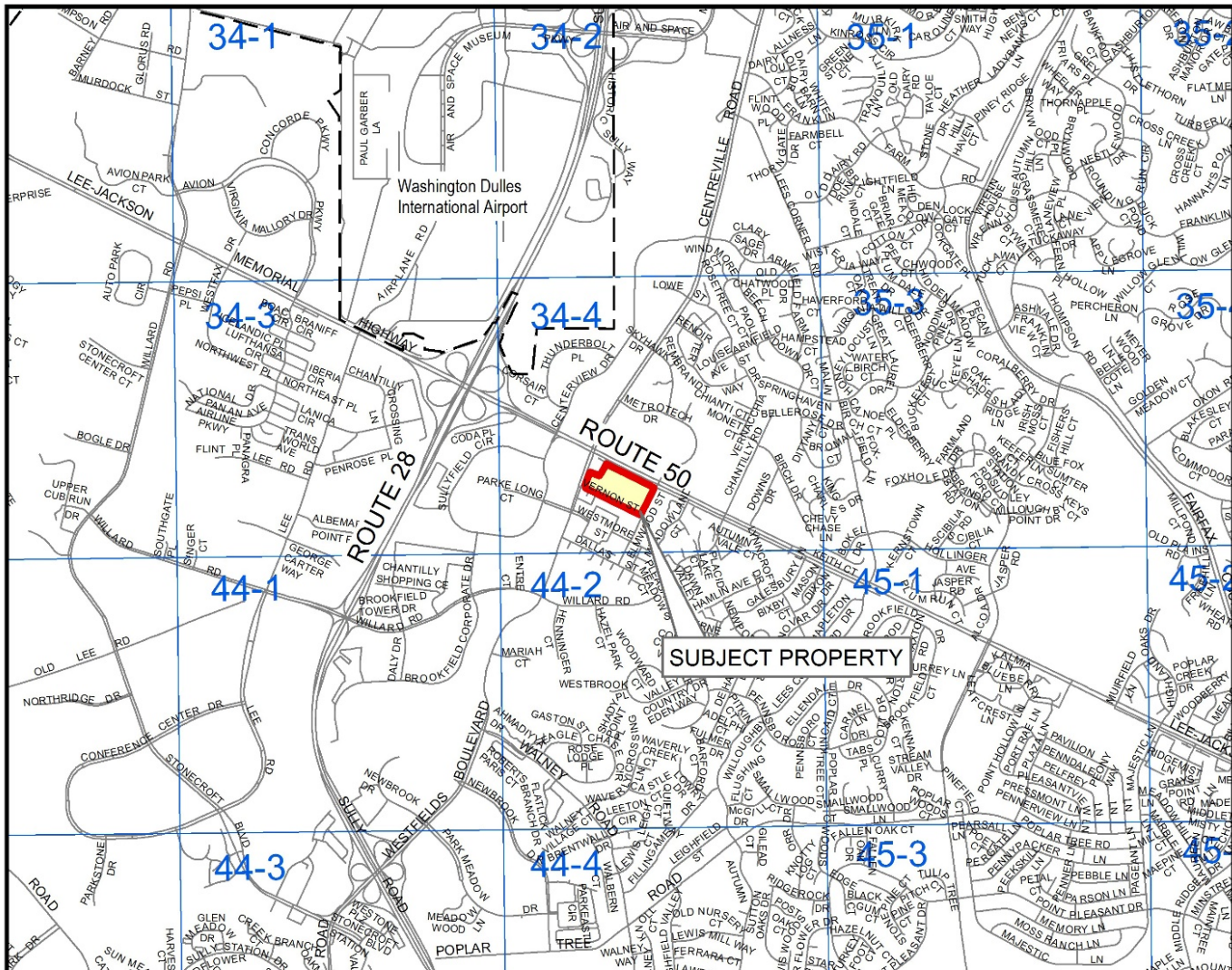
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, May 2, 2017 @ 4:00 PM

**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.



3000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
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**STAFF REPORT FOR SUBMISSION DSC-E4-1 (POHANKA)
OF THE DULLES SUBURBAN CENTER STUDY
(PLAN AMENDMENT 2013-III-DS1)**

BACKGROUND

On July 9, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2013-III-DS1 for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. As a part of the Dulles Suburban Center Study, submissions to suggest potential changes to the Dulles Suburban Center section of the Comprehensive Plan were received, including submission DSC-E4-1 (Pohanka), which is the subject of this staff report. The submission can be found in Attachment 1 of this staff report.

