

DULLES SUBURBAN CENTER

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Dulles Suburban Center Planning History

Late 1950's: Land near the airport was planned for employment and industrial uses.

In the early 1970s: Plans for the area emphasized development potential for major employment and economic development opportunities that would benefit from the proximity to Dulles Airport. These plans emphasized development such as;

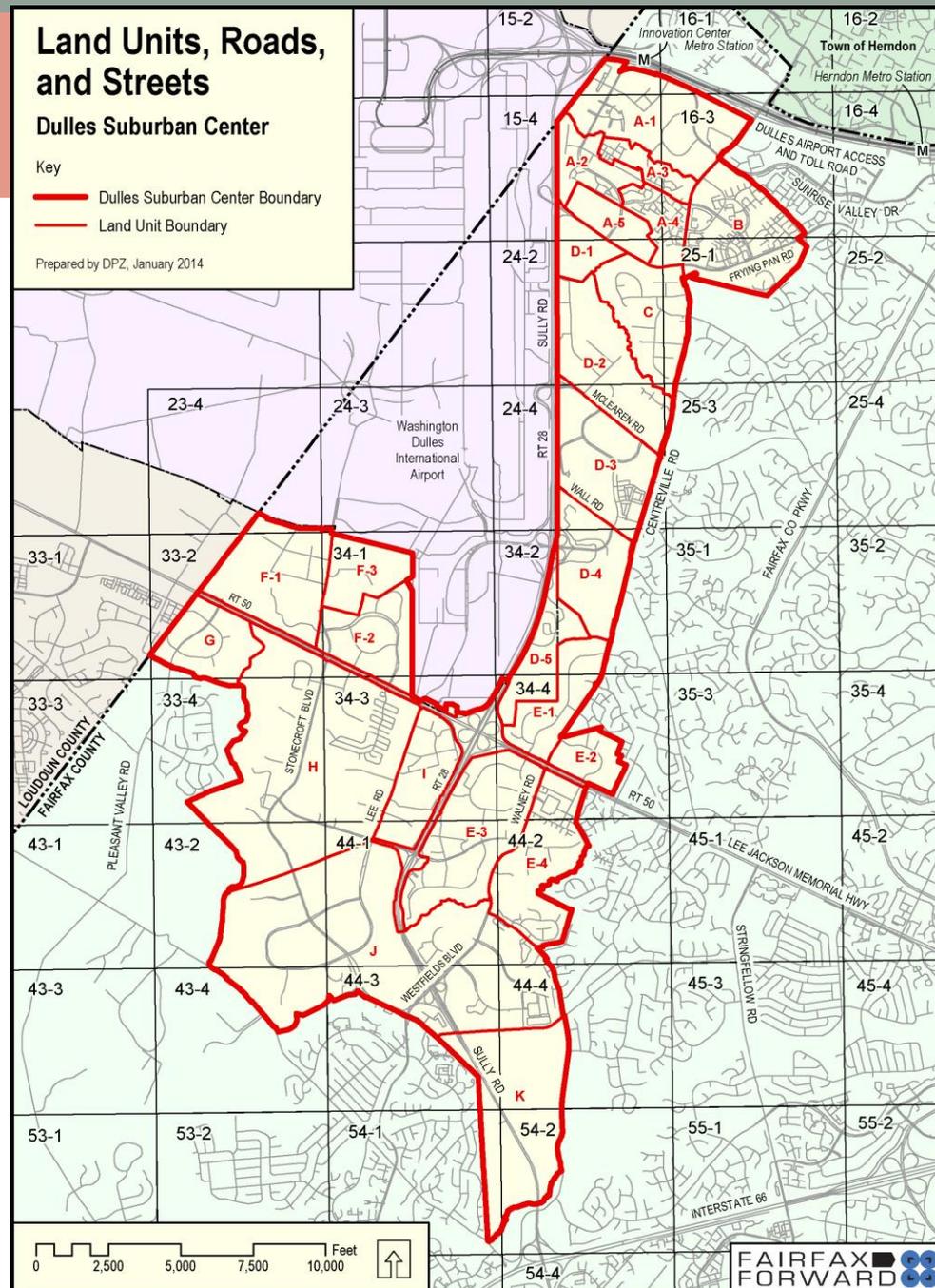
- Corporate headquarters
- Hotels & Convention Centers
- Office buildings
- Freight distribution facilities and warehouses



