

**PRELIMINARY STAFF REPORT  
CHAPTER 527 UPDATE  
2008 AREA PLANS REVIEW**

**SUPERVISOR DISTRICT(S):** Sully                      **PLAN AMENDMENT ITEM:** S08-III-DS1

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**NOMINATOR(S):** Lynne J. Strobel, agent for Headquarters 2, LLC.  
Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.

**ACREAGE:** 38.88 Acres

**TAX MAP I.D. NUMBER(S):** 34-3 ((14)) 2, 3, 4, 6 and B; 44-1 ((17)) A, C, 1 and 5

**GENERAL LOCATION:** Bounded by Sully Road, Willard Road, Lee Road, and Albemarle Point Place.

**PLANNING AREA(S):** III  
**District(s):** Bull Run  
**Sector:** Flatlick (BR3)  
**Special Area(s):** Dulles Suburban Center – Land Unit I

**ADOPTED PLAN MAP:** Industrial and Private Open Space

**ADOPTED PLAN TEXT:** Industrial and industrial/flex uses up to a maximum FAR of .35 with an option for high-quality hotel and/or mixture of office and industrial/flex.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/planareas.ht>

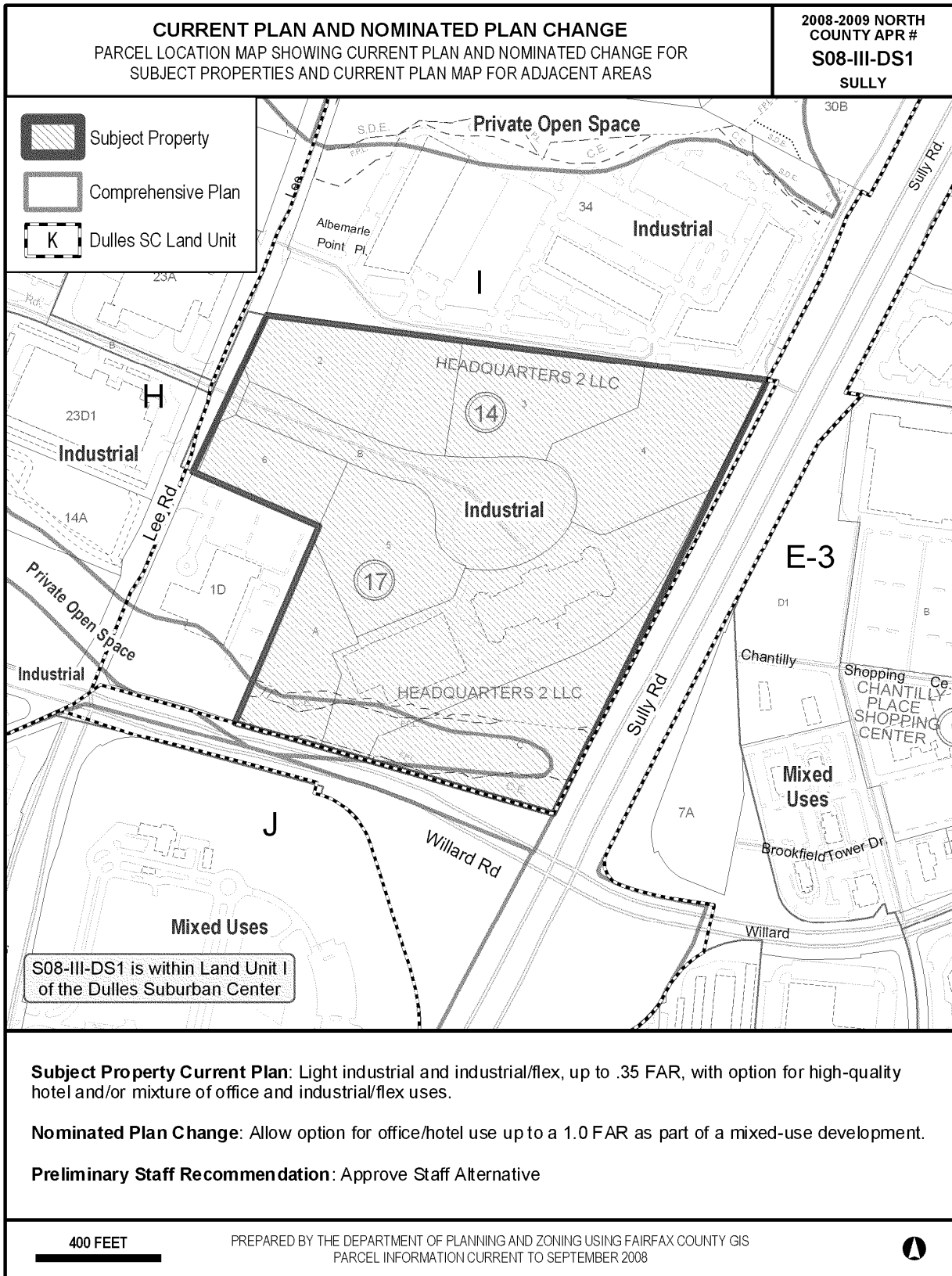
**PROPOSED PLAN AMENDMENT:** Allow a mix-use of office and hotel at 1.0 FAR

