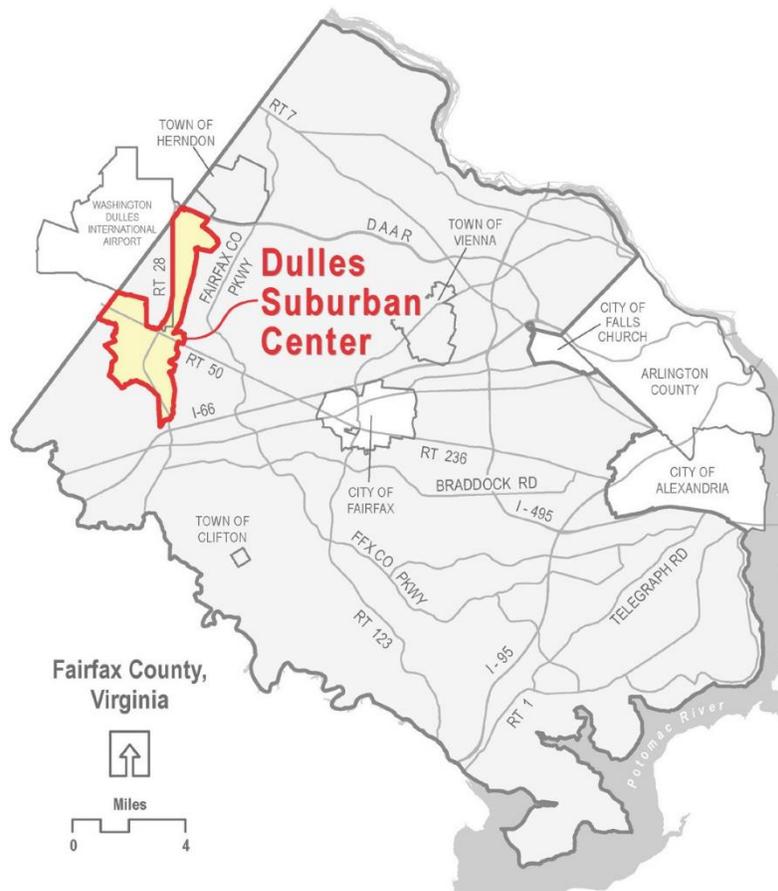


Dulles Suburban Center Profile



A Fairfax County, Virginia Publication published by
The Fairfax County Department of Planning & Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035
March 2016



DULLES SUBURBAN CENTER PROFILE

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Dulles Suburban Center Profile

Introduction

The Dulles Suburban Center (Figure 1) is a major center of employment in Fairfax County. A review of Comprehensive Plan land use guidance for this area is anticipated to begin in the spring of 2016 as part of the Fairfax Forward Work Program. The last comprehensive review of the Dulles Suburban Center was completed in 1993. The purpose of the study is to provide an editorial update and review potential changes to land use recommendations to advance the overall objectives of the Comprehensive Plan.

This overview of the Dulles Suburban Center provides background information and is intended to introduce the issues to be considered when making recommendations about future land use development in the area. Throughout the document, links to more detailed information are provided. The Dulles Suburban Center Study website includes additional information about Comprehensive Plan recommendations, transportation planning and environmental characteristics of the area and can be viewed here:

www.fairfaxcounty.gov/dpz/dullessuburbancenter

More information about the Fairfax Forward Work Program is available online:
www.fairfaxcounty.gov/dpz/fairfaxforward

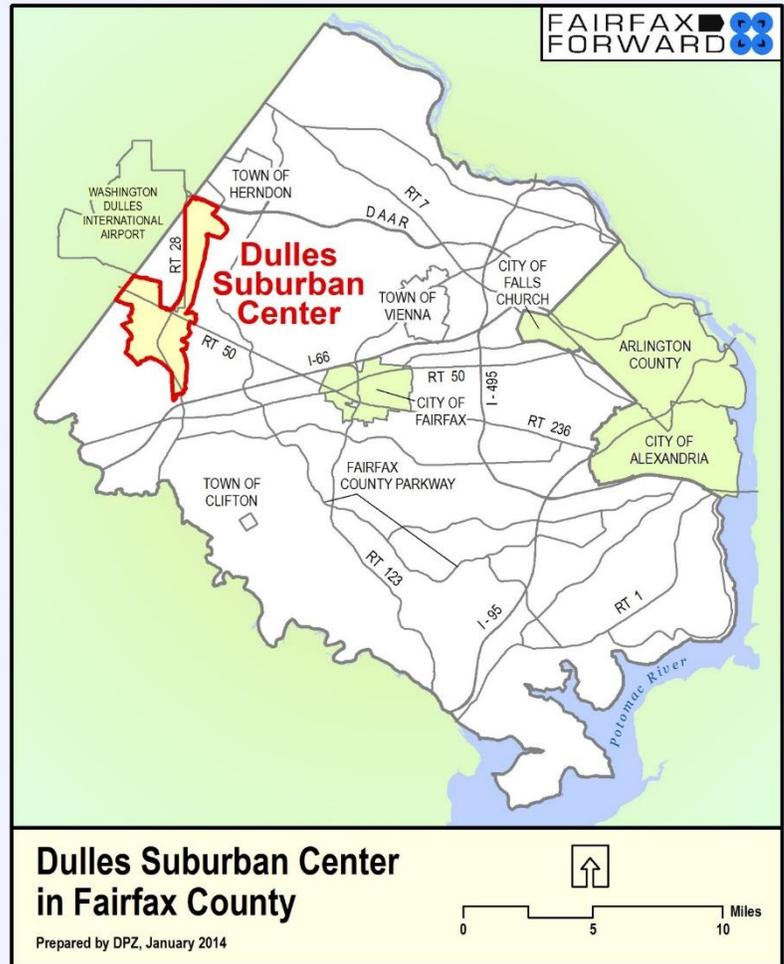


Figure 1: Dulles Suburban Center

Dulles Suburban Center

The Dulles Suburban Center is an approximately 6,300-acre area located along the western edge of Fairfax County, adjacent to the Washington Dulles International Airport (the airport). This area extends south from the Dulles Airport Access Road along Centreville and Walney Road to Interstate 66 (I-66), and straddles Lee Jackson Memorial Highway (Route 50) generally from Centreville Road to the Loudoun County border.

The Dulles Suburban Center is one of the county's largest employment centers estimated to contain 78,000 jobs and over 31 million square feet of office/industrial space. There are approximately 19,000 residents within the Dulles Suburban Center and additional residential neighborhoods surround this commercial corridor to the east and south. A few key western Fairfax County landmarks located in the Dulles Suburban Center are the Steven F. Udvar-Hazy Air and Space Museum, the Dulles Exposition Center, Ellanor C. Lawrence Park, the Westfields Marriott Hotel and Conference Center, and the Sully Historic Site.

Comprehensive Plan

The classification as a Suburban Center is derived from the Comprehensive Plan's Concept for Future Development, which shows the general location and character of a hierarchy of future land uses, ranging from Tysons, the most intensively planned area in the county, to low density residential areas. Suburban Centers are described as employment centers located along major arterial roads that are evolving to include mixed use core areas that are more urban in character. These core areas are generally surrounded by transitional areas of lesser intensity. Development within the Dulles Suburban Center was originally planned to benefit from proximity to the airport and emphasize national and international business and commercial endeavors; industrial services; as well as tourism, recreation and entertainment opportunities. The area extends over three magisterial districts (Figure 2):

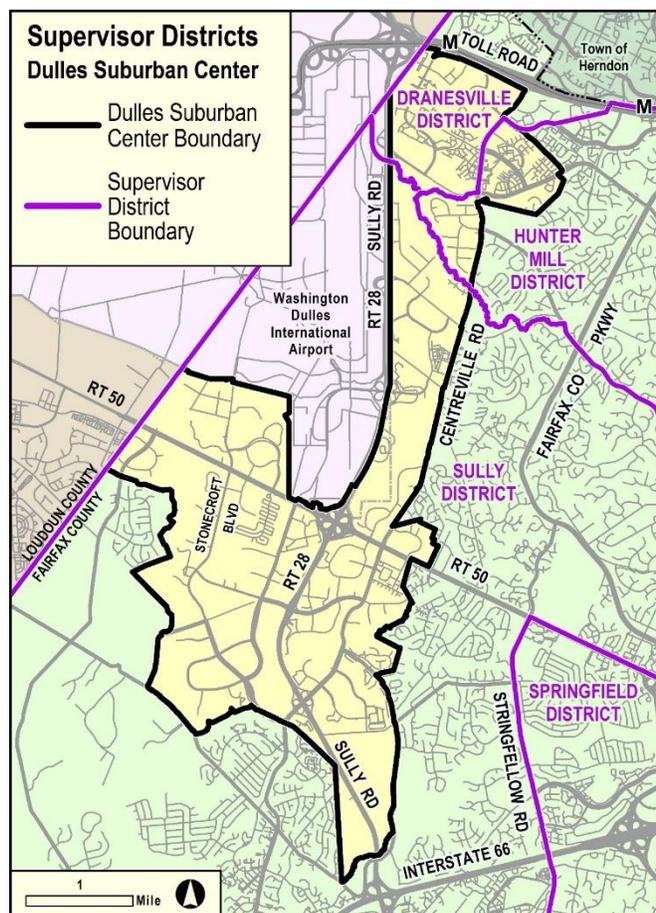


Figure 2: Supervisor Districts

the Sully, Dranesville and Hunter Mill Districts, however the majority is located in the Sully District. More information about the Concept for Future Development can be viewed online:

www.fairfaxcounty.gov/dpz/fairfaxforward/concept-for-future-development.htm

Late Twentieth Century Planning

The Dulles Suburban Center was predominately rural and agriculturally based when a 10,000-acre site at the Fairfax and Loudoun County border was selected for the Washington Dulles International Airport, which opened in 1962. It was determined that the facility would need increased transportation access and the decision was made to construct an access highway as part of the airport development project. The Federal Aviation Administration, in cooperation with local communities, selected a route from the airport to a point where it would be connected to the then proposed I-66 and the Capital Beltway (I-495). The first 13.5 miles of the Dulles Airport Access Road were built at the time of the original airport construction work, connecting the airport to the Capital Beltway and Route 123 near McLean.

