PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2014-III-DS1
March 25, 2015

GENERAL LOCATION: North of the intersection of Stonecroft and Westfields Boulevards, west of Route 28 (Sully Road).

SUPERVISOR DISTRICT: Sully

PLANNING AREA: Area III

PLANNING DISTRICT OR SPECIAL AREA: Dulles Suburban Center

SUB-DISTRICT DESIGNATION: Land Unit J

PARCEL LOCATION: 44-3((1))15

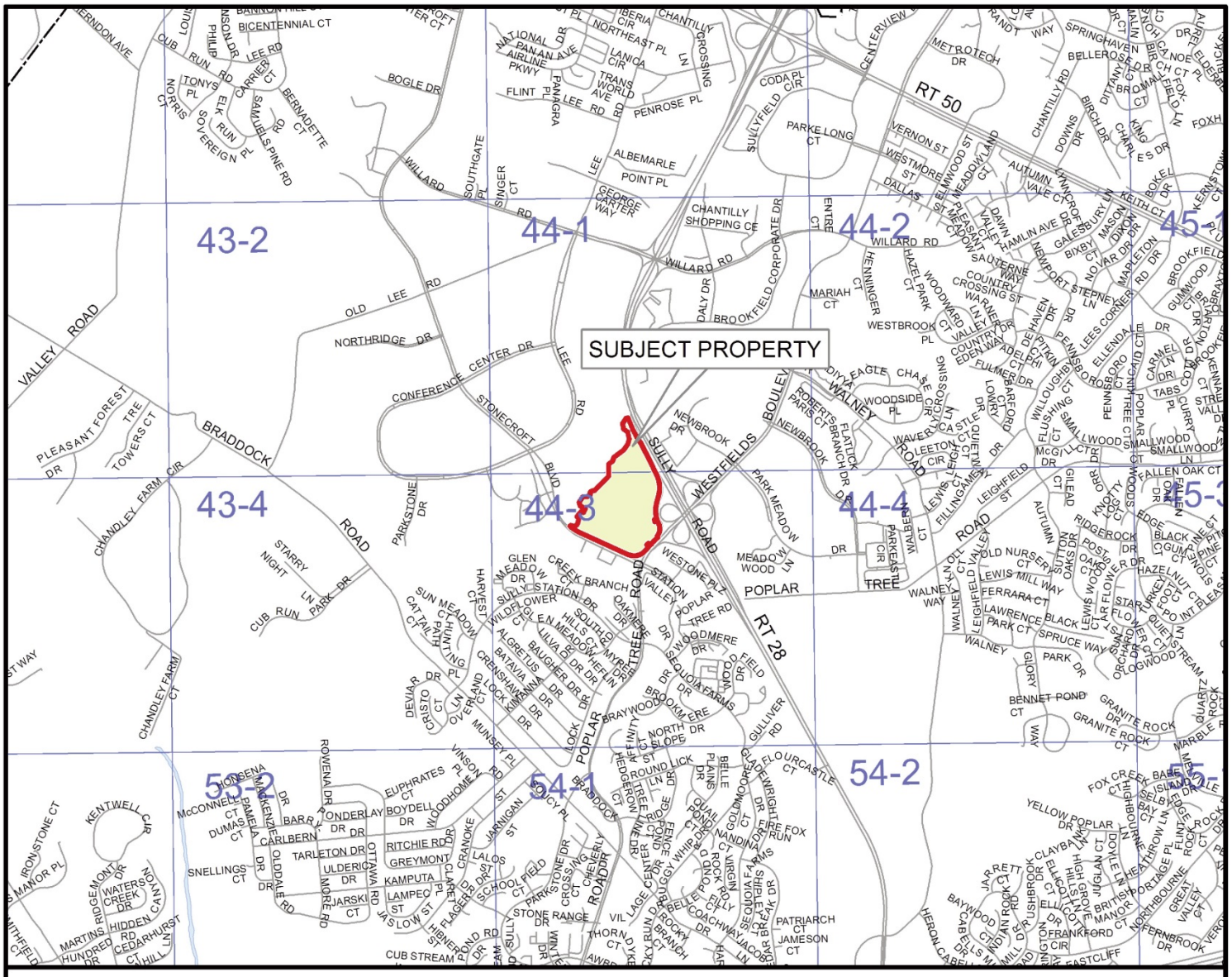
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Wednesday, April 15, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, June 2, 2015 @ 4:00 PM

PLANNING STAFF <u>DOES</u> RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours advance notice. For additional information about accommodation call (703) 324-1334.



PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Akridge, Dulles Suburban Center, Land Unit J