Dulles Suburban Center Plan

Adopted March 1993

- Established the Dulles Suburban Center
- Areawide Policies (e.g. land use, transportation, the environment, parks and recreation)
- Land Unit Guidance (land uses and intensities)



Dulles Suburban Center Plan

Major Challenges

- Imbalance between zoned development and transportation capacity.
- Preserving the opportunity for alternative transportation modes.
- Integrating residential development in area originally envisioned as an employment center.
- Providing for a broad range of uses that are compatible with surrounding residential neighborhoods
- Accommodating the future growth of the airport.

Performance Criteria

The Plan provides the developer an opportunity for a broader range of uses or **Optional Uses** if it has:

- Less peak-hour transportation impacts.
- Compatible Land Uses / Mitigation Measures
- High Quality Design

2016: Maximum Comprehensive Plan Development Potential

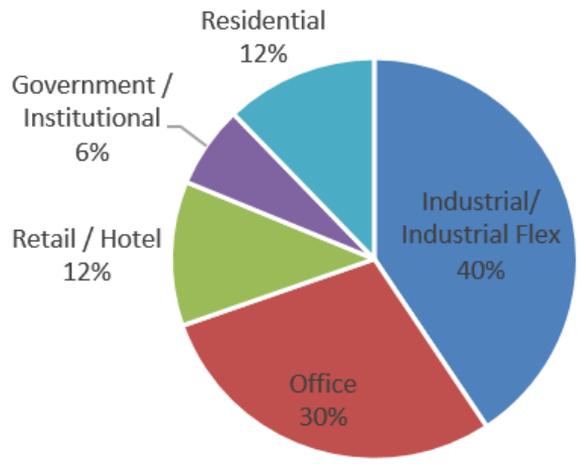
Land Use	Comprehensive Plan Development Potential ¹	Percentage by Land Use
Industrial/ Industrial Flex	30,810,050	<p>A pie chart illustrating the percentage distribution of land use. The largest portion is Office at 45%, followed by Industrial/Industrial Flex at 27%, Residential at 19%, Retail/Hotel at 8%, and Government/Institutional at 1%.</p>
Office	51,793,480	
Retail / Hotel	9,296,710	
Government/ Institutional	1,630,500	
Residential	21,630,700 (16,000 dwelling units ²)	
Total Square Feet	115,161,440 sf	

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

2 Assumes 1,300 square feet per dwelling unit.

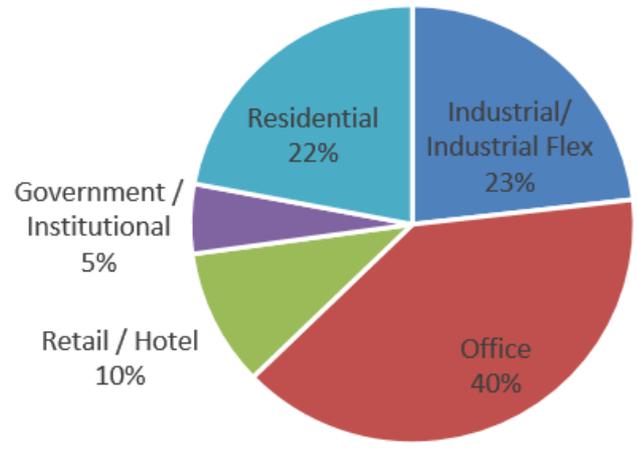
Dulles Suburban Center: Development 1996 - 2015