Land in proximity to the airport has been planned for employment and industrial uses since the airport was envisioned in the late 1950s. In the early 1970s, the Comprehensive Plan for the area emphasized development for major employment and economic development opportunities. Commercial uses planned for the area included corporate headquarters, hotels, motels, convention centers and office buildings as well as industrial uses such as light manufacturing, freight distribution facilities and warehouses. Planning policies restricted residential development to property outside of airport noise impact areas.

As growth occurred in the areas then known as the Dulles South Industrial Area and Dulles East Suburban Center, the need for greater transportation infrastructure improvements became apparent. In 1987, the Virginia General Assembly gave localities the authority to create special tax districts to finance transportation improvements. Fairfax and Loudoun Counties partnered with area landowners to form the Route 28 Tax District (Figure 3), the first transportation improvement district in the Commonwealth of Virginia. The tax district was established to provide for extensive private sector participation in paying for planned road improvements needed to serve economic development. The funds collected from the district have been used to widen Route 28 from two to six lanes and provide grade-separated interchanges at Route 50 and the Dulles Toll Road. The 14-mile widening from Route 7 in Loudoun County to I-66 in Fairfax County was completed in 1991. More information about the Route 28 Highway Transportation Improvement District in Fairfax County is available online:

www.fairfaxcounty.gov/fcdot/rt28taxdistrict.htm

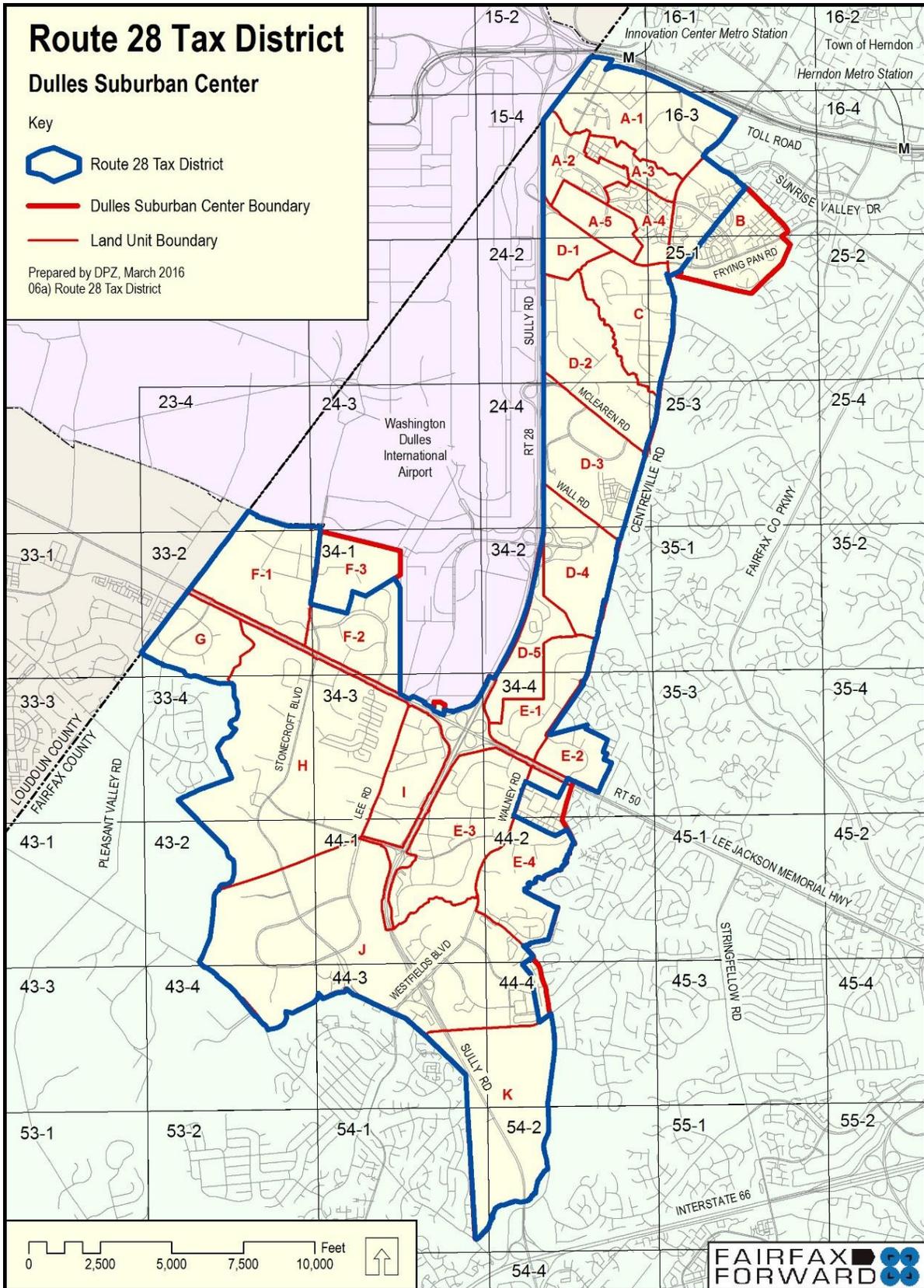


Figure 3: Route 28 Tax District

In March of 1993, the Board of Supervisors adopted a new plan for the area re-designated as the Dulles Suburban Center. The plan includes polices regarding land use, transportation, economic development, the environment, heritage resources, and parks and recreation. The plan also specifies recommended land uses and development intensities by land unit areas that are lettered A through K, which are shown on Figure 4. The area is envisioned to have two nodes of higher intensity mixed-use development. The first is planned for the area around the Innovation Center Metrorail Station. The second is planned for the area near Westfields Boulevard and Route 28.

The Dulles Suburban Center Plan identifies major challenges to be addressed in order to achieve its goals. Identified issues include the imbalance between zoned development potential and transportation capacity; preserving the opportunity for alternative transportation modes (such as with right-of-way acquisition); integrating residential development within an area originally predominately envisioned as an employment center; providing for a broad range of uses that are compatible with surrounding residential neighborhoods; and accommodating the future growth of the airport. The Dulles Suburban Center Plan can be viewed here:

www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf

Innovation Center Metrorail Station

Since the adoption of the Dulles Suburban Center Plan, the area near future transit on the Dulles Toll Road has been planned as a core area of mixed-use development. The core includes relatively greater land use intensity than most other areas in the Dulles Suburban Center. In anticipation of the Silver Line extension to the airport, the Board of Supervisors authorized a land use study for the area near the planned Innovation Center Metrorail Station. The study concluded in 2013 with adoption of new Comprehensive Plan guidance for Land Unit A of the Dulles Suburban Center that encourages a balanced mix of uses with intensity that ranges from .75 to 3.0 FAR. Development is to be integrated with the Metrorail station and designed for a high level of walkability. More information about the 2013 planning effort for the area near the Innovation Center Metrorail Station is available online: www.fairfaxcounty.gov/dpz/fairfaxforward/pa/completedamendments/route28station