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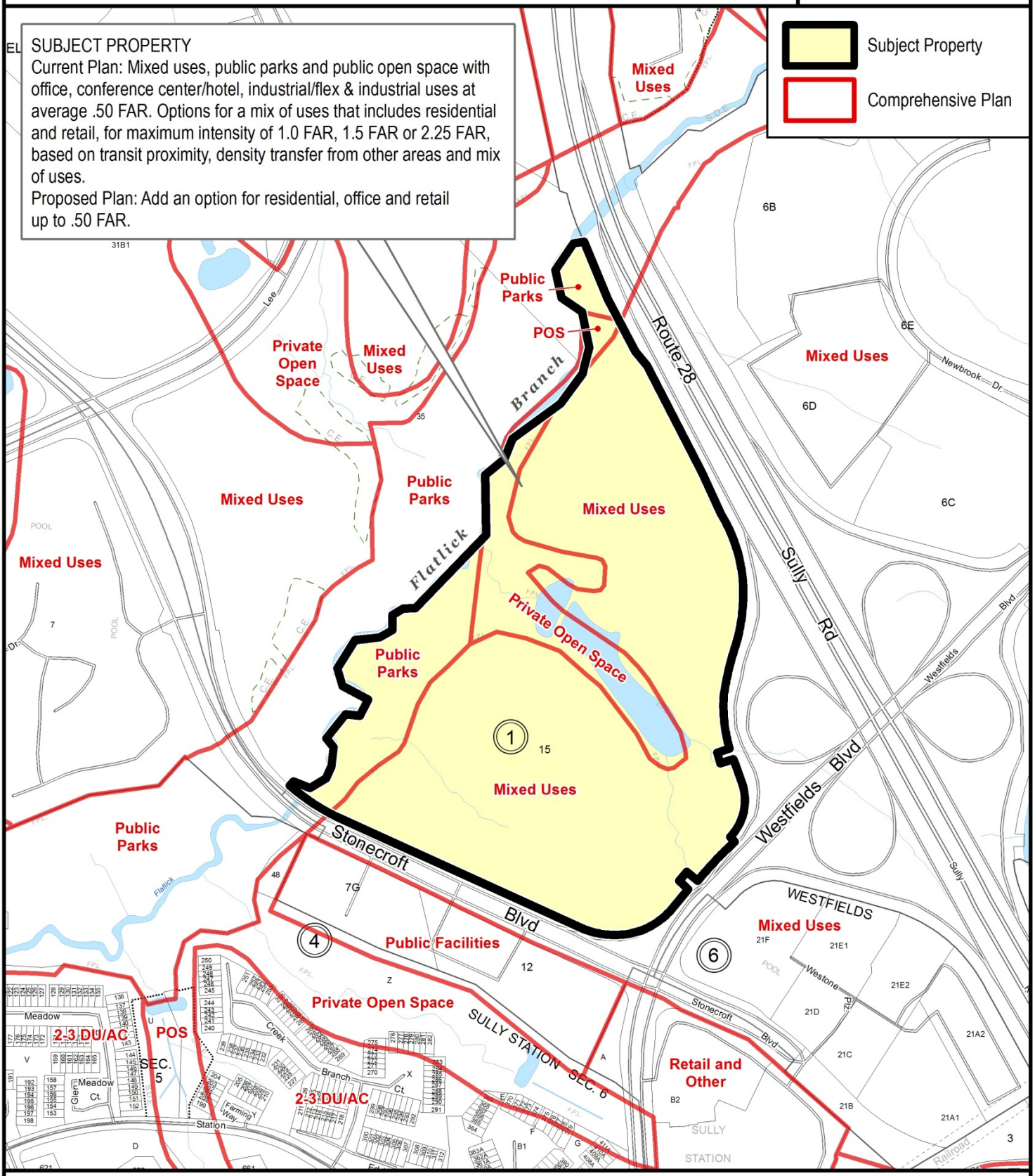
CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM: 2014-III-DS1
March 25, 2015



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO FEBRUARY 2015
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STAFF REPORT FOR PLAN AMENDMENT 2014-III-DS1

BACKGROUND

On May 13, 2014, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2014-III-DS1 for Tax Map Parcel 44-3((1))15, located north of the intersection of Stonecroft and Westfields Boulevards, west of Route 28, in Land Unit J of the Dulles Suburban Center in the Sully Supervisor District.

The Board authorized staff to examine the appropriate amount and placement of planned residential use on this vacant 50-acre property. In addition, staff was directed to evaluate potential road improvements to alleviate congestion in the area. Further, the Board authorization indicates that the Plan amendment should consider the extent to which development on this property could be designed to be compatible with the location of transit stops under review in the Countywide Transit Network Study. The current Comprehensive Plan recommends public parks and private open space in an area that corresponds to Flatlick Branch. Areas planned as private open space are areas planned to remain undeveloped and are otherwise not planned as public parks or private recreation. In terms of development, the Plan recommends non-residential uses but provides options for higher intensity mixed-use development with conditions.

CHARACTER OF THE AREA

The Dulles Suburban Center (Figure 1), which includes Land Unit J, comprises over 6,000 acres in western Fairfax County adjacent to Washington Dulles International Airport. Employment from office and industrial/flex uses is concentrated in this area. Land Unit J itself consists almost entirely of the Westfields International Corporate Center at Dulles. Planned for campus-style office, conference center, hotel, industrial and industrial/flex space, the land unit exceeds 1,000 acres. The area is developed and promoted as a Class A, corporate office park with companies such as Lockheed Martin, Northrop Grumman, and the Aerospace Corporation having a presence there. With the exception of the Sully Governmental Center, which is across Stonecroft Boulevard to the south, the vacant subject property is removed from neighboring buildings and separated by major or minor arterial roads and the extensive EQC on the west side of the property associated with Flatlick Branch (Figure 2). The subject property is surrounded by an Environmental Quality Corridor (EQC) and roads that separate it from office, institutional and hotel uses. Specifically, the property boundaries include a major arterial, Route 28, and two minor arterials, Westfields Boulevard and Stonecroft Boulevard. The extensive EQC covers approximately 40 percent of the site and will influence the development pattern of this large vacant property.