CHARACTER OF THE AREA

The Dulles Suburban Center (DSC) is located in western Fairfax County, adjacent to the eastern and southern boundaries of Dulles Airport. The DSC extends from the Dulles Airport Access and Toll Road (DAAR) on the north to I-66 on the south. Route 28 traverses the DSC from north to south and Route 50 bisects the DSC from east to west.

CHARACTER OF THE SITE

The 13.96-acre subject site consists of five parcels located south of Lee Jackson Memorial Highway (Route 50), west of Elmwood Street, east of Walney Road, and north of Vernon Street. The site is planned for community-serving retail use at a maximum overall intensity of .25 floor area ratio (FAR) for Parcels 34-4 ((1)) 49, 50, 50A, and 51, and retail use at an intensity of up to .20 FAR for Parcel 34-4 ((1)) 53. The entire site is zoned C-8 and is currently developed with auto dealership use at an intensity of approximately .15 FAR.

North: The area to the north of Route 50 is planned for and developed with retail use at an intensity of .25 FAR and is zoned C-8.

East: Parcel 34-4 ((1)) 52A is planned for retail use at an intensity of .08 FAR, is zoned I-3, and is developed with a bank. Parcel 34-4 ((1)) 54A is planned for residential use at a density of 16-20 dwelling units per acre (du/ac), is zoned R-12, and is developed with a church. The site further east is planned for residential use at a density of 16-20 du/ac, is zoned R-20, and is developed with multi-family dwelling units.

South: Parcels 34-4 ((6)) 60, 61, and 62 are planned for public facility, institutional and governmental uses, are zoned R-1, and are developed with the Chantilly Fire Station. Parcels 34-4 ((6)) 49, 68, 69, and 70 are planned for residential use at a density of 16-20 du/ac and are zoned R-12. Parcel 49 is developed with a single-family detached dwelling unit, Parcels 68 and 69 are vacant, and Parcel 70 is developed with a church. The site

located between the fire station and the vacant parcels is planned for residential use at a density of 16-20 du/ac, is zoned PDH-20, and is developed with multi-family dwelling units.

West: Parcels 34-4 ((1)) 48 and 53A are planned for retail use at an intensity of .15 FAR and are split-zoned C-8 and I-3. Parcel 48 is developed with retail use and Parcel 53 is developed with a restaurant. Parcels 34-4 ((1)) 43, 44 and 45, located across Walney Road, are planned for retail use, are zoned C-8, and are developed with a bank, retail, and a restaurant, respectively. Parcel 34-4 ((11)) A4 is planned for mixed use at an intensity of .35 FAR, is zoned I-5, and is developed with retail and industrial/flex uses.



Figure 1: Aerial View of Subject Property

PLANNING HISTORY

There has not been any Plan amendment activity for this site in the past 10 years. The site has a series of zoning approvals to permit the existing auto dealerships: SE 85-S-072, SE 88-S-056, SE 90-S-006, RZ 90-S-010, and RZ 94-Y-018.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through September 20, 2016, Land Unit Recommendations, Land Unit E-4, Land Use, page 118:

- “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.
4. Tax Map 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 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.”

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through September 20, 2016, Land Unit Recommendations, Land Unit E-4, Transportation, page 120:

- “1. Access for Route 50 frontage development should be only via Elmwood Street/Metrotech Drive.”

SUBMISSION PROPOSAL

This proposal was submitted for consideration as part of the Dulles Suburban Center Study. The submission proponent proposes to consolidate the recommendations for all of the parcels to reflect the existing auto dealerships, increase the maximum planned intensity for the entire site to .30 FAR, and remove the Plan restriction related to building height for Parcel 53. The proposed submission can be viewed at the following link and is provided as Attachment 1 to this report: <http://www.fairfaxcounty.gov/dpz/dullessuburbancenter/submissions/dsc-e4-1/submission.pdf>.

The following table quantifies the existing development, the current Plan recommendation, and the proposed Plan intensity for the site.