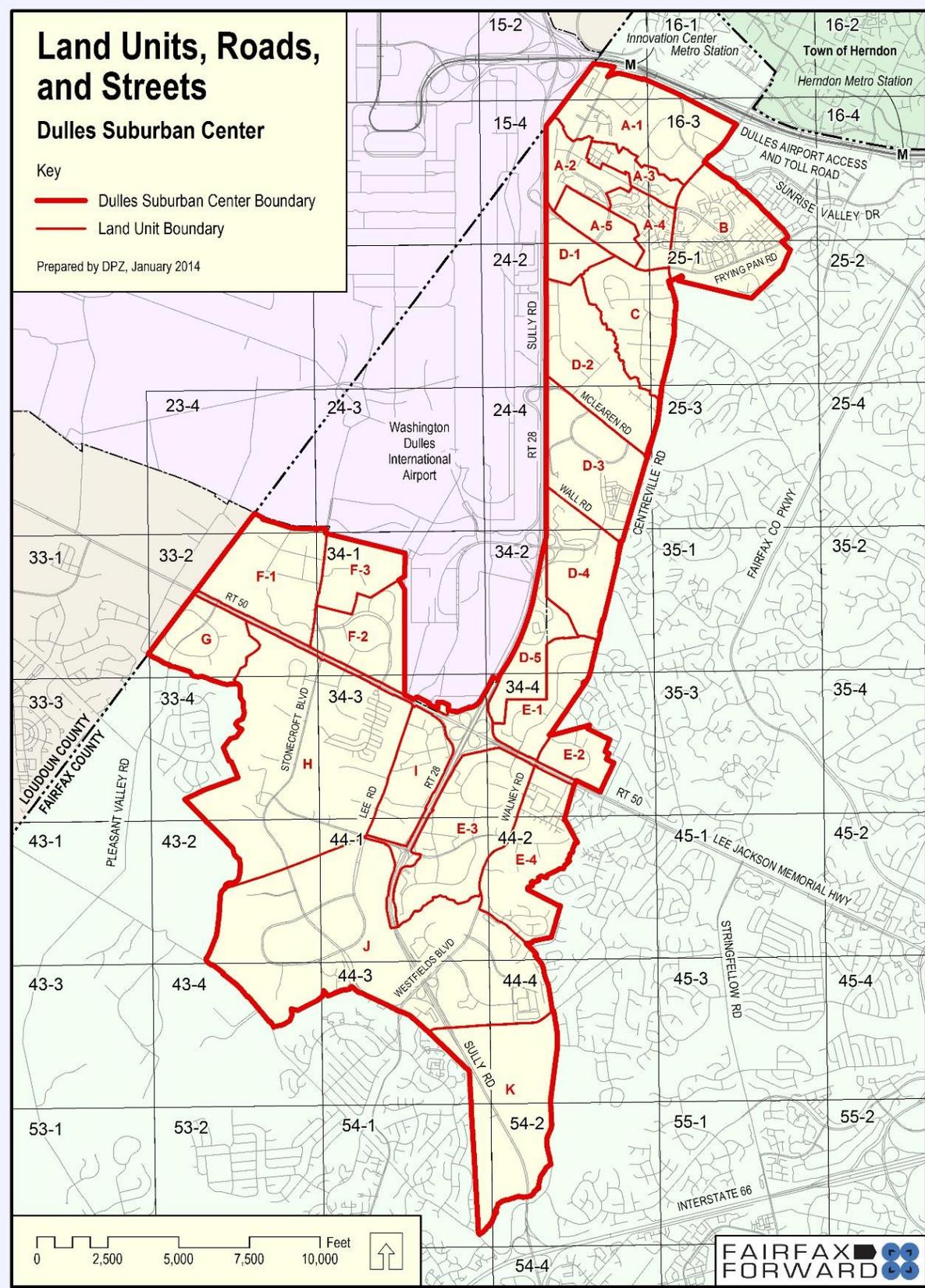


Figure 4: Dulles Suburban Center Land Units

Development under the Current Plan

The Dulles Suburban Center Plan describes development in 1992 as “auto-dependent and scattered” and was predominately office and industrial use. Approximately 29 percent of the land area was developed and 17 percent of the area was in public ownership. Major public facilities included a county public safety facility, Ellanor C. Lawrence Park and the Sully historic site.

Figure 5 summarizes data from the March 1996 Fairfax County publication, “State of the Plan,” and shows 1996 existing development by type of land use. At the time, industrial/industrial flex and office uses made up about 70% of total development. Residential uses comprised about 12% of total development.

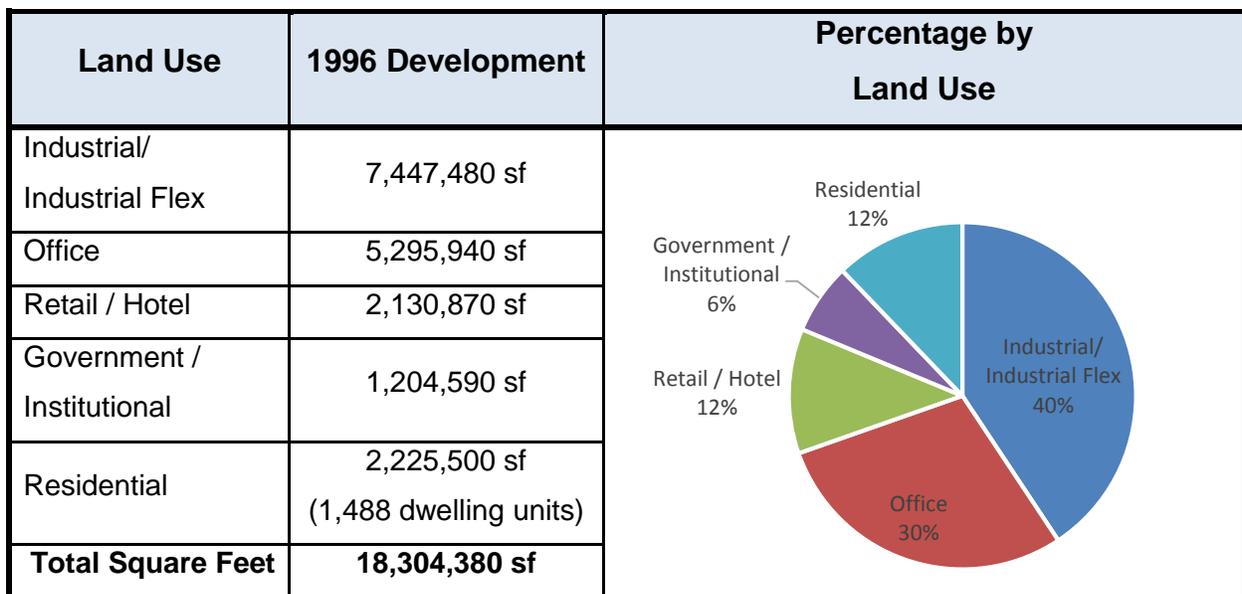


Figure 5: 1996 Dulles Suburban Center Development

Between 1996 and 2015, there was an increase in over 30 million square feet of development. The total development for the Dulles Suburban Center in 1996 was over 18 million square feet and in 2015 was over 50 million square feet, as shown in Figure 6. The sectors with the biggest gains were office use with almost 15 million square feet of growth (45% of the total growth). Residential development grew by almost 9 million square feet (28% of total growth). Industrial and Industrial Flex space grew by over 4 million square feet (13% of total growth). Retail and hotel uses grew by over 3 million square feet (9% of total growth). Federal and county public facilities such as the Udvar-Hazy Air and Space Museum, the National Reconnaissance Office, Westfield High School, and the Fairfax County Police Training facility, among others, have contributed to the 4% growth in

governmental and institutional uses. Figure 6 illustrates the current mix of uses by each type of land use.

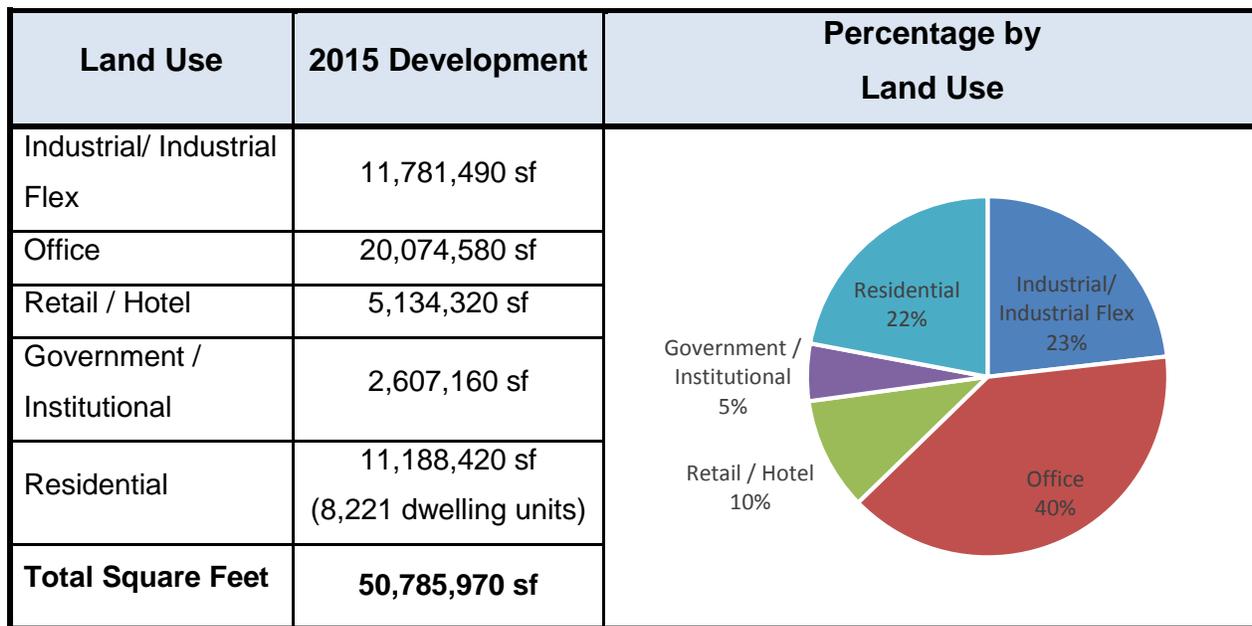
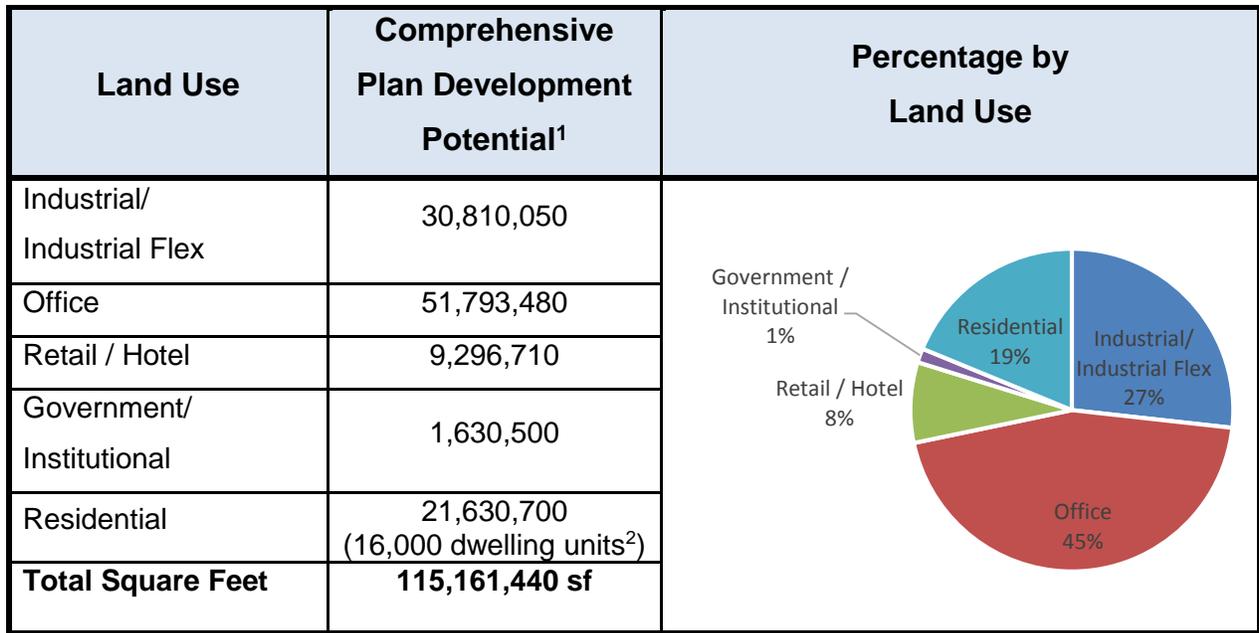