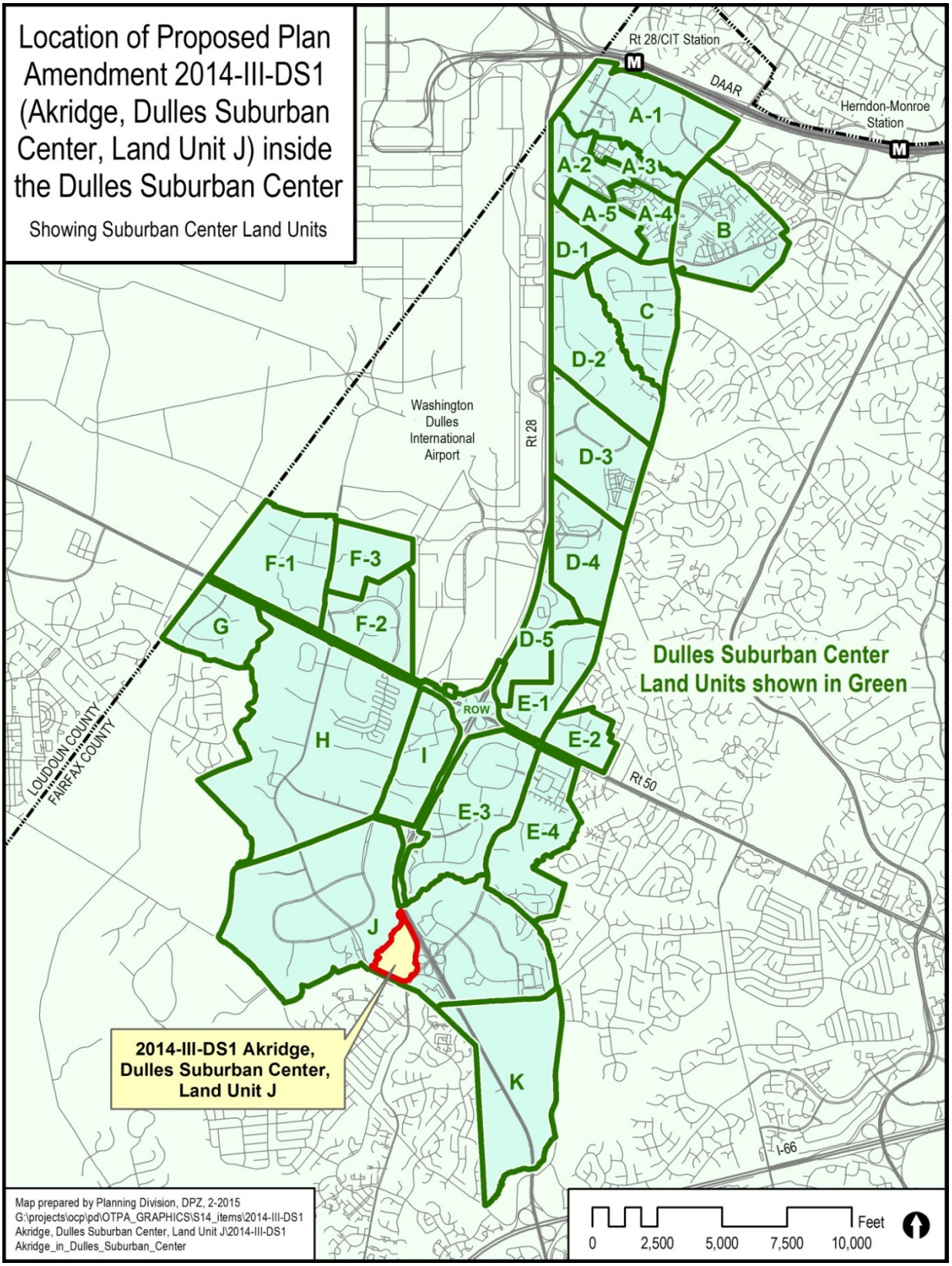

Figure 1: Land Unit J in the Dulles Suburban Center

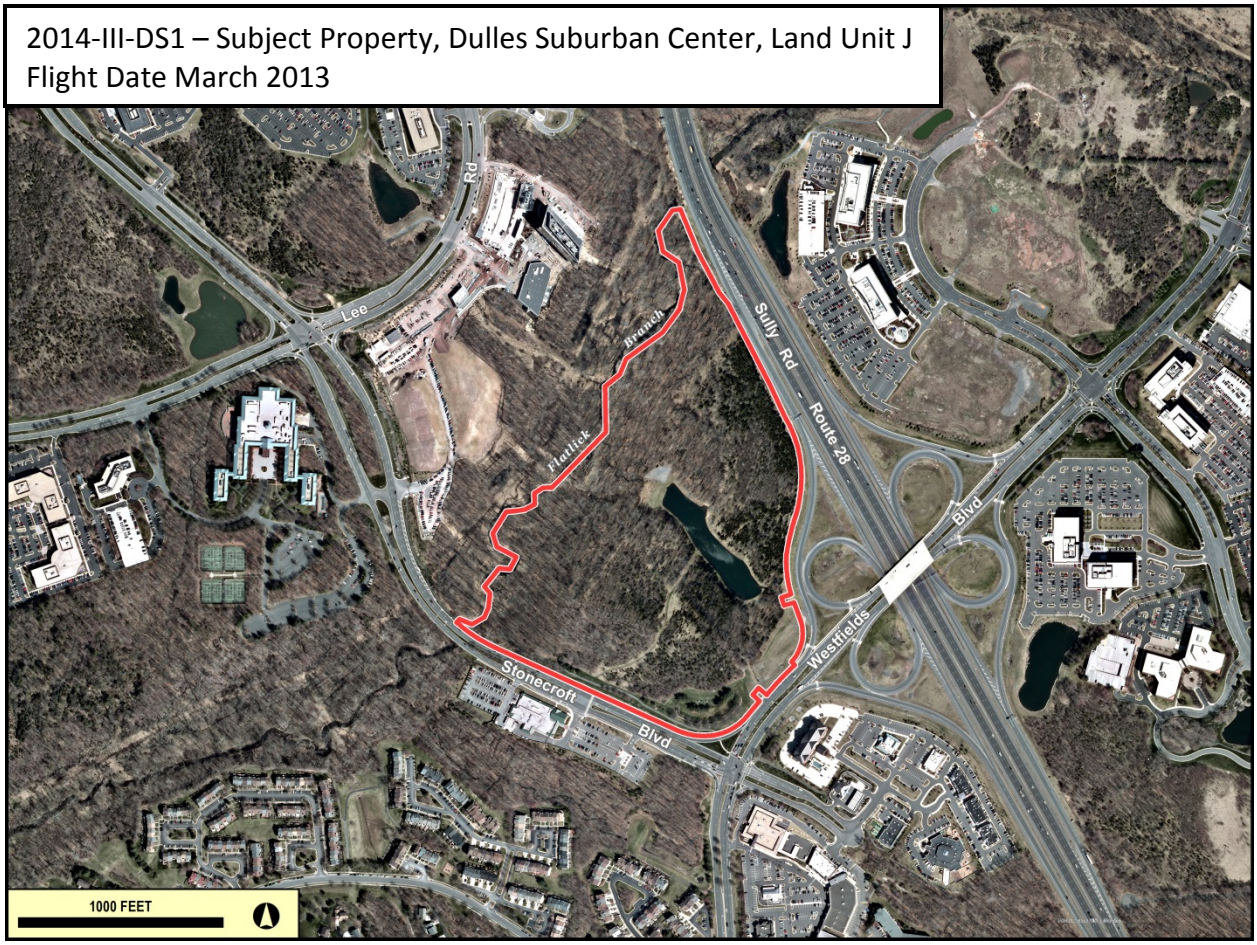

Figure 2: Aerial View of Subject Property

PLANNING HISTORY

Since the Planning Horizons process of the early 1990s, Land Unit J of the Dulles Suburban Center has been planned for office, conference center/hotel, industrial/flex and industrial uses at an average intensity of .50 floor area ratio (FAR). A mixed-use core associated with transit is also planned with two options if the higher development intensity is permanently transferred from elsewhere in Land Unit J. The core is to include a mixed-use focal point with office, retail, hotel, and limited residential uses up to intensities of 1.0 FAR. Another option, for the area within a quarter mile of a transit stop or station, allows consideration of intensities up to 1.5 FAR and with additional residential uses up to 2.25 FAR.