	Existing Development	Current Comprehensive Plan	Submission Proposal
Development by Land Use	91,069 s.f. Auto Dealership	137,747 s.f. Retail	182,455 s.f. Auto Dealership

Figure 2: Quantification Table

ANALYSIS

Land Use

A primary consideration for evaluating the submission proposal is land use compatibility. Auto dealership use would continue to be compatible with the existing nonresidential uses to the north, east, and west of the site. The strip retail center across Lee Jackson Memorial Highway to the north is planned for retail use up to an intensity of .25 FAR and the area to the west across Walney Road is planned for a mix of office, retail and industrial uses at an intensity of .35 FAR. The proposed increase in intensity to an intensity of .30 FAR for the entire site would be generally compatible with these intensities.

Compatibility with the adjacent residential neighborhoods is a major concern. Multi-family apartment units are located to the east of the site, but these units are currently separated from the auto dealerships by a bank and a church. However, this church located on Parcel 34-4 (1)) 54A across Elmwood Street to the southeast is planned for residential use at a density of 16-20 du/ac. Multi-family apartment units also exist across Vernon Street to the south of the site. In addition, 24 townhomes have recently been approved for the corner of Vernon Street and Elmwood Street, adjacent to the multi-family apartment units. A 35-foot vegetated buffer, as recommended in the Plan, currently exists along Vernon Street on the Pohanka site's southern property line to screen the residential uses from the auto dealerships. While this buffer is mostly effective, supplemental landscaping is needed to fill in areas where the vegetation has deteriorated. The Zoning Ordinance requirements for transitional screening require a 35-foot vegetated buffer between a vehicle sales establishment and multi-family residential uses. The Zoning Ordinance requirements for transitional screening require a 50-foot vegetated buffer between a vehicle sales establishment and single-family attached dwelling units. With the recent approval for townhomes on the corner of Vernon Street and Elmwood Street, the subject site would be required to provide a 50-foot vegetated buffer along the portion of the Vernon Street frontage that is adjacent to the approved townhomes. The proposed Plan language removes the specific recommendation for 35 feet to avoid appearing to support a modification of the Zoning Ordinance requirements.

The proposed increase in planned building height on Parcel 53 above the recommended 35 feet to four stories, or approximately 50 feet, is a significant issue. The existing building on Parcel 53 is currently 30 feet in height and is mostly screened from the adjacent residential units by the existing vegetated buffer along Vernon Street. However, an increase in building height beyond 35 feet has the potential to generate a negative visual impact for the adjacent residential units. The Plan language that limits the building height on Parcel 53 to 35 feet has existed in the Plan

since the inception of the Dulles Suburban Center Plan text in 1993. Increasing the building height would be contrary to long-standing Plan guidance put in place to limit the visual impact of development on the Pohanka site on the residential uses to the south of the site.

The proposed increase in intensity to .30 FAR for the entire site may be appropriate. Staff recognizes the challenge of increasing the intensity for the site without permitting a height increase for Parcel 53, but a redesign of the site may be necessary to accommodate the desired intensity. In order to ensure that any redevelopment on the site maintains compatibility with the adjacent residential uses, staff recommends that any revised Plan text include language to encourage design elements that can reduce the visual impact on the adjacent residential neighborhoods to the south. These methods could include architectural treatments to minimize visual impact of massing, and/or landscaping on buildings and parking structures, minimized lighting, and enhanced screening and buffering.

Transportation

As shown in Figure 3, the submission proposal is estimated to yield 2,470 fewer vehicle trips per day than the base Plan build-out for retail, even with the proposed increase in intensity. The proposal is estimated to generate an increase of 160 AM peak hour trips and a reduction of 264 PM peak hour trips. The decrease in daily and evening trips is due to the lower trip generation rate for automobile sales as compared to retail use. In addition, the submission proponent has stated that with the additional service bays and vehicle storage proposed for the site there would likely be less vehicle trips to other nearby facilities as a part of the auto dealerships' daily operations for both employees and customers.

	Quantities	Daily Trips	AM			PM		
			In	Out	Total	In	Out	Total
Current Comprehensive Plan								
Retail (820)	138 KSF	8,363	118	72	190	356	386	742
Total Trips Generated		8,363	118	72	190	356	386	742
Proposed Plan Amendment								
Automobile Sales (841)	182 KSF	5,893	263	88	350	191	287	478
Total Trips Generated		5,893	263	88	350	191	287	478
Gross Impact Over Current Plan		(2,470)	145	16	160	(165)	(99)	(264)

Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 9th Edition (2012).