Figure 6: 2015 Dulles Suburban Center Development

Development Potential for Future Growth

The Dulles Suburban Center Plan encourages a mix of uses that creates employment and housing opportunities with high quality commercial and mixed-use residential development. The plan provides specific guidance about land use and intensity for development that encourages a vibrant mix of uses that is balanced with the existing and planned infrastructure. Although Comprehensive Plan land use recommendations provide some flexibility for alternative uses, the Plan can be quantified to calculate a maximum planned development potential (Figure 7). Based on those recommendations, there is a total of over 115 million square feet of planned development potential in the Dulles Suburban Center.

Considering existing stable development, there remains an estimated 65 million square feet of planned development potential, with the largest concentration located south of Route 50 in and around the Westfield Business Park.



1 This assumes the maximum non-residential options in Comprehensive Plan Quantification.

2 Assumes 1,300 square feet per dwelling unit.

Figure 7: 2016 Maximum Comprehensive Plan Development Potential

Land may also develop according to land use and intensity requirements of the designated zoning district or approved zoning entitlement. Of the over 6,000 acres that make up the Dulles Suburban Center, approximately 4,800 acres are zoned for commercial or industrial development as shown on Figure 9. The estimated total zoning development potential is about 152 million square feet. By this measure, there is over 100 million square feet of zoning development potential remaining in the Dulles Suburban Center.

The following chart compares the remaining amount of development potential to the development that exists in the Dulles Suburban Center today.

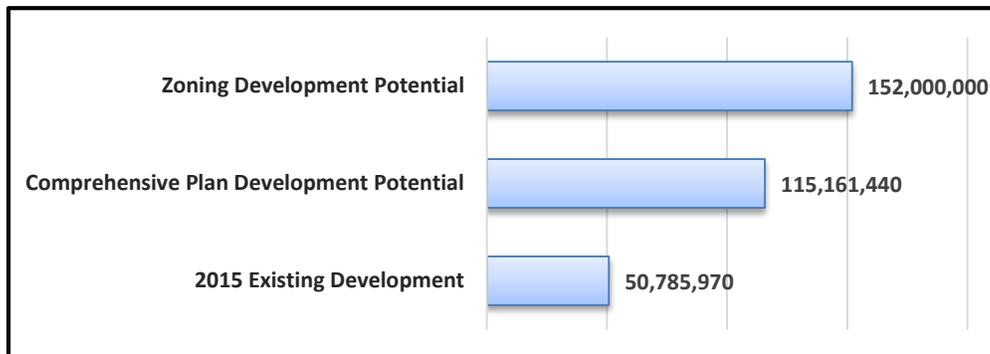


Figure 8: Comparison of 2015 Development to Comprehensive Plan and Zoning Potential (s.f.)

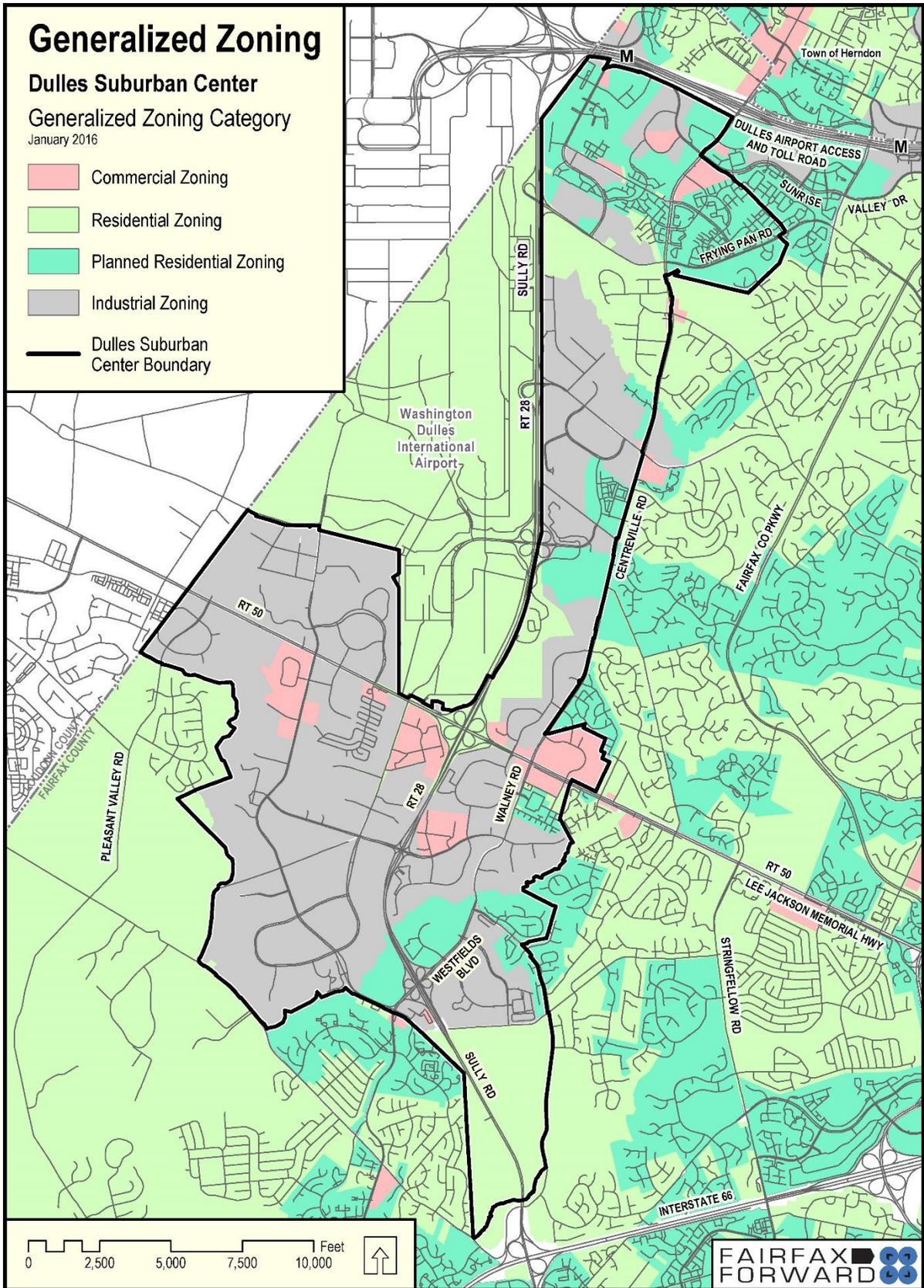


Figure 9: Generalized Zoning

Zoning development potential is greater than that of the Comprehensive Plan potential. The Comprehensive Plan land use recommendations encourage a different mix of uses than what would be permitted under the current zoning. For vast areas of the Dulles Suburban Center, existing zoning districts allow industrial and office use, whereas the Comprehensive Plan encourages a mix of uses and where appropriate the mix is recommended to include residential, office, retail and hotel uses. An examination of zoning approvals over the past 15 years indicates that development that has been approved through the rezoning entitlement process has generally proffered to approximately 40% of the maximum zoning district development potential. This may be explained by site constraints and market conditions that may not support higher intensity development.

