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October 19, 2017

Members of the Joint District Sully Land Use and Transportation Committee

**Re: Fort Drive Self-Storage Facility
RZ 2017-SU-025 and SE 2017-SU-022**

Dear Committee Members:

Thank you so much for taking the time to review the above-referenced applications during your October 3, 2017, Joint Sully District Land Use and Transportation Committee meeting. As discussed at that meeting, JSF Management, LLC (the "Applicant") seeks approval of a rezoning and two special exceptions to develop the properties identified on the Fairfax County Tax Map as 54-4((01))72A and 54-4((01))72B (collectively the "Property") with a mini-warehouse, self-storage facility.

As a reminder, the Property is located in the southwest quadrant of Centreville Road (Route 28) and Lee Highway (Route 29) in Centreville. The Property is currently zoned C-7 Regional Retail Commercial District ("C-7") under the Fairfax County Zoning Ordinance (the "Zoning Ordinance") and is located within the Highway Corridor Overlay District, Sign Control Overlay District, and the Water Supply Protection Overlay District. The approximately 3.42-acre parcel is currently undeveloped.

The Applicant proposes to rezone the Property from C-7 to C-8 Highway Commercial District ("C-8") to allow the development of a mini-warehousing establishment to serve the needs of residential and non-residential uses within a one to five mile radius. The mini-warehousing establishment will consist of an approximately 105,000-square-foot self-storage facility, which equates to a 0.70 FAR (the "Proposed Development"). The proposed mini-warehousing establishment use is permitted by special exception in the C-8 district. The two special exceptions are for the specific use and to allow the FAR increase from 0.50 to 0.70.

During the meeting on October 3rd, the Committee requested that the Applicant provide additional information to address the following comments:

1. Photos of projects the Applicant has constructed that have a similar look and provide the quality that is proposed with the above-referenced applications. Photos of projects the Applicant constructed in Huntersville, North Carolina, and Atlanta, Georgia, are attached as Exhibit A.
2. Proposed building-mounted signage anticipated for the self-storage facility. The placement of three building-mounted signs are attached as Exhibit B.



3. Aerial photography that shows the building in its relation to the trees being saved and the perimeter roads. This image is attached as Exhibit C.
4. Photo rendering perspectives showing what the new building will look like from perimeter roads. Pictures looking toward Fort Drive and the existing office building and looking toward Route 29 with Route 28 to the right are attached as Exhibit D. It is important to note that the renderings illustrate the Applicant’s intent of designing a building that uses design cues from the existing adjacent office building to create a façade that complements the existing architectural styles, view sheds, and provides cohesion among the surrounding buildings. Overall, the renderings illustrate that the proposed façade strikes a balance of communicating warmth along with sophistication and professionalism.

Additionally, as mentioned at the meeting, the Applicant has proffered to provide a contribution to the Centreville Developer Contributions to Fund 30040, Contributed Roadway Improvements (the “Centreville Road Fund”), which was created to “address the traffic impact of new development”. Effective March 1, 2017 the Centreville area recommended rate was adjusted to \$6.51 per square foot (SF) of non-residential building gross floor area. For the Applicant’s project, a strict adherence to that fund, would result in a contribution in excess of \$650,000, which is more than a project of this nature would support. As the Centreville Road Fund is intended to provide funding for transportation improvements to offset the impact of new development and the Applicant’s proposed use generates very few trips in comparison to other commercial uses, the Applicant has proposed an alternate rate reflective of its low trip generating use.

The following table compares the trips associated with the Proposed Development to other by-right C-7 uses, none of which would contribute to the Centreville Road Fund and all of which would generate a much-greater impact on the road network.

Potential Uses	Weekly Average Daily Trips	Self-Storage % of Trips	Self-Storage Rate (based on % of impact when compared to each use)
Proposed Mini-Warehouse (Self-Storage)	250		
By-Right Specialty Retail Center	4,432	5.6%	\$0.37/sf
By-Right Office	1,313	19.0%	\$1.24/sf
By-Right Hotel	1,119	22.3%	\$1.45/sf

As evidenced in the above-table, a self-storage use generates significantly fewer trips than other non-residential uses and, therefore, results in negligible impact to the roadway network.

The above-table demonstrates that trips associated with the self-storage use equate to 5.6% of trips in a similarly sized retail center, 19% of a similarly sized office, and 22.3% of a similarly sized hotel with this justification, the Applicant proposes its Centreville Road Fund contribution based on a percentage of trips. Therefore, to determine a more appropriate contribution rate, the average daily trips (ADT) of office at 100,000 SF was compared to the ADT of self-storage at 100,000 SF. According to ITE Trip Generation Manual (9th Edition) rates/equations, self-storage



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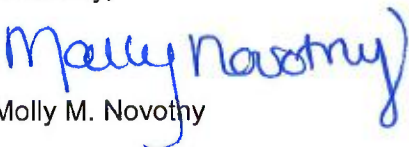
at 100,000 SF generates 250 ADT while office generates 1,313 ADT. Therefore, a self-storage use ADT is approximately 19.0% of the ADT of the office use. In contributions, 19% of the \$6.51/sf rate equates to a rate of \$1.24/sf. The Applicant proposes to contribute to the Centreville Road Fund at this rate, which the Applicant suggests be its contribution to the Centreville Road Fund.

As detailed above, the approval of the self-storage use would significantly reduce the potential future trips on the existing transportation network that would otherwise be permitted if the Property were to be developed with a by-right commercial use, without any contribution to the Centreville Road Fund. Therefore, the Applicant requests the Committee's support of a revised Centreville Road Fund contribution to reflect the low trip generating use the Applicant is proposing.

Furthermore, the Applicant has spent significant time analyzing the future Route 28 widening efforts and has designed the proposed site in a way that prevents any impediments to the future Route 28 widening efforts, if the project is initiated by the County. This application is conscientious of the surrounding community and provides a development option for what is a fallow piece of property today with little to no impact to the surrounding community.

We trust that this letter and the attached exhibits appropriately address the Committee's comments and therefore, we respectfully request your support electronically of the proposed use, elevations, building location, and revised road fund contribution. If the Committee has further questions or seeks additional information, we are happy to attend the November 7, 2017, meeting of the Joint Sully District Land Use and Transportation Committee.

Sincerely,


Molly M. Novotny

cc: Alex Templeton, Sully District Policy Coordinator – Land Use & Development