On November 25, 1985, the Board of Supervisors approved RZ 78-S-063, rezoning 712.04 acres, including the subject property, from R-C, I-3, I-4 and I-5 Districts to the I-3, I-4 and I-5 Districts. This rezoning was subject to proffers, but a development plan was not proffered. The subject property is permitted up to .50 FAR of office space, which is approximately 1.22 million square feet of office and ancillary retail space.

Subsequent amendments to the original rezoning modified other portions of the 712-acre area. The only amendment, that applies to the subject property, PCA 78-S-063-3, modified the timing of several road commitments, including the provision of a third westbound lane on Stonecroft Boulevard along a portion of the frontage of the subject property, which has not yet been constructed.

On August 29, 2014, new zoning applications were accepted for review (RZ CDP/FDP 2014-SU-016 and PCA 78-S-063-07) for the subject property. The proposal is for a predominantly residential development that includes 670 multi-family residential units, 159 townhouse units and 15,000 square feet of retail uses. This proposed rezoning is not in conformance with the adopted Comprehensive Plan. Review of the rezoning application has occurred concurrently with review of the proposed Plan amendment, which was authorized to evaluate under which conditions an option for residential development may be appropriate for this site.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan Map shows this property is planned for mixed-use development, private open space and public parks. Specific Plan text for Land Unit J of the Dulles Suburban Center recommends a mix of non-residential uses. Additional higher intensity options associated with the provision of transit include a residential component. The Plan text is cited below.

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 24, 2015, Land Unit J, Land Use, Recommendations, pages 141-144.

"Land Use

1. Land Unit J is planned and approved for office, conference center/hotel, industrial/flex and industrial use at an average of .50 FAR except as noted in Land Use Recommendations #5 and #6 below. Future development should be consistent with the character of the existing development. High quality landscaping should be maintained throughout the land unit.

   It is desirable that development in this land unit be designed to enhance transit serviceability. This can be achieved by placing buildings closer together or to the road; designing them around plazas; utilizing approaches to bring employees within walking distance of transit facilities or otherwise facilitating transit-oriented development.

2. Mixed-Use Focal Point

   Described below are two options under which higher intensity mixed-use development may be appropriate for portions of Land Unit J in the vicinity of the intersection of Stonecroft Boulevard and Westfields Boulevard. The intent of this higher intensity mixed-use development is to create a focal point to serve Westfield's employees, visitors, and nearby residents. Focal point development should be unified on one site, not split by a major arterial such as Route 28. Under either of these options the following applies:

   - Access to this development should not be oriented to Route 28.

   - A parking maximum for commercial development in the focal point should be established at the number of spaces required for office use at 1.0 FAR in conventional

development without public transportation. To offset the decreased supply of parking, employers should be encouraged to participate in a transportation demand management program (TDM) including such alternatives as carpools and vanpools.

- The quality of development should reinforce the showplace standards established by Westfields.

A limited amount of high-density residential development may be appropriate for incorporation within this mixed-use focal point under either option under the following conditions:

- A mechanism is established by the county to permit residential development within the Tax District or the Tax District is amended to allow for the taxing of residential development without increasing the financial burden on other Tax District landowners or the county without their consent.

- Residential development should be consistent with the county's adopted policies regarding residential development in areas impacted by noise from Dulles Airport.

- Residential development should be limited to mid-rise or high-rise buildings with a sufficient number of units to ensure a high-quality living environment with active recreation and other site amenities provided so as to avoid the creation of an isolated pocket of residential use within this area that is planned predominantly for nonresidential uses.

Option A

A higher-intensity mixed-use focal point may be appropriate within Land Unit J, including such uses as office, retail, and a hotel up to a maximum 1.0 FAR. The development should be designed to be transit friendly and to be served by public transit. This mixed-use development should complement the higher intensity mixed-use development planned in Centreville and in the Dulles Suburban Center Core (Land Unit A). The focal point development should be located between Route 28 and Stonecroft Boulevard astride Westfields Boulevard and limited to up to 50 acres in area and should not exceed 1 million square feet in gross floor area. The additional intensity (above .50 FAR) should be permanently transferred from within Land Unit J.

Option B

Should a transit stop/station be programmed and located within the vicinity of the intersection of Westfields and Stonecroft Boulevards, but not in the median of Route 28, then higher intensity may be appropriate as follows:

- Additional intensity over .50 FAR should be permanently transferred from within Land Unit J or from land already zoned for commercial or industrial development and located in areas between transit nodes in the Route 28 Tax District where decreased intensity is planned.

- Within a radius of approximately one-quarter mile of the transit stop/station site and within the Tax District boundary, a baseline intensity of 1.5 FAR is appropriate. Transition to lower intensities should commence within this area to ensure compatibility with adjacent uses.

- If higher densities permitted by transit can occur on both sides of Route 28, the higher

densities on the side of Route 28 other than that of the transit stop/station can occur only if it is phased with integrated pedestrian access or integrated van/bus service between the development and the transit station.

- Residential uses should be permitted and encouraged as part of the mix of uses as added intensity at an overall FAR of 2.25."

PROPOSED PLAN AMENDMENT

The adopted Plan for the subject property recommends non-residential uses with higher intensity mixed-use options that include the potential for limited residential uses. As stated previously, the Board authorized staff to examine the appropriate amount and placement of planned residential use on this vacant 50-acre property. In addition, staff is to evaluate potential road improvements to alleviate congestion in the area. Further, the Board authorization indicates that the Plan amendment should consider the extent to which this property could be designed to be compatible with the location of transit stops under review in the Countywide Transit Network Study.