Figure 3: Vehicle Trip Generation Comparison Table

The site currently has four access points along the Route 50 service drive, two access points off Elmwood Street, and one access point off Vernon Street near the Vernon Street and Walney Road intersection. The submission proponent has indicated the desire for an additional (eighth)

access point off Vernon Street to enhance onsite circulation. Including an additional access point off Vernon Street is not recommended due to the likely additional negative impacts to Vernon Street, which is primarily developed with residential uses on the southern side. An additional access point off Vernon Street would be located across from residential uses, would break up the existing vegetated buffer, and would channel more traffic associated with the dealership onto Vernon Street. While it is acknowledged that there is a need to improve onsite circulation, this should be accommodated with changes made internal to the site, without an additional access point off Vernon Street.

Any redevelopment of the site should seek to enhance the pedestrian and bicycle connectivity of the immediate area. The north side of Vernon Street near the intersection of Vernon Street and Walney Road has already been improved with a road widening, sidewalk, curb, and gutter. A critical component to enhancing pedestrian connectivity would be extending the existing Vernon Street improvements eastward to the Vernon Street and Elmwood Street intersection. The preliminary analysis indicates that these improvements may be accommodated without affecting the existing vegetated buffer along Vernon Street. If the existing buffer is negatively affected, the buffer should be restored.

CONCLUSION

Staff recommends an alternative to the proposal that would retain the baseline Plan recommendations for retail use and add an option for auto dealership use up to a .30 FAR with conditions. Staff does not support an increase in building height for Parcel 53 due to the longstanding Plan guidance related to building height for that parcel, which was designed to limit negative visual impacts of development on the adjacent residential uses. Recommended conditions would include language to encourage architectural treatments, landscaping, and use of appropriate lighting of buildings and garages to mitigate the visual impact on the adjacent residences to the south. In addition, a condition related to effective screening and buffering of residential areas, including retaining and enhancing the vegetated buffer along Vernon Street would be appropriate. Plan conditions would also include language to encourage enhanced pedestrian and bicycle connectivity and would not support an additional access point off Vernon Street.

At the Dulles Suburban Center Advisory Group Meeting held on January 17, 2017, the Dulles Advisory Group (DAG) voted to support an alternative to the preliminary staff recommendation for the Pohanka submission. Consistent with staff's recommendation, the DAG alternative recommendation permits an intensity increase to .30 FAR for the site. The DAG alternative recommendation is different than staff's recommendation in that the DAG alternative recommendation removes site specific guidance for maximum building height on Parcel 53 and does not include a restriction on additional access to Vernon Street.

RECOMMENDATION

Staff recommends that 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 ~~striketrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through September 20, 2016, Land Unit Recommendations, Land Unit E-4, Land Use, page 118:

- “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. Any building or parking structure on Parcel 53 should not exceed a maximum building height of 35 feet.
 - b. 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.

- c. Lighting should be designed to avoid adverse impacts on the residential uses to the south.
 - d. 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.
 - e. Any redevelopment of the site should enhance pedestrian and bicycle connectivity.
 - f. There should be no additional vehicular access off of Vernon Street.
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.
8. ~~7.~~ 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. ~~8.~~ 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.