Environmental Considerations

Environmental policies and regulations shape development and address the protection of Environmental Quality Corridors, stormwater management, and water quality. The Dulles Suburban Center extends across two watersheds. The portion north of Route 50 is in the Horsepen Creek watershed and the area south of Route 50 is in the Cub Run watershed. A map of Dulles Suburban Center Stream Valleys, Resource Protection Areas and Environmental Quality Corridors can be viewed online as well as links to Environmental policies that influence development planned for the area:

www.fairfaxcounty.gov/dpz/dullessuburbancenter

Due to the location of airport runways, the type and frequency of various aircraft using the airport, as well as airport operating procedures, portions of Fairfax County in the vicinity of the airport are either currently, or are projected to be, subject to levels of aircraft noise which may be incompatible with residential development and other noise sensitive land uses. The Airport Noise Impact Overlay District (ANIOD), a zoning overlay district, was established to require noise mitigation for noise sensitive uses in the area subject to high levels of airport noise. Fairfax County has delineated the boundaries of the ANIOD based on the noise contour maps provided by the Metropolitan Washington Airports Authority (MWAA). While new residential development is permitted on residentially zoned property within the ANIOD, the Comprehensive Plan does not recommend residential development in areas with projected aircraft noise exposures exceeding DNL 60 dBA. This area is delineated on Figure 10, the Aircraft Noise Contour map.

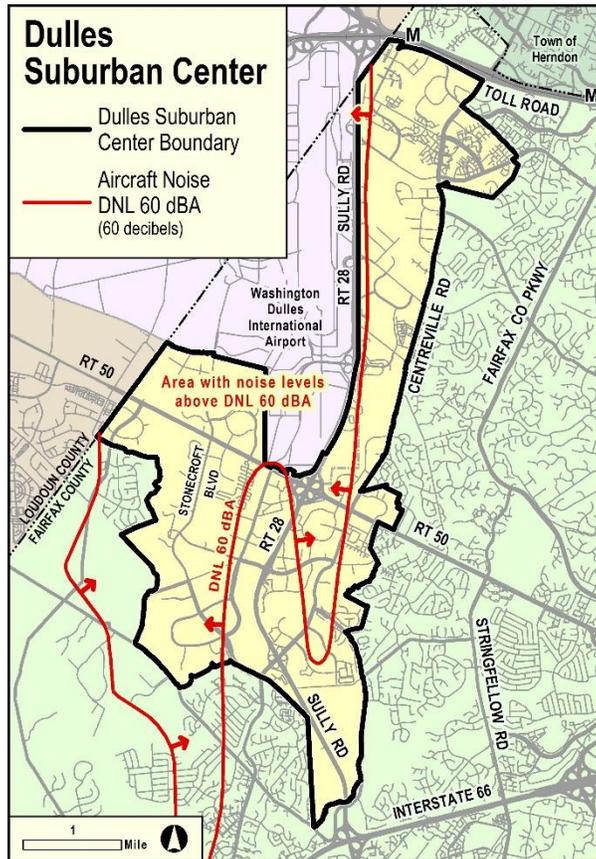


Figure 10: DNL 60 dBA Aircraft Noise Contour

Heritage Resources

Heritage resources in Fairfax County are those sites and structures, including their landscape settings that exemplify the cultural, architectural, economic, social, political, or historic heritage of the county or its communities. Heritage resources include historic buildings or other structures, landscapes and cemeteries as well as historic period (post-1600s) and prehistoric (Native American, pre-1600s) archaeological sites. There are thousands of recorded heritage resources located in Fairfax County. Most of these resources remain in private ownership and use, while only a handful are on public lands or open to the public as museums.

Established in 1969, the Inventory of Historic Sites is a catalog of historically significant sites in Fairfax County. There are at least 50 sites in or near the Dulles Suburban Center that are listed on the Inventory of Historic Sites. These include Sully, the country home of Richard Bland Lee, the first U.S. congressman from Northern Virginia and also the uncle of Robert E. Lee. The original Sully property once covered over 3,000 acres between Cub and Flatlick Runs. The main house was built in 1794 and combines aspects of Georgian and Federal architecture. Several of the original outbuildings still remain. Figure 11 depicts places listed on the Inventory of Historic Sites that are in or near the Dulles Suburban Center. More information about Fairfax County Historic Preservation and Heritage Resources is available online: www.fairfaxcounty.gov/dpz/historic

Transportation Network

The Dulles Suburban Center has convenient access to a network of regional roadways and local roads including Route 28, the Dulles Toll Road (VA 267), Route 50, and I-66. The area is also served by multiple Fairfax Connector bus routes and a network of sidewalks and shared use paths. The Comprehensive Plan envisions increased access and improved connections to the area's multi-modal transportation network in order to support balanced employment and residential uses.

Roadway Network

Fairfax County roadways are planned, designed, constructed, and improved based on the current traffic conditions, future anticipated travel demand, and travel time delays of the roadway. Level of Service (LOS) is a measure of delay at an intersection or how well traffic moves along a roadway. LOS is measured on a scale of "A" to "F" with "A" indicating free flow traffic and "F" indicating failing conditions. The acceptable LOS standard set for the Dulles Suburban Center in the Comprehensive Plan is "D". The morning (AM) peak traffic hour occurs between 7:45 AM - 8:45 AM and the evening (PM) peak hour occurs between 5:00 PM - 6:00 PM. LOS was last assessed for several key intersections in 2013 (Figure 12).

The PM peak hour experiences heavier time travel delays and worse LOS than the AM peak. In 2013, one intersection failed during the AM peak hour: Route 50/Pleasant Valley Road/Dulles South Court, and three intersections failed during the PM peak: Route 50/Stonecroft Boulevard, Route 50/Airline Parkway and Willard Road/Walney Road. In December 2015, VDOT completed a project to widen Route 50 from four to six lanes from the Loudoun County line to Route 28. The completion of this project will likely improve the operation of intersections along Route 50.

Intersections	AM		PM	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Route 50				
Dulles South Court/Pleasant Valley Road	113	F	48	D
Stonecroft Boulevard	34	C	120	F
Airline Parkway/Avion Parkway	40	D	102	F
Lee Road	31	C	54	D
Centreville Road				
EB Dulles Toll Road Ramps	17	B	28	C
Woodland Park Road	18	B	23	C
Sunrise Valley Drive	64	E	67	E
Coppermine Road	30	C	41	D
Frying Pan Road	42	D	49	D
West Ox Road	29	C	30	C
McLearn Road	63	E	59	E
Franklin Farm Road	37	D	23	C
Lees Corner Road	19	B	17	B
Route 50	54	D	66	E
Willard Road				
Stonecroft Boulevard	9	A	17	B
Lee Road	25	C	27	C
Route 28	16	B	24	C
Walney Road	34	C	93	F
Westfields Boulevard				
Park Meadow Drive	16	B	41	D
Newbrook Drive	5	A	23	C
Walney Road	23	C	53	D

Figure 12: 2013 Peak Hour Intersection LOS for the Dulles Suburban Center

Planned Roadway Improvements

The Comprehensive Plan recommends a number of specific transportation improvements in the Dulles Suburban Center, many of which are focused on widening Route 28 and the construction of multiple grade separated interchanges. Since the Comprehensive Plan recommendations were adopted, Route 28 has been widened to three lanes in each direction and interchanges from Frying Pan Road to Westfields Boulevard have been constructed. Other road improvements for segments of Coppermine Road, Route 50, Centreville Road and Walney Road are complete.

The Route 28 Tax District plays an important role in funding transportation improvements in the Dulles Suburban Center. This tax has been used to fund improvements including widening Route 28 to six lanes from I-66 to Route 7, and providing funding for the eventual widening of Route 28 to eight lanes. Funding from the tax district was also provided for the construction of five grade separated interchanges along Route 28.

There are transportation improvements recommended in the Comprehensive Plan that have not been completed. These include widening Route 28 to a total of 10 lanes from I-66 to the Dulles Toll Road, with the inclusion of High Occupancy Vehicle (HOV) lanes. The HOV lanes would decrease travel times for those choosing to carpool, and would decrease traffic for other users on Route 28. The Comprehensive Plan also has recommendations for widening segments of Centreville Road, Frying Pan Road, and McLearen Road. Figure 13 is a map of transportation improvements recommended in the Comprehensive Plan.

Multimodal Transportation

The Dulles Suburban Center is currently served by the Fairfax Connector bus system and a network of regional and local trails and shared use paths. The area will soon be served by the Metrorail when Phase 2 of the Silver Line Metrorail Extension is complete in 2020. The Fairfax Connector 900 Routes serve the area south of the Dulles Toll Road and currently offer connections to the Herndon-Monroe Park and Ride. The 650 Routes serve areas along Centreville Road that are north of Route 50 and offer connections to the Vienna Metrorail Station. The 640 Routes serve the southern section of the Dulles Suburban Center, with stops at the Sully Station Park and Ride and service to the Vienna Metro Station. The Transit Development Plan recommends the expansion of bus service in the area including recommendations for a Vienna Metrorail Station to Dulles Airport express bus route, and enhanced bus service on Route 28 which would come with the addition of park-and-ride lots.

