

**Dulles Suburban Center Comprehensive Plan  
Submission Form for Proposed Changes**

DSC-F2-1

The Dulles Suburban Center Area (DSC) study will primarily focus on editorial updates to recommendations contained in the Comprehensive Plan. There is an opportunity to suggest potential changes to the DSC Comprehensive Plan land use recommendations as part of this study. This form should be used to suggest potential changes to the Comprehensive Plan guidance for this area. Land Units A and B were the subject of a 2013 land use study and will be excluded from consideration at this time.

Portions of Fairfax County are in the vicinity of Washington Dulles International Airport and are subjected to levels of aircraft noise which may be incompatible with noise sensitive land uses. For example, consistent with long-standing policy, new residential development is not recommended in areas with projected aircraft noise exposures at or above DNL 60 dBA. Proposals for noise sensitive uses within the DNL 60 dBA will not be considered. For more information, please consult the Dulles Suburban Center Area-Wide Recommendations, Environment section:

[www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf#page=33](http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf#page=33)

All applicants are encouraged to review the Performance Criteria for Optional Uses section of the DSC Comprehensive Plan text prior to the development of their submission.

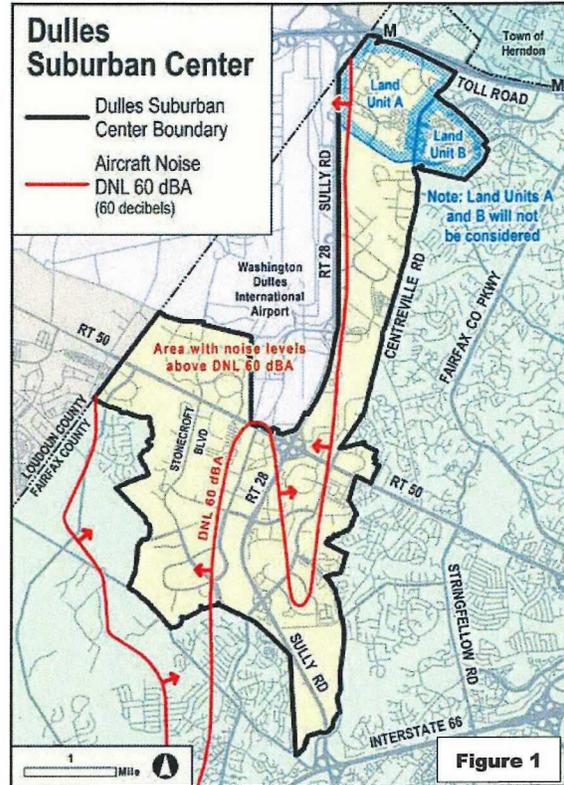


Figure 1

To submit a proposed change to the DSC Comprehensive Plan guidance, complete this form detailing the proposal by **Tuesday, May 31, 2016**. Anyone can submit a proposed change. Please use a separate form if you have more than one change to propose.

Review of proposed changes is anticipated to begin in **June 2016**. Interested parties are encouraged to notify and consult with landowners prior to the submission of a proposed change. Planning staff is available to answer questions. Proposed changes will be used to inform the study of the Dulles Suburban Center, and may be modified or combined with other proposed changes in similar geographic areas. Proposed changes that are contrary to longstanding Plan policies or do not meet the criteria stated on this form may be excluded from consideration.

To use this form, type responses or print in ink. Attachments may be used as necessary. An online version of this form and a detailed version of this map are also available on the Web at: [www.fairfaxcounty.gov/dpz/dullessuburbancenter/](http://www.fairfaxcounty.gov/dpz/dullessuburbancenter/)

**1. Proposal Type (choose one)**

- Site-specific
- Areawide topic

**2. Subject Property Information (for site-specific proposals.)**

Identify general location, street address, or Tax Map parcels, if available.

a) General Location: Land Unit F-2

- Inside the DNL 60 dBA area
- Outside the DNL 60 dBA area

b) Street Address: Avion Office Park

c) Tax Map Parcel Numbers: 34-1((3))\* *\*see attached tax map*  
For help visit the [Department of Tax Administration website](#) or the [Digital Map Viewer](#)

d) Identify total aggregate size of all subject parcels in acres or square feet: 186 acres  
For help visit the [Department of Tax Administration website](#)

e) Do you own the subject property or represent the owner of the subject property:

- Yes
- No

**3. Proposed Amendment to Comprehensive Plan recommendations**

a) (For site-specific proposals) Describe the proposed change and how it would modify the current Plan recommendations. For proposed land use changes, explain the character and type of proposed development. The potential development could be described in terms of land use floor area ratio (FAR) or dwelling units per acre. Building height or size may also be used to convey scale.