ANALYSIS

This Plan amendment considers the subject property in the context of the larger mix of uses in Land Unit J and the extent to which it furthers the Dulles Suburban Center Plan goal of improving the balance of non-residential uses with residential uses. Other considerations include the potential impact of additional residential uses on the transportation network, schools, parks and recreation, and the environment.

Land Use

Development in Land Unit J is primarily high-quality, campus style office buildings with approximately 80 percent of the development consisting of office uses. The dominance of a single type of land use in Land Unit J and in the larger Dulles Suburban Center has contributed to an imbalance between land use and transportation. Since at least the 1990s, the Comprehensive Plan has acknowledged that the estimated maximum non-residential development potential for the Dulles Suburban Center exceeds that which can be served at acceptable levels of service by the planned roadway network in this area. Reducing demand on the roadway system is a priority. As stated in the Dulles Suburban Center Plan, one strategy to reduce demand is to encourage land uses that produce fewer peak hour trips compared to office development. This is one reason that the Dulles Suburban Center Plan has identified the need to integrate residential development into the Center.

Most of Land Unit J is the Westfields International Corporate Center at Dulles, which is an established corporate office campus. Generally, residential uses would not be consistent with the original vision of the office park. Further, it is not apparent that residential uses would blend well within corporate office parks. However, the subject property is isolated from neighboring corporate offices due to the major and minor arterial roads and Flatlick Branch Stream Valley

that surround the property. This creates an opportunity for the 50-acre subject property to stand apart and function as its own neighborhood.

The subject property is located on the southern edge of the Dulles Suburban Center and near neighborhoods to the south. The edge location provides a benefit because located within a quarter to a half-mile walk or drive are community serving retail uses that include services such as restaurants, a bank, a post office, a day care center, and a hardware store. Nearby residential neighborhoods are a half-mile drive or walk to the south along Westfields Boulevard. Although the proposed residential development would create a new separate neighborhood, the proximity to amenities within a short distance would be a benefit to new residents as it is to office workers.

In addition to transportation benefits, achieving a variety of housing opportunities within and near the Dulles Suburban Center is also a stated major objective in the Plan. A mix of housing types promotes economic diversity, which in turn supplies a variety of workers for nearby jobs. The provision of affordable housing, another major objective, could be addressed through a variety of housing types and prices. The Plan further indicates that residential development should have a sufficient number of units to create a high-quality living environment with good design, recreation and other amenities.

The current Plan for office use reflects the type of development that already exists in Land Unit J. However, additional flexibility for a predominantly residential component encourages a use that reduces peak hour vehicle trips. Retaining the opportunity for office or retail would contribute to creating a more vibrant mix of uses with day and night activity.

Transportation

Transportation analysis of the area compared a predominantly residential development to the office that is approved for the property. The results of the analysis indicate that residential development would improve the peak period directional flow and optimize use of the existing roads in the area. Using the Institute of Traffic Engineers (ITE) 2013 Handbook, the change from office use to residential use decreases the amount of vehicles during both the morning and evening peak hours by between 900 and 1,150 vehicles. This accounts for an approximately 70% reduction in vehicles that can be expected to enter the property during the morning peak hour and a 65% reduction of vehicles leaving during the evening peak. There is also a significant drop in the number of daily vehicles, by 3,266, under the proposed amendment, which is a 35% reduction.

Figure 3: Trip Generation Estimates for Office Scenario

	Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	1,220,000	8,778	1,239	169	1,408	246	1,199	1,445
Retail	12,000	760	25	27	52	33	23	56
Totals		**9,538**	**1,264**	**196**	**1,460**	**279**	**1,222**	**1,501**

Figure 4: Trip Generation Estimates for Proposed Residential Scenario

	Units/Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily	670 units	4,456	68	273	342	270	145	415
Townhouse	159 units	924	12	58	70	55	27	83
Retail	15,000 sq. ft.	893	35	38	35	35	28	65
Totals		**6,272**	**115**	**369**	**446**	**360**	**200**	**563**

The transportation network in the area carries a heavy burden of traffic during the morning and evening peaks, created by the concentration of office uses in the area. Further, the only access available to the site is from Stonecroft Boulevard, which during the peak hours, is operating near capacity. The proposed residential option would result in a more efficient balance in the directional flow of traffic to maximize the use of the transportation infrastructure. This outcome is consistent with the land use strategies identified in the Dulles Suburban Center Plan to encourage residential and other uses that have lower peak hour trips than office use. In addition, transportation improvements to the area roads and intersections, to offset the impact of this development, may further improve the way the road network in the area functions.

The Countywide Transit Network Study (CTNS) has identified this area as a potential location for a light rail or bus rapid transit stop in the future. The new transit line is envisioned to connect the Innovation Center Station on the Silver Metrorail line to a future Orange line station in Centreville. While the Innovation Center Station is anticipated to be complete in 2018, extension of the Orange Line is not programmed as a funded transportation improvement at this time. The recommendations resulting from the CTNS study will go before the Board of Supervisors for endorsement in the spring of 2015, after which recommendations may be considered for inclusion in the Comprehensive Plan through the Plan amendment process.

Although the Comprehensive Plan does not include a specific location for a transit line or stop at this time, the Fairfax Connector bus (Route 640 and 642) stops on Stonecroft Boulevard at the Sully District Government Center. Provision of safe and direct pedestrian routes to the bus stop would make it easier for future residents to access bus service.

The County Bicycle Master Plan recommends bike lanes on Stonecroft Boulevard. A planned bike lane extends north along Stonecroft Boulevard and connects to planned bike lanes on Lee Road and Willard Road and connects to a planned shared use path on Route 50. The bike lane would also connect to planned shared use paths on Westfields Boulevard to the northeast and on Route 28. The planned bike lane on the subject property also extends south on Westfields Boulevard and Stone Road and connects to a planned shared use path on Lee Highway.

Schools

The Plan amendment area is within the Cub Run Elementary School, Stone Middle School and Westfield High School boundaries. The school capacity chart below shows enrollment and school capacity balances. Student enrollment projections are done on a six-year timeframe, currently through school year 2019-2020 and are updated annually. At this time, if development occurs within the next five years, all three schools are projected to have surplus capacity. Beyond the six-year projection horizon, enrollment projections are not available.