Dulles Suburban Center Comprehensive Plan Submission Form for Proposed Changes

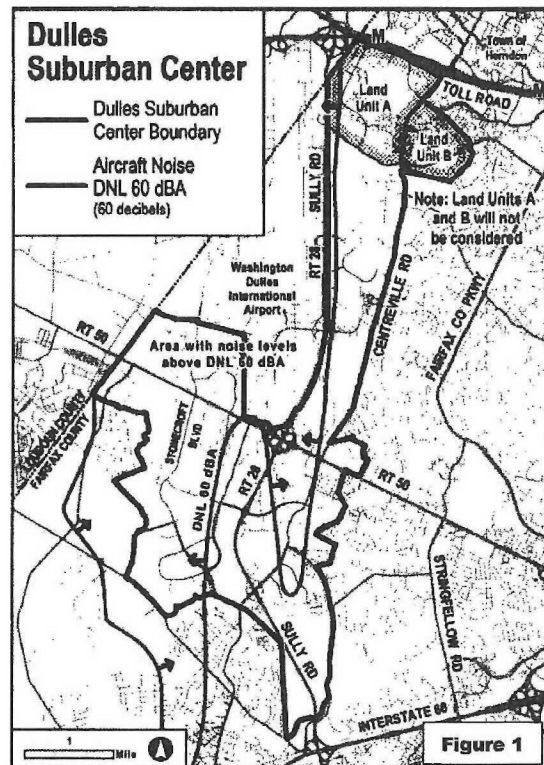
DSC-E4-1

The Dulles Suburban Center Area (DSC) study will primarily focus on editorial updates to recommendations contained in the Comprehensive Plan. There is an opportunity to suggest potential changes to the DSC Comprehensive Plan land use recommendations as part of this study. This form should be used to suggest potential changes to the Comprehensive Plan guidance for this area. Land Units A and B were the subject of a 2013 land use study and will be excluded from consideration at this time.

Portions of Fairfax County are in the vicinity of Washington Dulles International Airport and are subjected to levels of aircraft noise which may be incompatible with noise sensitive land uses. For example, consistent with long-standing policy, new residential development is not recommended in areas with projected aircraft noise exposures at or above DNL 60 dBA. Proposals for noise sensitive uses within the DNL 60 dBA will not be considered. For more information, please consult the Dulles Suburban Center Area-Wide Recommendations, Environment section:

www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf#page=33

All applicants are encouraged to review the Performance Criteria for Optional Uses section of the DSC Comprehensive Plan text prior to the development of their submission.



To submit a proposed change to the DSC Comprehensive Plan guidance, complete this form detailing the proposal by **Tuesday, May 31, 2016**. Anyone can submit a proposed change. Please use a separate form if you have more than one change to propose.

Review of proposed changes is anticipated to begin in **June 2016**. Interested parties are encouraged to notify and consult with landowners prior to the submission of a proposed change. Planning staff is available to answer questions. Proposed changes will be used to inform the study of the Dulles Suburban Center, and may be modified or combined with other proposed changes in similar geographic areas. Proposed changes that are contrary to longstanding Plan policies or do not meet the criteria stated on this form may be excluded from consideration.

To use this form, type responses or print in ink. Attachments may be used as necessary. An online version of this form and a detailed version of this map are also available on the Web at: www.fairfaxcounty.gov/dpz/dullessuburbancenter/

1. Proposal Type (choose one)

- ☒ Site-specific
☐ Areawide topic

2. Subject Property Information (for site-specific proposals.)

Identify general location, street address, or Tax Map parcels, if available.

a) General Location: Southwest Quadrant of Route 50/Walney Road, between Walney Road and Elmwood Street

- ☐ Inside the DNL 60 dBA area
☒ Outside the DNL 60 dBA area

b) Street Address: 13909, 13911 and 13915 Lee Jackson Memorial Highway, Chantilly, VA

c) Tax Map Parcel Numbers: 34-4((1)) 49, 50, 50A, 51 and 53

For help visit the [Department of Tax Administration website](#) or the [Digital Map Viewer](#)

d) Identify total aggregate size of all subject parcels in acres or square feet: 7.07 acres

For help visit the [Department of Tax Administration website](#)

e) Do you own the subject property or represent the owner of the subject property:

- ☐ Yes
☒ No

3. Proposed Amendment to Comprehensive Plan recommendations

a) *(For site-specific proposals)* Describe the proposed change and how it would modify the current Plan recommendations. For proposed land use changes, explain the character and type of proposed development. The potential development could be described in terms of land use floor area ratio (FAR) or dwelling units per acre. Building height or size may also be used to convey scale.

Update the Land Unit Recommendations for Dulles Suburban Center, Land Unit E-4 to recognize long-standing existing development of three automobile dealerships on the subject property. Combine the recommendations for Parcel 53 with the other parcels since it was consolidated for a unified development with the other parcels in 1994. Reconfirm and revise overall FAR and building height, but maintain existing screening recommendations for Parcel 53 along Vernon Street. No optional uses are proposed.

b) *(For areawide topics)* Describe the proposed change and why it should be addressed at an areawide level within the Dulles Suburban Center Area.

c) *(For site-specific and areawide topics)* Provide justification for the proposed change. Describe how the proposal meets any of the following criteria. Check all that apply.