See the attached edits to the Plan text for Land Unit F-2.

b) (For areawide topics) Describe the proposed change and why it should be addressed at an areawide level within the Dulles Suburban Center Area.

N/A

c) (For site-specific and areawide topics) Provide justification for the proposed change. Describe how the proposal meets any of the following criteria. Check all that apply.

- Address emerging community concerns or changes in circumstance
- Respond to actions by others, such as Federal, State, or adjacent jurisdictions
- Advance major policy objectives, such as promoting environmental protection, preserving heritage resources, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development
- Better implement the Concept for Future Development
- Reflect implementation of Comprehensive Plan guidance through zoning approvals
- Respond to or incorporate research derived from technical planning or transportation studies
- Other

Explanation for (c). (Additional sheets may be attached.)

See the attached Statement of Justification.

**4. Contact Information**

- a) Name (required): John McBride
- b) Daytime Phone (required): 703-218-2133
- c) Street Address: Odin, Feldman & Pittleman, PC  
1775 Wiehle Avenue, Suite 400, Reston, Virginia 20190
- d) Email Address: john.mcbride@ofplaw.com

Review of proposed changes is anticipated to begin in June 2016. Please contact the Planning Division by phone or email if you have any questions about the submission procedure.

Submit the completed form by mail or email: **Fairfax County Department of Planning and Zoning**  
 Planning Division  
 12055 Government Center Parkway, Suite 720  
 Fairfax, Virginia 22035-5500  
 703-324-1380, TTY 711 (Virginia Relay)  
[DPZDullesSubCenter@fairfaxcounty.gov](mailto:DPZDullesSubCenter@fairfaxcounty.gov)



## LAND UNIT F-2

### CHARACTER

Land Unit F-2 is bordered on the north by Land Unit F-3 which ~~is planned for~~ comprises a ~~future~~ county public safety training facility. To the east, Land Unit F-2 borders Dulles Airport, including the ~~possible future site of the~~ Steven F. Udvar-Hazy Annex to the Smithsonian Air and Space Museum. Land Unit F-2 is bounded on the south by Route 50 and on the west by Land Unit F-1 and Willard Road. This land unit contains approximately ~~170-188~~ acres, about ~~135-57~~ acres of which were vacant, as of January ~~1992-2016~~ (Figure 34).

Existing development (the Avion Office Park) consists of one-to ~~three-four~~ story buildings in a well-landscaped setting that preserves large amounts of existing vegetation and ~~enhances the site with~~ contains a network of trails and water features. ~~Both~~ low-rise office and industrial/flex uses are present. A clearly defined identity exists, due to a unified design for architecture, landscaping, signage, lighting, pathways and bridges. A small church and its cemetery occupy the remainder of this land unit - approximately three acres near the Route 28/Route 50 interchange.

Dulles Airport is the location of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum, immediately east of Land Unit F-2. ~~However, its~~ Access is from the interchange at Route 28 and Air and Space Museum Parkway. ~~Although the Airport Master Plan includes alternative concepts for a possible future southern terminal, the 20-year Master Plan does not include a specific terminal site. If such a terminal is planned, Stonecroft Boulevard would be the probable future access to this facility.~~

### RECOMMENDATIONS

#### Land Use

1. This land unit is planned primarily for office and industrial/flex, with secondary mixed uses up to a maximum .501.0 FAR, continuing the existing ~~character and type of~~ uses unified design, landscaping and water features. Ancillary retail uses, not to exceed 20 percent of total development, may be appropriate. Lodging, restaurants, and/or cultural uses should be considered as optional uses. Any new development or redevelopment should maintain and enhance the high-quality design of the existing development office park.
2. Conventional strip ~~or freestanding~~ commercial development is not planned and is not appropriate along Route 50, ~~and Willard Road, except as specifically noted above in~~ Land Use Recommendation #1.