Figure 5: School Capacity, Enrollment and Projected Enrollment

School	Capacity 2014/2019	Enrollment (9/30/14)	Projected Enrollment 2015-2016	Capacity Balance 2015-2016	Projected Enrollment 2019-2020	Capacity Balance 2019-2020
Cub Run ES	667/667	593	588	79	561	106
Stone MS	1,128/1,128	843	846	282	850	278
Westfield HS	2,759/2,759	2,682	2,583	176	2,652	107

Development of a residential scenario would generate new students, while development under the current office recommendation would not. A development scenario with 670 mid-rise residential units and 159 townhouses is estimated to generate 78 elementary, 21 middle and 39 high school students. While this area is projected to have capacity surplus at all three school levels, there are capacity challenges at surrounding high schools. The proposed 2016-2020 Capital Improvement Program (CIP) does not include any capital projects at the subject schools. However, the CIP does include the unfunded need for a future high school, which would likely be located in the western end of the County.

Parks and Recreation

Level of Service Impacts: This area of Fairfax County is well served by the Sully Woodlands parkland assemblage. While much of this parkland is resource based, a portion is planned for recreational facility development, including Mountain Road and Rock Hill District Parks on Braddock Road. The recreational facilities in greatest need in this area include rectangular athletic fields, adult baseball and softball fields, youth softball fields, multi-use sport courts, playgrounds, neighborhood dog parks, neighborhood skate parks, and trails.

The Comprehensive Plan indicates that residential development in this area should be supported by new active recreational facilities. The proposed Plan amendment could result in an increase in the residential population within the Dulles Suburban Center by approximately 2,000 people. The environmental features of the property limit the opportunity to create public parks and recreational facilities, but does provide the opportunity for additional trail connections. The nearby Sully Woodlands parkland, however, provides multiple opportunities to mitigate the impacts of recreational needs generated by future residential development on the subject property.

Cultural Resources: The subject property contains structures visible on 1937 aerial photography and has three known archaeological sites. The Park Authority recommends a Phase I archaeological survey in order to determine the presence or absence of significant cultural resource on areas not previously surveyed. If significant resources are found, further testing is recommended.

Trails: A segment of Flatlick Branch Stream Valley traverses Land Unit J, a portion of which is located on the subject property. This stream valley provides an opportunity, consistent with the Trails Plan Map, to provide connections to the Stream Valley Trail that extends south along the Flatlick Branch Stream Valley and is planned to continue to the north. Sidewalks and paved trails on the subject property will have the opportunity to connect to existing and planned paved trails in the area, as shown on Figure 6.

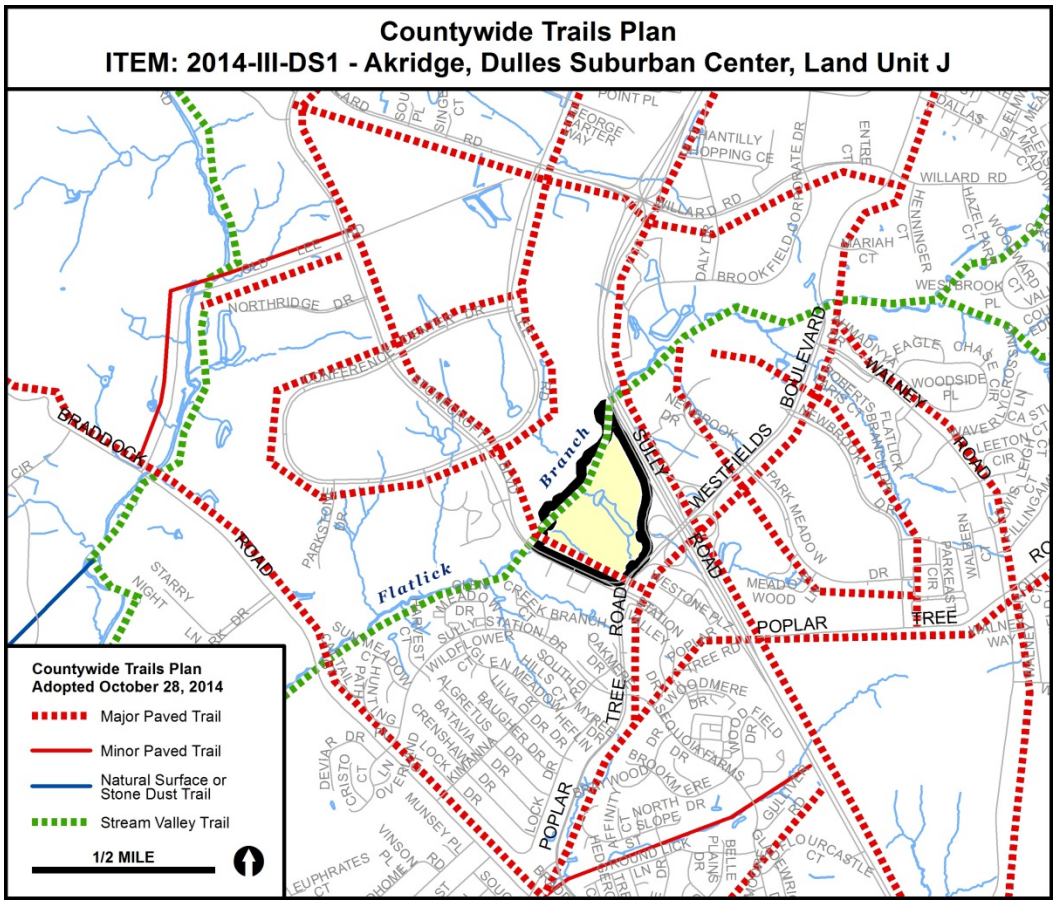

Figure 6: Fairfax County Countywide Trails Plan, Adopted 10/28/2014

Environment

Environmental Quality Corridor: The subject property falls within the Cub Run Watershed. A significant Environmental Quality Corridor (EQC) associated with Flatlick Branch is located on the subject property. It is estimated that approximately 40% of the approximately 50-acre subject

property is considered EQC as shown on Figure 7. The existing stormwater management wet pond within the EQC/Resource Protection Area (RPA) and floodplain was approved at a time when regional serving stormwater ponds were allowed within the EQC and was prior to the adoption of the of the Chesapeake Bay Preservation Ordinance (CBPO) in 1993. Thus, the EQC feature as it exists today presents an opportunity for enhancement, which would be consistent with County policies.