Percentage by Land Use



1996 Development

Percentage by Land Use



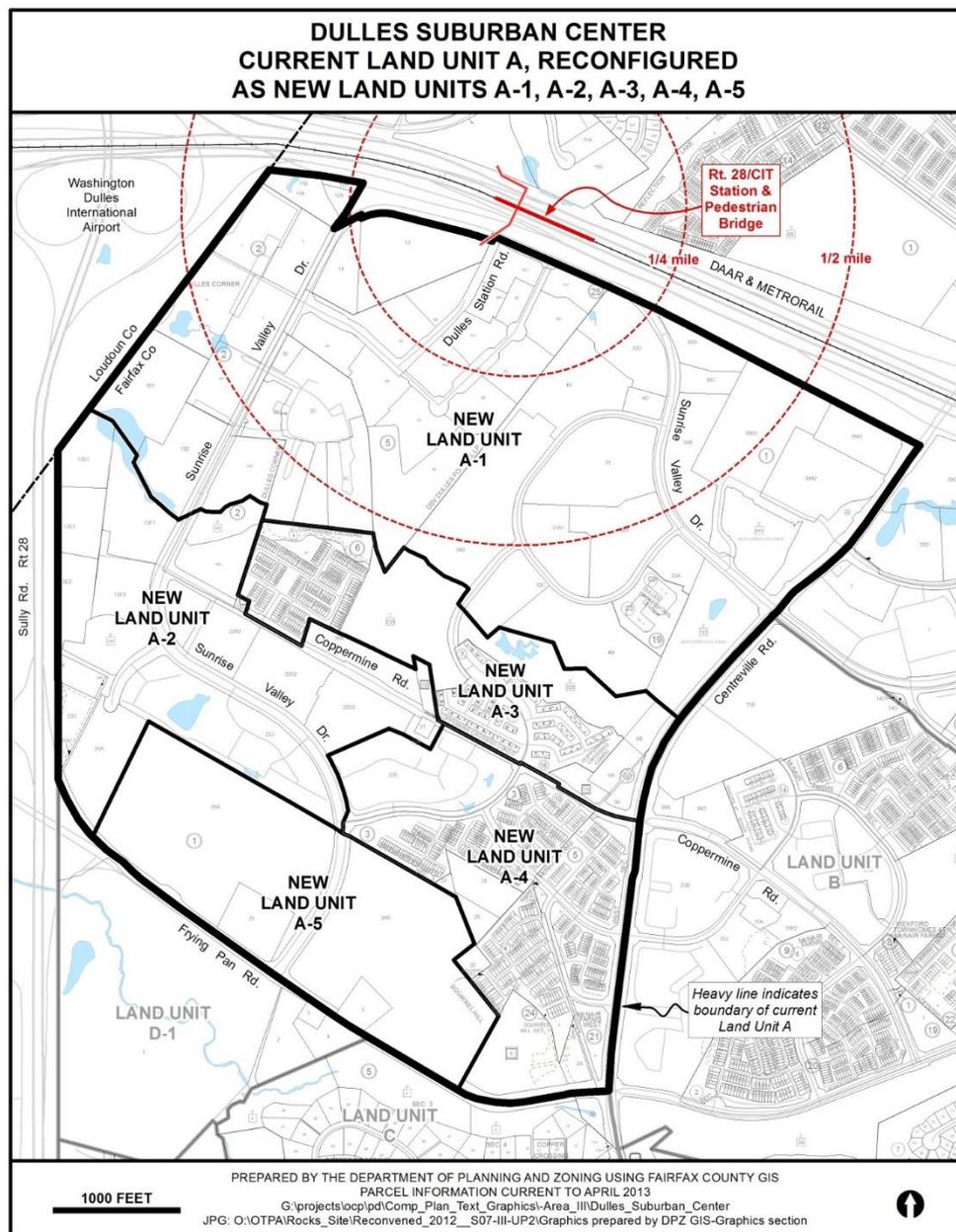
2015 Development

Innovation Center Metrorail Station

New Land Unit A Guidance

Adopted 2013