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**SUMMARY OF STAFF RECOMMENDATION**

- Approve Nomination as submitted
- Approve Staff Alternative
- Retain Adopted Plan

Staff recommends an alternative that is supportive of the intensity up to .70 FAR with the provision of a mix of hotel and office uses.



**PRELIMINARY PROPOSED PLAN TEXT**

Staff recommends 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 ~~strikethrough~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Dulles Suburban Center I, as amended through 09-14-2009, Land Use Recommendations, pages 118-73:

**CHARACTER**

Land Unit I consists of approximately 170 acres and is located in the southwest quadrant of the intersection of Route 28 and Route 50 (Figure 30). Lee Road forms the western boundary of Land Unit I. Almost all of the land in Land Unit I ~~is vacant~~ has been developed. Existing uses ~~are limited to include~~ a petroleum products depot, and a research and development type structure, Chantilly Crossing Shopping Center, and several new office and industrial buildings. There is no direct access from this land unit to Route 28. Access to Route 50 is via Lee Road.

**RECOMMENDATIONS**Land Use

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 balance 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 be appropriate north of the EQC. 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 Office of Transportation that it does not impede traffic flow on Route 50 or the Route 50/Route 28 interchange; and
- No more than four freestanding pad sites on the site.

Retail use is not planned south of the EQC; however, a furniture store may be appropriate as an alternative to the hotel and private recreation uses that are planned and approved for 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;
  - Provide signage that avoids the appearance of strip retail uses; and
  - Provide a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site.
2. The existing petroleum products depot, Parcel 34-3((1))30, should not be expanded.
3. The land area identified as Tax Map 34-3((14))B, 2, 3, 4, 6 and 44-1((17))A, C, 1 and 5 may be appropriate for development with a mix of hotel (and/or accessory restaurant uses) and office uses up to an overall combined FAR of 0.70 because of its visibility at the intersection of Route 28 and Willard Road and its proximity to Dulles International Airport, retail opportunities, and employment centers. Said development is encouraged to meet the following conditions:
- Limit overall development up to a combined 0.70 FAR. No more than two (2) hotels may be constructed within this land area; however individual hotel use(s) may develop up to a 1.0 FAR;
  - Provide improvements to the intersection of Lee Road and Willard Road.
  - Orientation of some of the development towards Lee Road and provide pedestrian

amenities to adjoining trails/walkways and transit stops.

- Provide a unified and coordinated development plan;
- Commit to provide a comprehensive transportation demand management program in conjunction with any new development on the land area. The goal of such a program will be to reduce peak hour vehicle trips associated with the new office and hotel uses;
- Access to/from the properties will be provided via George Carter Way. No additional access will be provided to/from Lee Road. No direct access will be provided to/from Route 28.

### Transportation

1. Access to this land unit should be via Lee Road. Entrances along Lee Road should be consolidated.
2. The intersection of Willard Road with Lee Road or Route 28 should be considered as a location for a future transit stop.
3. If future studies determine that right-of-way is needed in Land Unit I to facilitate development of an integrated transit system for the Dulles Suburban Center, the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate. Land Unit I may be an appropriate location for maintenance facilities for an integrated transit system. Such facilities should be designed to be compatible with existing and planned land use in the vicinity, by using such techniques as buffering and screening.
4. There should be no access to Willard Road, Route 50 or Route 28 from this land unit.