Noise: This property is located outside of the DNL 60 dba noise contour for airport noise. However, noise impacts are a concern when considering noise sensitive uses adjacent to a major arterial such as Route 28. As recommended by Objective 4 of the Environment element of the Policy Plan, residential development should not occur in areas with a projected noise level above 75 decibel Day-Night Loudness (dBA DNL). Additional, residential development in areas with noise levels between 65 and 75 dBA DNL will require structural mitigation, and interior noise within residential units should be reduced to 45 dBA DNL or lower. Finally, outdoor activity areas should not exceed 65 dBA DNL.

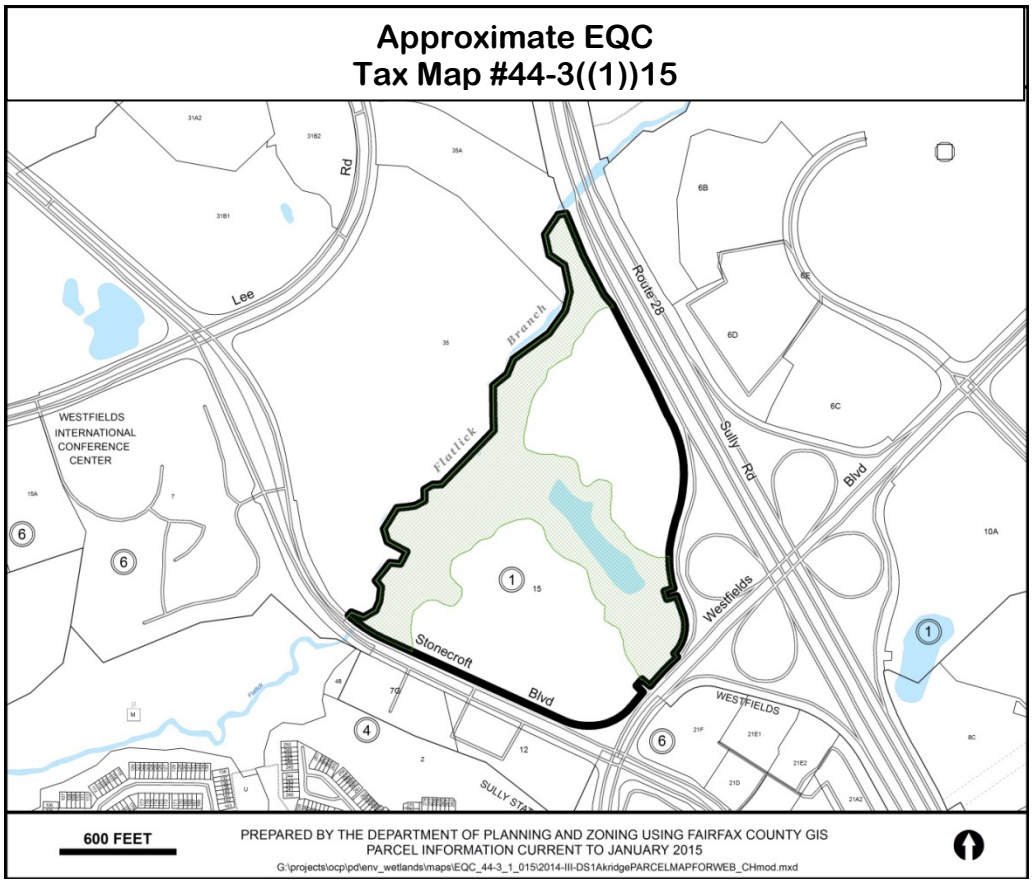

Figure 7: Approximate Boundary of Environmental Quality Corridor

CONCLUSION

The Plan amendment considers an option for residential development with conditions that encourage the creation of a high-quality living environment. As such, development proposed to implement the option should be consistent with the Performance Based Strategy for Optional Uses. This strategy indicates that development should be found to have lesser peak-hour transportation impacts than the baseline Plan, should be compatible with adjacent development and that development should be of a high-quality that contributes to the image and economic vitality of the Dulles Suburban Center. The Plan section on the Performance Based Strategy for Optional Uses is included in Appendix I. The Performance Criteria for Optional Uses section of the Dulles Suburban Center Plan is included at Appendix II.

The proposed residential option will have less of a negative impact on roads than if the site were to develop with only office, however, there may be an opportunity to further improve road function in this area. The proposed Plan guidance includes flexibility to have some office or retail uses which could encourage a mix of uses that includes day and night activity, but this should be balanced with the goal of reducing peak hour vehicle trips. Enhanced connectivity to the existing pedestrian network would make it safe and convenient for people to access bus service and nearby shopping opportunities. The proposed residential development would not generate a demand for services that exceeds forecast capacity at nearby schools or parks.

Plan guidance that addresses phasing and provision of amenities, appropriate transitions and landscaping could ensure that a high-quality living environment is achieved. Further, application of Dulles Suburban Center design guidelines will encourage high-quality building and site design in future development. The EQC is a prominent feature that with appropriate site design, should be enhanced, preserved and protected. Existing policies ensure that noise sensitive uses, such as residential development, do not experience unacceptable noise levels from roadways.

The addition of a residential option is consistent with stated major objectives in the Plan to encourage a variety of residential opportunities in the Dulles Suburban Center, reduce peak hour demands on the road network and optimize use of the existing roadway capacity. Residential development would be able to meet other Plan objectives relating to compatibility, high quality design and environmental protection.

RECOMMENDATION

Staff recommends the Comprehensive Plan modification shown below. Text proposed to be added is shown as <u>underlined</u> and text proposed to be deleted is shown with a ~~strikethrough~~. Text shown to be replaced is noted as such.