## Transportation

1. ~~If future studies determine that right of way is needed in Land Unit F-2 to facilitate development of an integrated transit system for the Dulles Suburban Center, then the needed right of way should be provided.~~
2. ~~Commercial retail uses are not planned and are not appropriate along Route 50.~~
3. The Route 50 frontage area of the Avion Office Park is planned to accommodate an integrated and well designed mix of office, short or long term lodging (possibly with conference or event facilities), restaurant, fast food (without drive through), bank, personal service, entertainment and retail uses. This mix of uses should be designed so as to provide convenience, vibrancy and amenity to the overall office park.
4. Residential and age-restricted/elderly independent and assisted living uses may be appropriate in areas outside of the DNL 75 dBA or higher aircraft noise contour, when consistent with (a) the Airport Noise Impact overlay district regulations of the Zoning Ordinance and (b) official MWAA policies and practices.

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## Statement of Justification

The Dulles Suburban Center recommendations and maps for Land Unit F-2 have not been updated or changed since March of 1993, when they were adopted by the Board of Supervisors. At that time, automobile-dependent office and industrial/flex campus were in demand by corporate tenants. As a result, much of the Dulles Suburban Center area (approximately 70%) was planned and became developed as office and industrial/flex parks. By 2015, County documents indicate there were over 31-million square feet of office and industrial/flex development built within the Dulles Suburban Center. Most of this development is located in either office parks or freestanding sites that do not contain other uses, which causes them to be very automobile-dependent.

The Avion Office Park is a “poster child” example of this type of automobile-dependent, single purpose development. The Avion Office Park comprises a total of 186 acres, 56 of which are vacant. Existing office/flex development comprises 1,314,770-square feet of gross floor area. Market demand for office/flex buildings in these older, single purpose office parks is weak. The office market throughout the southern half of the Dulles Suburban Center is significantly oversupplied and has historically high vacancy rates. Market demand has shifted from suburban style, single purpose office developments to mixed-use developments with some residential uses that have a sense of place and identity.

Today, increasing urbanization and the establishment of mixed-use (live, work, play) communities in Arlington, Tysons and Reston have coincided with (or contributed to) a significant change in market demand. Office tenants increasingly demand locations that have a “sense of place” for their employees -- a place where they can live, work and play in close proximity. Older office parks are being “rebranded” and place making is occurring by adding a mix of retail, personal service, recreation/entertainment, restaurant, fast casual dining and residential uses, where there was once only office and flex uses. These new mixed-use centers have become “the place to be” for corporations, restaurants and retail alike. For example, the most recent land use approvals in the Westfield area include mixed use developments at the corner of Westfield Boulevard and Stonecroft Boulevard, as well as the Wegman’s on Westfield Boulevard. These are indicative of an evolving vision for large campus style office parks. As another example, development applications in the northern portion of the Dulles Suburban Center and in Loudoun County are converting old, single purpose projects into new, vibrant mixed-use centers.

Sub-unit F-2 is strategically located at the confluence of major East/West (Route 50) and North/South (Route 28) transportation corridors. The Route 28 corridor is designated for future rapid bus transit. The Route 50 corridor now has a ten foot wide shared use path extending from Route 28 into Loudoun. Mixed use developments thrive when located adjacent to major multi-modal transportation corridors, which allow their amenities to be supported by a broader range