Phase 2 of the Silver Line Metrorail extension includes the Innovation Center Station located on the northern boundary of the Dulles Suburban Center. This station will have impacts on the bus network and circulation in the northern section of the Dulles Suburban Center. The Transit Development Plan recommends modifications to Fairfax Connector routes with the opening of the Silver Line Phase 2 to eliminate duplicate service and better connect to Metrorail Stations.

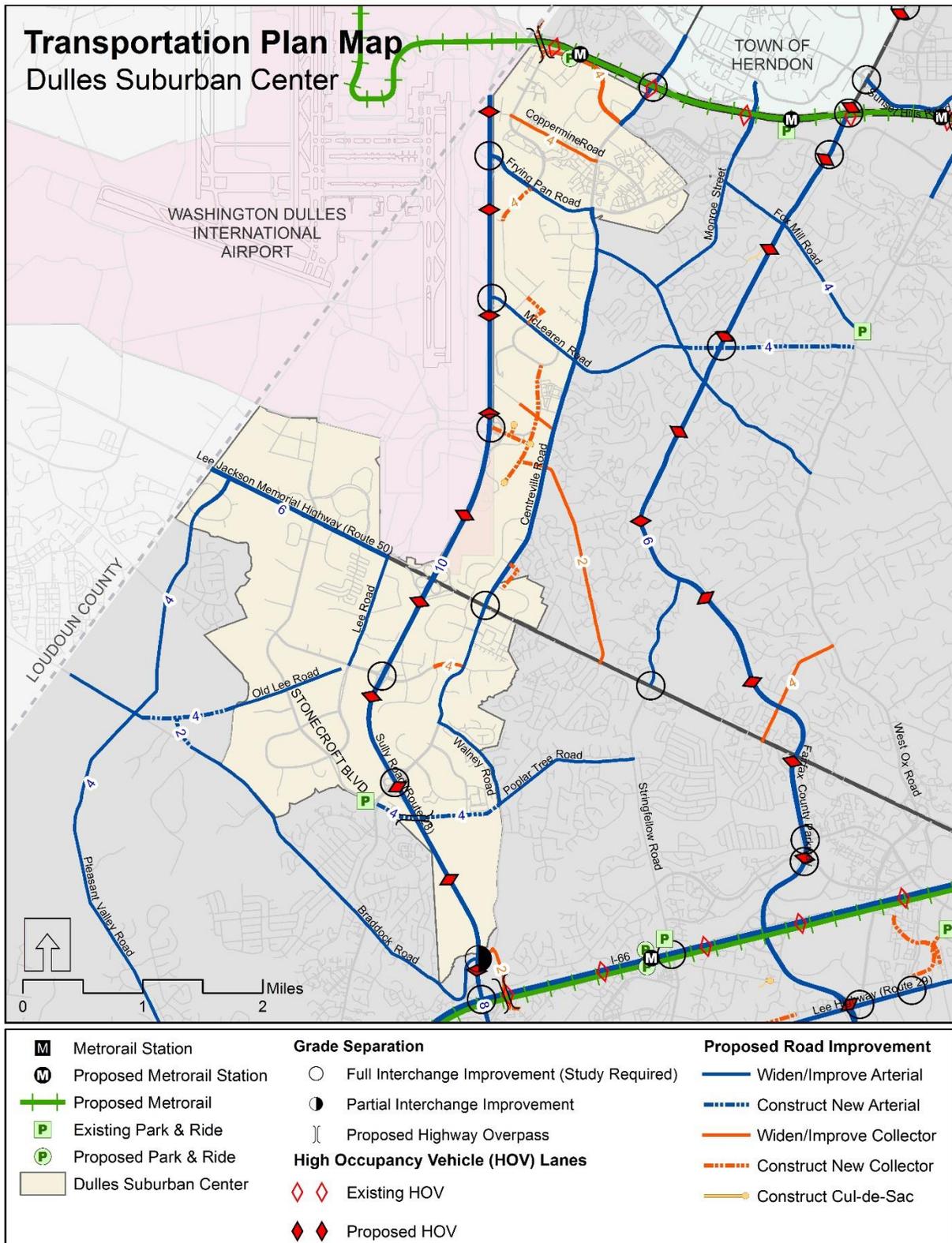


Figure 13: Transportation Plan Map

Walking and biking are convenient forms of transportation for local trips or as the first and last leg of a transit trip and will be an essential component of realizing the vision of a more robust multimodal transportation network in the Dulles Suburban Center. Improving pedestrian and bike connectivity in the Dulles Suburban Center will be challenging. Existing intersections at major thoroughfares are large and need pedestrian and bike-oriented improvements to ensure a safe and favorable experience for pedestrian and cyclists. The Countywide Trails Plan and the Countywide Bicycle Master Plan recommend improvements to the existing transportation system with the goal of creating a more walkable and bicycle friendly transportation network. Figure 14 shows the Bicycle Master Plan recommendations for the area including the Dulles Suburban Center. More information about the Dulles Suburban Center roadway network, existing and planned bus service, the status of Phase 2 of the Silver Line extension, and the Countywide Trails Plan recommendations are available on the Dulles Suburban Center website: www.fairfaxcounty.gov/dpz/dullessuburbancenter

Future Transit Services and Facilities

One of the goals of the Comprehensive Plan is to develop alternative means of transportation. The development of transit facilities in the Dulles Suburban Center will help reduce single occupant vehicle travel. Route 28 is designated as an “Enhanced Public Transportation Corridor” in the County Comprehensive Plan. It provides an intra-county connection and carries a high number of trips.

The Countywide Transit Network Study (CTNS) is a long range planning effort currently underway that is examining the types of transit needed to accommodate the desired long term economic growth in the county. The study is developing recommendations for where Metrorail should be extended; where light-rail is viable, and where bus rapid transit could facilitate the movement of people. The study is identifying where gaps exist in the connectivity of the transit network, and where connections should occur. Completion of the study is expected by summer 2016.

The CTNS is currently examining possibilities of Light Rail (LRT) or Bus Rapid Transit (BRT) within the Dulles Suburban Center. The preliminary CTNS plan, Figure 15, is still in development and recommends LRT/BRT link from a future Orange Line Metrorail Station in Centreville, through the Dulles Suburban Center to the Innovation Metrorail Station and into Loudoun County. This route would add to the existing transportation network and connect the Dulles Suburban Center to the greater multimodal transportation system.

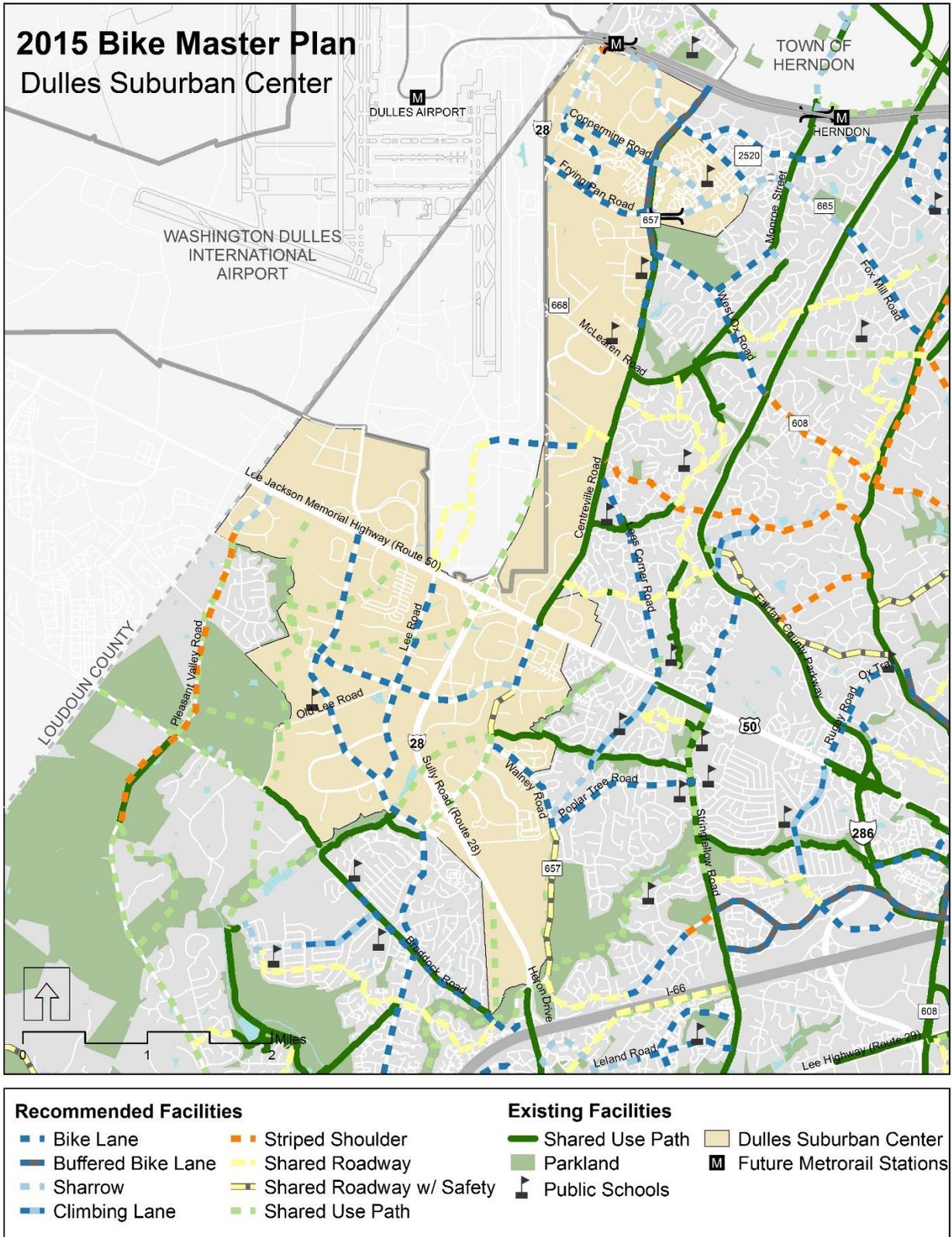


Figure 14: 2015 Bike Master Plan

The focus of the Route 28 corridor in the CNTS has been on integrating transit system alignment and land use concepts to support economic development potential and improve efficiency of north-south travel. Visit the CTNS study website to learn more about this transit long-range planning effort:

www.fairfaxcounty.gov/fcdot/2050transitstudy

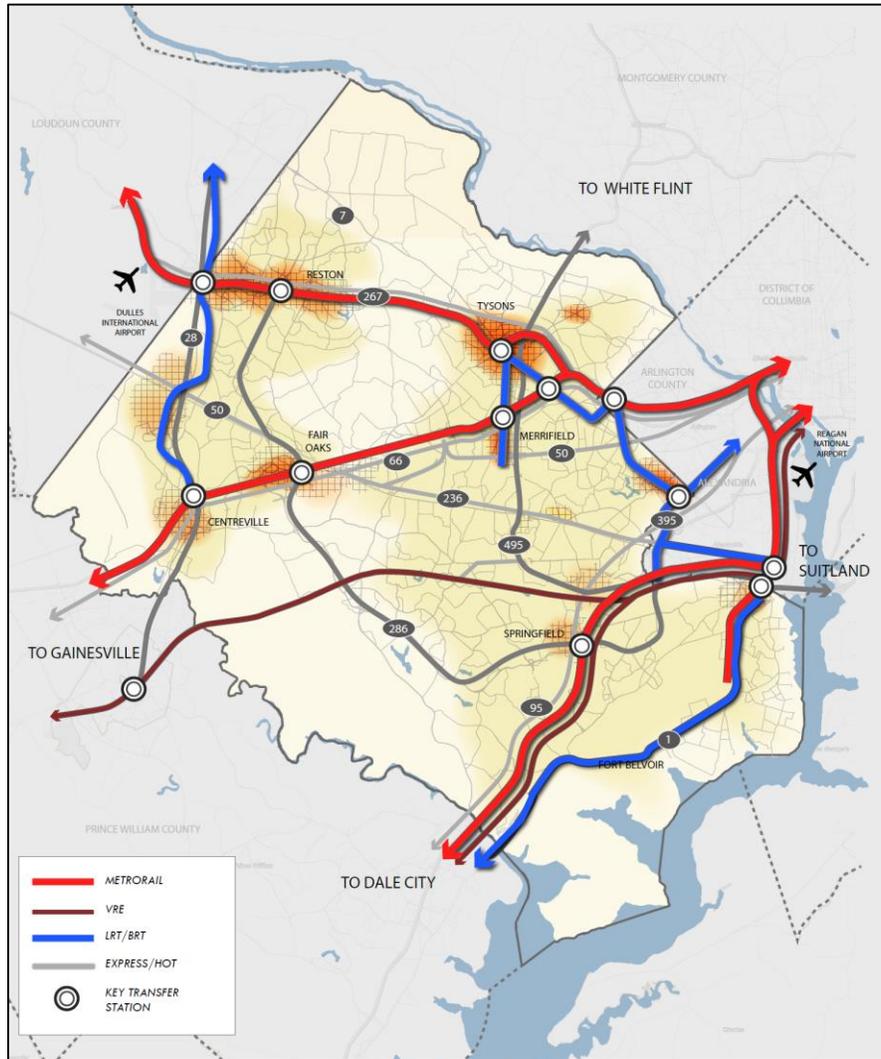


Figure 15: Preliminary CTNS Concept

Parks and Recreation

The Fairfax County Park Authority is charged with enhancing the County’s quality of life through a dual mission of providing recreation opportunities and facilities and the stewardship of park natural resources and the County’s cultural resources. This 425-park system provides a wide array of park experiences. The Park Authority operates 18 public parks and related facilities within the Dulles Suburban Center, totaling over 2,100 acres. Figures 16 and 17 detail these parks, sizes and park classification under the Parks and Recreation Policy element of the Comprehensive Plan. The Dulles Suburban Center is further served by recreational and open space amenities provided by the private sector.

The Comprehensive Plan envisions the Dulles Suburban Center’s park system as a north-south greenway of natural and cultural resources, historic sites, and recreational opportunities connected by a robust open space and trail network.

Park or Facility Name	Acreage	Park Classification
Arrowbrook Park	17	Local Park
Cub Run Stream Valley Park	896	Resource-Based Park
Dulles Corner Park	7	Local Park
Flatlick Run Stream Valley Park	93	Resource-Based Park
Franklin Farm Park	8	Local Park
Frying Pan Farm Park	135	Countywide Park
Frying Pan Stream Valley Park	52	Resource-Based Park
Ellanor C. Lawrence Park	649	Resource-Based Park
Sully Historic Site	31	Resource Based Park
Merrybrook Run Stream Valley Park	16	Resource-Based Park
Frog Branch Stream Valley Park	75	Resource-Based Park
Horsepen Run Stream Valley Park	127	Resource-Based Park
Flatlick Shop	17	Local Park (Maintenance Shop)
Cub Run RECenter	9	Countywide Park (RECenter)
Dulles Rock Hill Park	12	Local Park
Floris School Site	5	Local Park
Sully Highlands Park	17	District Park
Westfields School Site	17	District Park

Figure 16: Parks in the Dulles Suburban Center

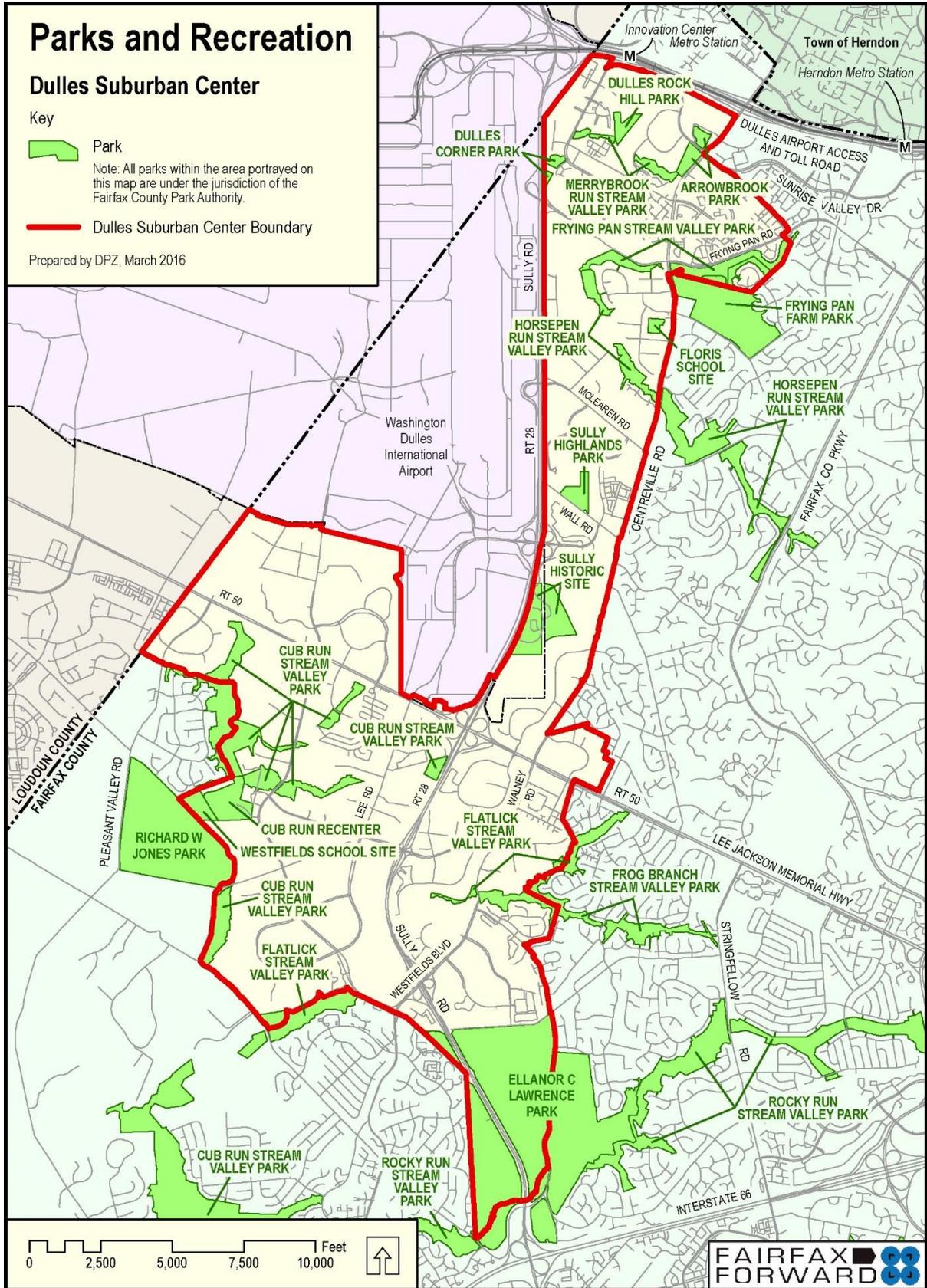


Figure 17: Parks and Recreation

Potential Future Needs

The Park Authority relies on a variety of methods and data to plan for new parkland and recreational needs. The Great Parks, Great Communities planning document serves as a comprehensive plan for the County's park system and guides future park use and development. Its specific recommendations for the Dulles Suburban Center area include promoting connectivity, building communities, meeting recreational needs, and stewarding significant natural and cultural resources.