- ☒ Address emerging community concerns or changes in circumstance
- ☐ Respond to actions by others, such as Federal, State, or adjacent jurisdictions
- ☒ Advance major policy objectives, such as promoting environmental protection, preserving heritage resources, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development
- ☒ Better implement the Concept for Future Development
- ☒ Reflect implementation of Comprehensive Plan guidance through zoning approvals
- ☐ Respond to or incorporate research derived from technical planning or transportation studies
- ☐ Other

Explanation for (c). *(Additional sheets may be attached.)*

See revisions to Land Unit E-4 recommendations attached.

4. Contact Information

- a) Name (required): David S. Houston c/o Blank Rome LLP
- b) Daytime Phone (required): (202) 772-5820
- c) Street Address: 600 New Hampshire Avenue, N.W., Washington, D.C. 20037
- d) Email Address: DHouston@blankrome.com

Review of proposed changes is anticipated to begin in June 2016. Please contact the Planning Division by phone or email if you have any questions about the submission procedure.

Submit the completed form by mail or email: **Fairfax County Department of Planning and Zoning**
 Planning Division
 12055 Government Center Parkway, Suite 730
 Fairfax, Virginia 22035-5500
 703-324-1380, TTY 711 (Virginia Relay)
DPZDullesSubCenter@fairfaxcounty.gov

Attachments to Nomination Form

Background

This nomination is submitted on behalf of Pohanka Automotive Group, as long term ground lessee, of 13909, 13911 and 13915 Lee Jackson Memorial Highway in Chantilly, Virginia. The subject property is currently developed with 3 automobile dealerships: Pohanka Lexus, Pohanka Acura and Pohanka Chevrolet. The purpose of the nomination is to update the Comprehensive Plan text to reflect these longstanding businesses, and to permit some flexibility to allow them to be renovated and modernized in the future to ensure compliance with the various automobile manufacturers' specifications for its dealerships.

The following attachments are included with the nomination:

- Copy of the existing text for Land Unit E-4
- Proposed text modifications to recommendations numbers 2, 3 and 4
- Blacklined version of the proposed text modifications

Submitted by:

David S. Houston
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(Tel) 202-772-5820
(Email) DHouston@blankrome.com

EXISTING PLAN

FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition
Dulles Suburban Center, Amended through 10-20-2015
Dulles Suburban Center Land Unit Recommendations

AREA III

Page 118

LAND UNIT E-4**CHARACTER**

Land Unit E-4 consists of approximately 250 acres and is located south of Route 50 with Walney Road as its western boundary. Elmwood Street, Chantilly Mews, Pinewood Meadows and Winding Brook townhouse subdivisions form part of the eastern boundary. Flatlick Run and Waverly Crossing single-family detached residential subdivisions form the eastern and southern boundaries (Figure 32).

Approximately one-third of the land unit is developed primarily as industrial and industrial/flex use. Public uses include a rehabilitation facility, a fire and rescue facility and a Fairfax County Water Authority facility. The remaining land is developed primarily in retail and office use. The retail use is located along Route 50, and includes the Pohanka auto dealership.

An older single-family detached residential subdivision (formerly Rockland Village) located in the northern portion of the land unit between Walney Road, Chantilly Mews and Pinewood Meadows has been redeveloped with single-family attached and detached housing, as well as multifamily housing.

RECOMMENDATIONSLand Use

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.
4. Tax Map 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 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.

**Fairfax County Comprehensive Plan
Dulles Suburban Center
Land Unit E-4 Recommendations**

LAND UNIT E-4

Proposed Text Changes to Recommendations #2-4

2. 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, and #4 below.
4. Parcels in the southwestern quadrant of the intersection of Route 50 and Walney Road, between Walney Road and Elmwood Street (Parcels 34-4((1)) 49, 50, 50A, 51, and 53), are developed with community-serving retail uses, including existing auto dealerships, at a maximum overall FAR of .30. Building height for Tax Map parcel 34-4((1)) 53 should not exceed 4 stories. In addition, 35 feet of screening should be provided on Parcel 53 along Vernon Street to provide an appropriate transition to the residential neighborhood to the south.

BLACKLINE

**Fairfax County Comprehensive Plan
Dulles Suburban Center
Land Unit E-4 Recommendations**

LAND UNIT E-4

Proposed Text Changes to Recommendations #2-4

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.
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