

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

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

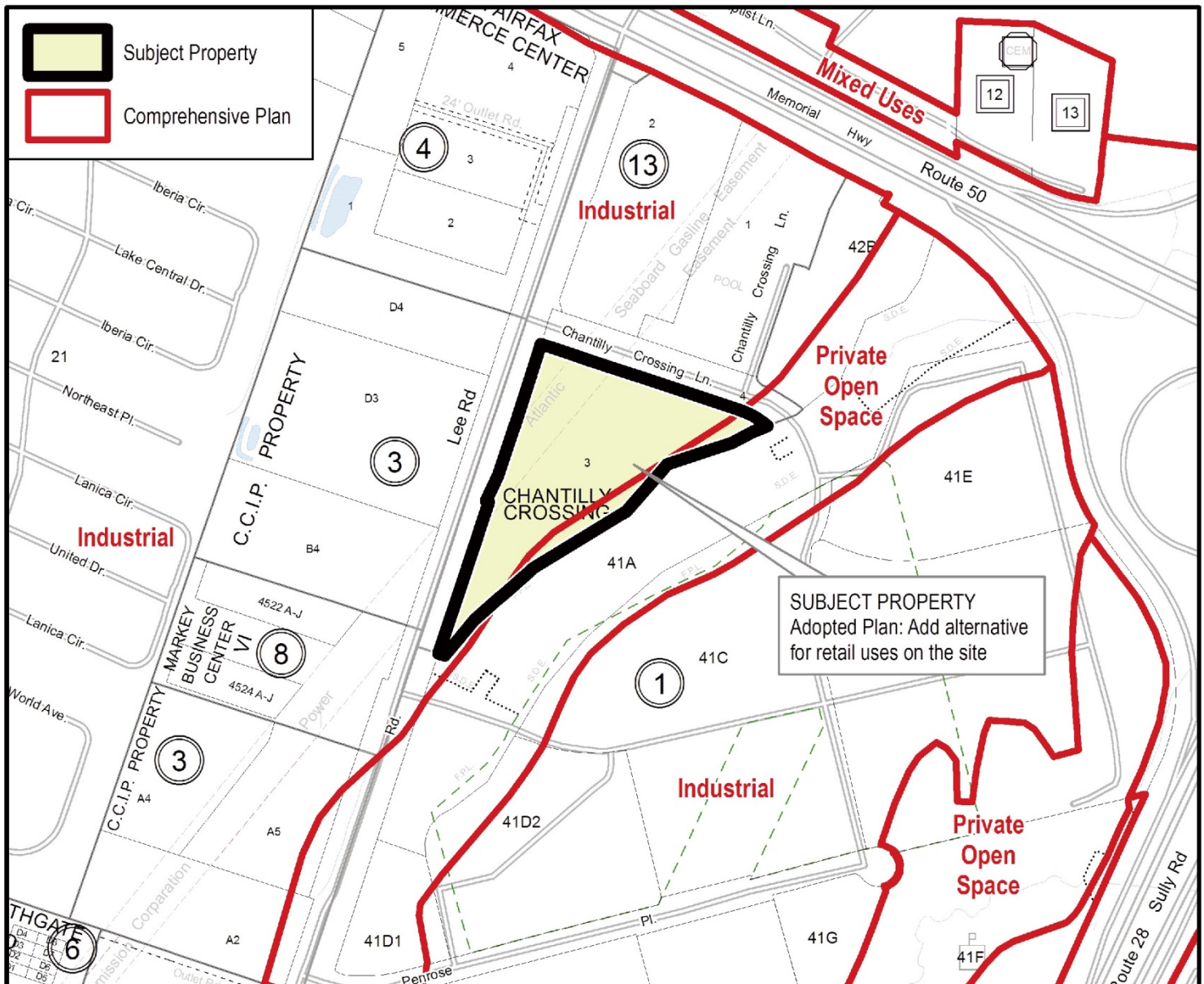
**PLANNING AREA AND DISTRICT:** Area III, Bull Run

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

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

**SUPERVISOR DISTRICT:** Sully

**ADOPTED:** March 24, 2015      **ITEM NO.** 2014-III-DS2  
FOR ADDITIONAL INFORMATION CALL (703) 324-1380



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO MARCH 2015

G:\projects\lcp\pd\OTPA\_GRAPHICS - Dulles Suburban Center, Land Unit I, Marlo Site



**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, new text is shown as underlined and deleted text is shown with a ~~strike through~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through 10-28-2014, Recommendations, Land Use, recommendation #1, pages 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 will not change.

#### **TRANSPORTATION**

**PLAN MAP:** The Countywide Transportation Plan map will not change.