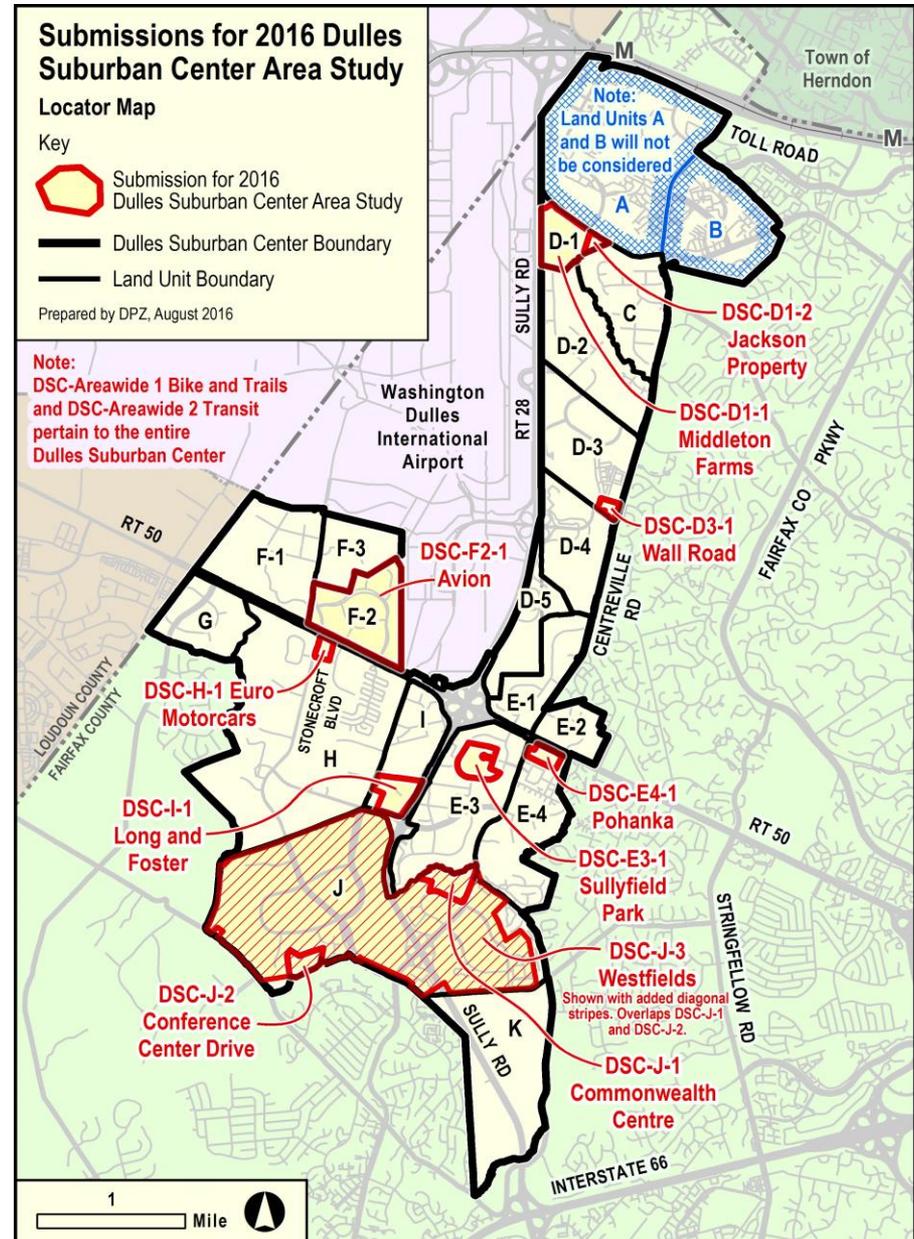
- Reduced Innovation Center Transit Station Area
- Mixed Use Development
- Increased Residential Component
- Increased Intensity Ranges from .75 to 3.0 FAR