To address the dynamics of urbanizing areas, the County's Urban Park Framework guides the design of open space and recreational amenities that integrate into the County's vision for future growth and development. Growth in surrounding jurisdictions also affects the Park Authority's ability to meet increased demands for recreation. Non-County residents and workers rely on Fairfax County's park system.

More information about park planning, the Urban Parks Framework, and needs assessment is available online at the Fairfax County Park Authority's Park Planning and Development Website: www.fairfaxcounty.gov/parks/plandev

Schools

A total of 14 Fairfax County Public Schools serve the Dulles Suburban Area, although only Coates, Floris and McNair Elementary schools, Carson Middle School, and Westfield High School are physically located within the area. The schools serving this area are listed in Figure 18 which shows the existing school capacity, enrollment, and projected enrollment for these schools.

By the 2020-21 school year, three of the 14 schools are projected to be over capacity; a deficit will exist at McNair Elementary School, Carson Middle School and Chantilly High School. The school capacity chart shows a snapshot in time for student enrollments and school capacity balances. Student enrollment projections are done on a six-year timeframe, currently through school year 2020-21 and are updated annually.

School	Capacity	Enrollment (2015-16)	2016-17 Projected Enrollment	2016-17 Capacity Balance	2020-21 Projected Enrollment	2020-21 Capacity Balance
Elementary Schools						
Brookfield	917	853	854	63	856	61
Coates	753	764	771	-28	731	12
Cub Run	663	586	582	81	581	82
Floris	747	686	664	83	645	102
Lees Corner	797	755	772	25	749	48
McNair	909	1,283	1,304	-395	1,371	-462
Virginia Run	853	711	682	171	692	161
Westfield Site ²	NA	NA	NA	NA	NA	NA
Middle Schools						
Carson	1,296	1,467	1,516	-220	1,403	-107
Franklin	1,005	862	857	148	935	70
Rocky Run	1,062	1,166	1,232	-170	1,029	33
Stone	989	800	808	181	791	198
High Schools						
Chantilly	2,574	2,710	2,763	-189	2,731	-157
South Lakes ³	2,123 / 2,700	2,436	2,455	-332	2,431	269
Westfield	2,760	2,608	2,565	195	2,610	150

1 From FY 2017-21 Capital Improvement Program, Office of Facilities Planning Services, Fairfax County Public Schools

2 School site identified

3 Denotes current/future capacity

Figure 18: School Capacity, Enrollment and Projections Chart, FY 2017-21¹

Capital Improvement Projects

The FY 2017-2021 Schools Capital Improvement Program (CIP) contains funded capacity enhancements for South Lakes HS to be completed in FY 2018. In addition, Rocky Run MS is planned for renovation with a scheduled completion within the next 10 years. The CIP also includes the unfunded needs for a new North West County elementary school and future Western high school. Further, the CIP recommends the creation of a new Advanced Academic Program (AAP) Center at Franklin MS. This recommendation would provide capacity relief to Carson MS. Stone MS is also recommended for the creation of a new AAP Center.

School Facility Needs

This area is projected to continue to have capacity challenges, particularly at the elementary level in the vicinity of Coates and McNair elementary schools. Traditionally, capacity needs have been addressed through new school construction, additions to existing facilities, interior architectural modifications; temporary/modular buildings and changes to programs and/or attendance areas. While a traditional elementary school site would need 8-12 acres of land, a school with an urban oriented design would reduce the need to about 3-4 buildable acres (or potentially less if co-located with a recreation field). A typical high school site would need 30-35 acres of land.

Libraries

The Fairfax County library system is made up of regional and community libraries with the purpose of meeting the educational, recreational, and informational needs of the residents in the communities they serve. There are no public libraries within the Dulles Suburban Center. The two nearest libraries are the Chantilly Regional Library, located at 4000 Stringfellow Road in Chantilly and the Centreville Regional Library located at 14200 Saint Germain Drive in Centreville. More information about library locations can be found online: www.fairfaxcounty.gov/library/branches

Public Safety

Police

Police and governmental buildings are the nucleus for police operational programs and critical logistic staging. While district stations historically have been utilized to spearhead community building initiatives, citizen interviews, public briefings, and station based services, the stations also house rapid deployment equipment and vehicles that cannot constantly be placed in service. It is critical that community members have reasonable access to the many police services offered at the stations. While police strive to take services to the neighborhoods, a need will always exist to offer many services directly from the station. The Dulles Suburban Center is served by the Sully and Fair Oaks District police stations, with a small portion of the area in the northeast located within the Reston District. The Sully District Police Station and the Fairfax County Police Department's Driver Training Facility are both located within the Dulles Suburban Center boundary. A map of Fairfax County Police Department District Station Boundaries is available online: www.fairfaxcounty.gov/police/contact/maps/map-district-full.pdf

Fire and Rescue

The Fairfax County Fire and Rescue Department is composed of 38 strategically positioned stations to effectively serve county residents. Emergency response coverage for the Dulles Suburban Center is primarily provided by the Frying Pan Fire and Rescue Station 36 located at 2660 West Ox Road in Herndon, and the Chantilly Fire and Rescue Station 15 located at 14005 Vernon Street in Chantilly. In addition, some coverage is provided by the Centreville Volunteer Fire and Rescue Station 17, located at 5856 Old Centerville Road in Centreville. The Centreville Volunteer Fire and Rescue Station 17 is staffed by career personnel but is a volunteer-owned fire station. Therefore, the facility and all frontline apparatus are funded by the Centreville Volunteer Fire and Rescue Department. Currently there are no plans for additional fire and rescue facilities. In the Advertised FY2017-FY2021 CIP, the Frying Pan and Chantilly stations have been identified for improvements and are currently planned for the 2022 Public Safety Bond Referendum. A map of Fire and Rescue Stations is available online:

www.fairfaxcounty.gov/fr/deptinfo/fs_map.htm

An interactive map of the Dulles Suburban Center area provides a variety of information, including the location of police and fire stations, schools, bike trails, bus routes, libraries.

www.fairfaxcounty.gov/dpz/dullessuburbancenter/dullessubmap/dullessuburbanctr.htm

Sewer and Water

Sanitary Sewer Service

Sewage generated within the Dulles Suburban Area is treated at the Blue Plains and Upper Occoquan Service Authority (UOSA) treatment plants. These are regional facilities that also serve other jurisdictions. Fairfax County has service agreements which determine the treatment allocations for each facility. The county's existing allocation at the Blue Plains treatment plant is not adequate to handle the projected sewage flow through 2040. To alleviate projected treatment deficits for the Blue Plains service area, the county has purchased treatment capacity from Loudoun Water. In addition, the county is in the process of rehabilitating the Difficult Run Pump Station to allow excess flow to be pumped from the Blue Plains service area into the Noman M. Cole Jr. Pollution Control Plant (NMCPCP). The county's existing allocation at the UOSA treatment is capable of handling the projected anticipated sewage flow through handle the projected flow through 2040.

Public Water System and Infrastructure

Fairfax Water plans, designs, and operates its transmission and distribution system to meet established regulatory requirements and to provide a high level of service to customers of Fairfax County. Appropriately sized water mains are located throughout the Dulles Suburban Center area. Based on Fairfax Water's current plans, there are no major capital projects anticipated in the Dulles Suburban Center through the year 2040. Fairfax Water develops updated long range average and maximum daily water demand

projections on a regular basis to plan for necessary major transmission and treatment facility improvements.

Next Steps

In the spring of 2016, the Department of Planning and Zoning will solicit ideas and suggestions from the community for changes to the Dulles Suburban Center Plan land use recommendations. This study will assess current conditions, provide editorial updates and review recommendations for future land uses and development for the area. Land use changes to Land Units A and B will not be considered since they were the subject of a 2013 land use study.

Community engagement is vital to achieving a balanced and informed outcome. Please sign up to receive updates about the Dulles Suburban Center Study.

www.fairfaxcounty.gov/email/lists

More information about the study is available on the study website.

www.fairfaxcounty.gov/dpz/dullessuburbancenter



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Front cover photo: Sully Historic Site, a
Fairfax County park and historic site, is
located in the Dulles suburban Center
Source: Fairfax County Park Authority



To request this information in an alternate format,
call the Fairfax County Department of Planning &
Zoning, (703) 324-1380, TTY 711.