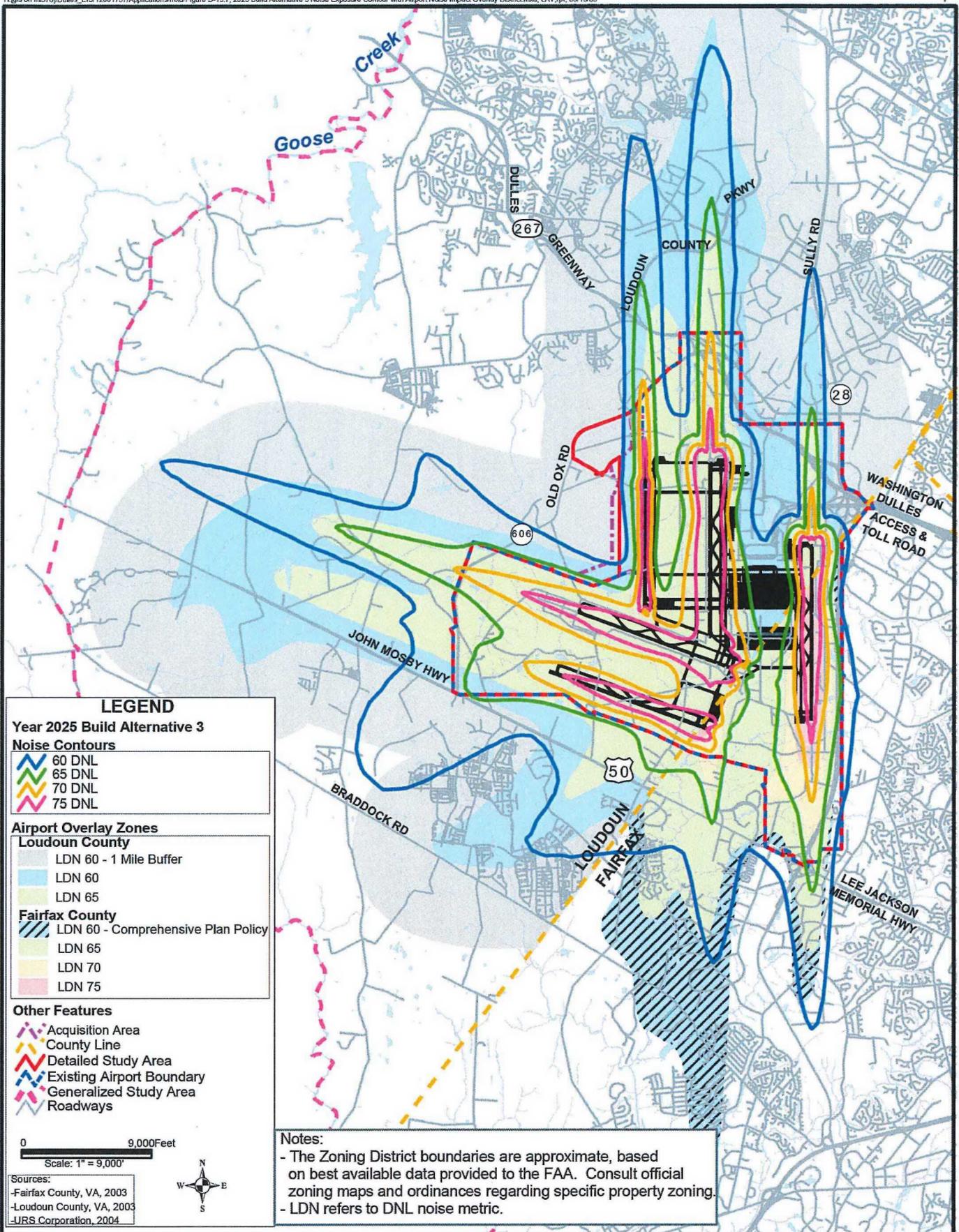
and number of residences. Convenient and dependable transportation options are crucial to the economic viability of these mixed use centers.

Fairfax County does not have a “Western Gateway development” near its border with Loudoun County. The one-dimensional Avion Office Park and Chantilly Automobile Park developments do not provide a vibrant, energized, “place to be” gateway development.

The aircraft noise contour map shown in the current Dulles Suburban Plan Text (Figure 4) is outdated and should be replaced. There have been significant changes to aircraft aerodynamics, engine technology, and in the flight patterns for Dulles International Airport since Figure 4 was drafted in August of 1992. In addition, Figure 4 shows markedly different noise contours than the current Fairfax County GIS noise contour maps. Both of these noise contour maps are different from the June 2005 FAA airport noise exposure contour map which was prepared for the Dulles Airport New Runways Environmental Impact Statement (copy attached).

Adding to the confusion regarding where residential development is appropriate, the current Dulles Suburban Center plan text is inconsistent with FAA standards and, most importantly, the Airport Noise Impact Overlay District regulations of the Zoning Ordinance. New residential development is permitted (with proper construction techniques) within the Airport Noise Impact Overlay District on properties located outside of the DNL 75dBA or higher noise contours. However, the current plan text recommends residential uses be allowed only on properties located outside of the DNL 60dBA or higher noise contour. The FAA has established DNL 65dBA as the noise level at which soundproofing or other noise mitigation measures need to be utilized. We suggest that the plan text be amended to correspond to the Airport Noise Impact Overlay District regulations of the Zoning Ordinance.

All of these reasons signify a clear “change in circumstance” that legitimizes this re-planning request.



**2025 BUILD ALTERNATIVE 3  
NOISE EXPOSURE CONTOUR  
WITH AIRPORT NOISE IMPACT  
OVERLAY DISTRICT**

**FIGURE  
D-13.7**  
DATE: 06/13/05