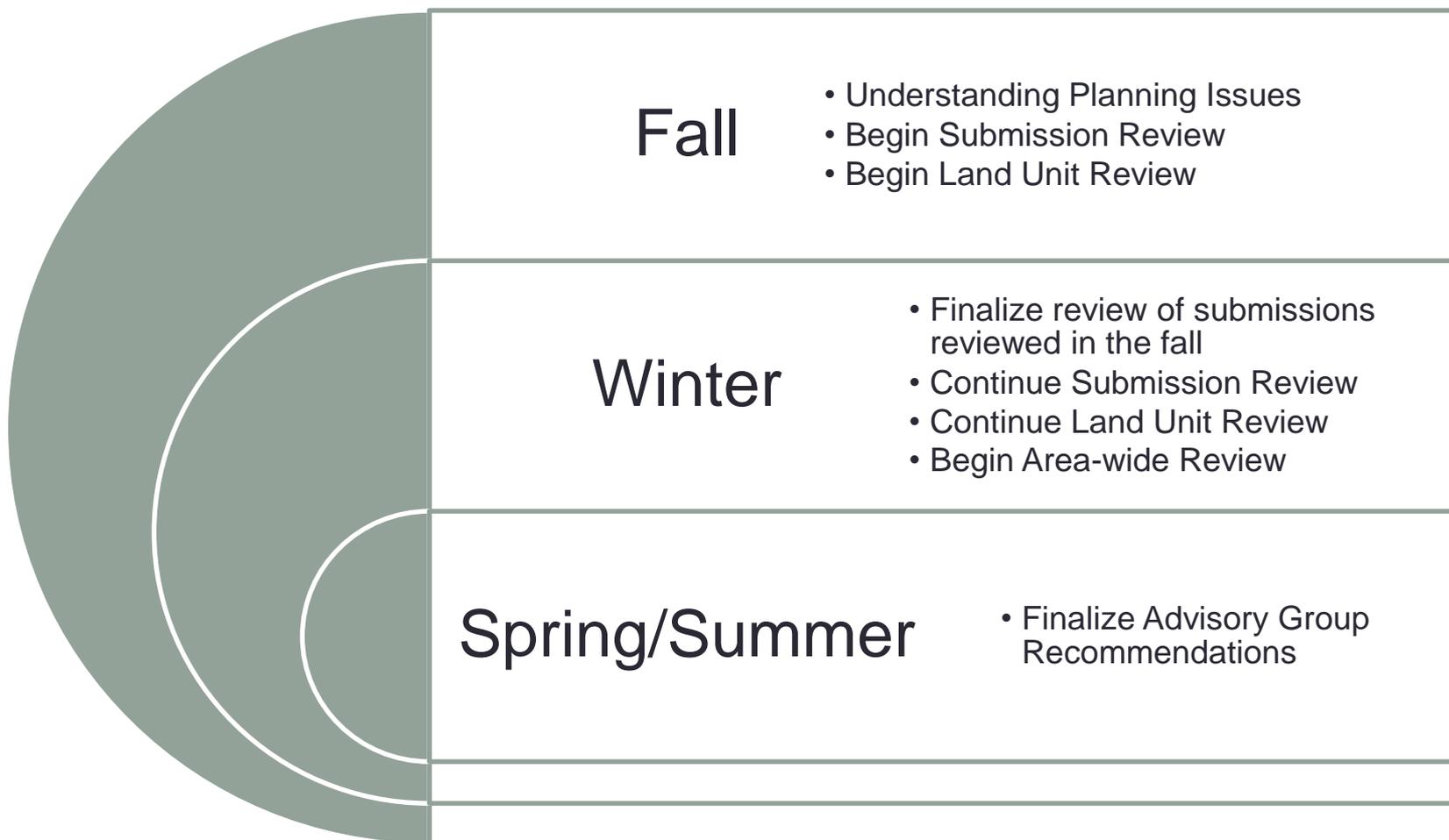
Submissions

14 Submissions Received

- Two propose updates to area-wide transportation guidance.
- One located outside of the study area.
- Some wished to consider residential uses in the Airport Noise Impact Area.



Dulles Suburban Center Advisory Group



Questions



LAND USE



HOUSING



PUBLIC FACILITIES



ENVIRONMENT



HUMAN SERVICES



REVITALIZATION



ECONOMIC DEVELOPMENT



CHESAPEAKE BAY



TRANSPORTATION



VISUAL AND PERFORMING ARTS