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 24, 2015, Land Unit J, Land Use, Recommendations, new recommendation #3, page 144:

"3. Parcel 44-3((1))15 is approximately 50 acres located north of the intersection of Stonecroft Boulevard and Westfields Boulevard. A prominent feature of the property is the Environmental Quality Corridor that traverses the center of the property covering approximately 40% of the site. Like other property in Land Unit J, the property is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR.

As an option, a predominantly multi-family residential development may be appropriate up to an intensity of .50 FAR if it creates a high-quality living environment within the context of a larger area that is planned for nonresidential uses. Office and limited retail uses may be integrated into the development. The following conditions should be met to implement this option:

- The majority of the development is residential and at least 80% of the units are in mid-rise multifamily structures with appropriate transitions provided between different uses and unit types.
- The south side of the EQC is developed with an urban character with predominantly mid-rise residential development, with limited retail and restaurant uses encouraged to serve both residents and visitors.
- Drive-through uses are discouraged.
- The north side of the EQC is appropriate for multifamily residential, townhouse or office uses.
- Site layout and building design create a pedestrian friendly environment oriented towards Stonecroft Boulevard that enhances and connects to the existing pedestrian network.
- Phasing of the development should not lead to an interim condition where there is an isolated pocket of residential development on the north side of the EQC.
- Development is sequenced such that infrastructure and public amenities to support the project, such as roads and parks, is completed with the first phase.
- A buffer from Route 28 provides noise attenuation and visual screening with measures that include high quality landscaping that has a balanced mix of deciduous and evergreen trees and shrubs that are native species.
- The development mitigates negative transportation impacts to Stonecroft Boulevard and nearby intersections."

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 24, 2015, Land Unit J, Land Use, Recommendations, pages 143-145:

Change land use recommendation numbering to reflect insertion of a new recommendation after number two.

"RECOMMENDATIONS

Land Use

1. Land Unit J is planned and approved for office, conference center/hotel, industrial/flex and industrial use at an average of .50 FAR except as noted in Land Use Recommendations ~~#5 and #6~~ #6 and #7 below. Future development should be consistent with the character of the existing development. High quality landscaping should be maintained throughout the land unit. …

2. Mixed-Use Focal Point

   Described below are two options under which higher intensity mixed-use development may be appropriate for portions of Land Unit J…

3. [Insert new recommendation #3]

"~~3~~ 4. A substantial undeveloped buffer of not less than 250 feet in width should be maintained between Braddock Road and Westfields. …"

"~~4~~ 5. Adjacent to Sully Station Shopping Center, are Parcels 44-3((6))21 and 21A. …"

"~~5~~ 6. Parcel 44-2((1))6A is planned for office, industrial/flex, and industrial use at a maximum intensity of .35 FAR, to be consistent with existing development …"

"~~6~~ 7. Re-use of the existing house on Parcel 44-1((1))6 as a restaurant or pub is desirable. Minor structural changes to the building would be appropriate as long as the integrity of the building is retained."

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

APPENDIX I

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 24, 2015, Implementation, page 18.

Performance Based Strategy for Optional Uses

A performance based strategy for development in the Dulles Suburban Center is set forth below. This strategy provides the developer the opportunity for a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation and that the uses are compatible with adjacent development and of a high quality that will contribute to the image and economic vitality of the Dulles Suburban Center.

Under this approach, the Plan text for each land unit generally provides for a baseline recommendation and one or more optional uses. For each land unit, the baseline Plan recommendation generally provides for the continuation of existing uses and intensities. In some cases, these may be uses which primarily generate off-peak hour trips and these uses are planned to be retained. Where optional uses are specified, these uses generally generate fewer peak-hour trips, and can be developed compatibly with the surrounding area. Site-specific conditions may also apply to the baseline and optional use recommendations. Under the options, the overall intensity may vary as long as the identified performance criteria for traffic impacts and compatibility and site-specific conditions are met. Once a land use option is exercised through site plan or construction, any future redevelopment should also result in lesser impacts on peak-hour road capacity when compared to the baseline Plan recommendation.

With this strategy, both the county and the landowner benefit through the effective extension of capacity of the planned roadway network and a broader mix of uses creating a more desirable environment. The performance based approach is predicated on the understanding that this approach creates a forum for flexibility, negotiation and mutually beneficial development solutions. Development proposals must demonstrate that the proposed use will contribute to objectives for the Dulles Suburban Center.

The section below describes the elements for trip generation and compatibility which form the basis for the performance criteria. The actual performance criteria are contained in the section of the Plan titled "Performance Criteria for Optional Uses".

Trip Generation Elements

As described above, development potential in the Dulles Suburban Center is far in excess of the capacity of the planned road network. Allowing for optional uses that will generate fewer peak-hour traffic trips than generated by baseline development, or that will have a lesser peak-hour transportation impact, will effectively increase the capacity of the road network by spreading the trips throughout the day or by providing more of a balance between inbound and outbound trips.

Transportation Demand Management (TDM) programs that include innovative strategies to reduce single-occupancy vehicle use are appropriate and essential in the area.

In order for an optional use to be considered for approval, the applicant must demonstrate to the satisfaction of the Fairfax County Department of Transportation that the uses and intensities/densities proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity under the baseline

recommendation of the Plan. The Fairfax County Department of Transportation and the Department of Planning and Zoning will provide the applicant guidelines for this demonstration.

Compatibility Elements

Compatibility issues relate to land uses, parcel consolidation, buffers, access and circulation, the mitigation of noise and other nuisances, design and landscaping.

Land Use

Proposed uses in the Dulles Suburban Center should be compatible with adjacent existing and planned uses in terms of height and scale. If nonresidential development occurs adjacent to residential uses, substantial landscaped buffers, screening, other landscape features, and/or other buffer treatments must be provided to mitigate adverse visual and noise impacts. Where residential development or mixed-use development with a residential component is recommended as an optional use, projects should have sufficient acreage and number of units to create a high quality living environment through the provision of well-designed projects with recreational and other amenities for residents. Projects must provide affordable dwelling units.

Parcel Consolidation

Proposals for both baseline and optional uses should provide sufficient parcel consolidation to ensure that a development can meet all standards for setbacks, buffering and screening, open space, parking and recreational amenities; function in a well-designed, efficient manner; and not preclude the development of unconsolidated parcels in conformance with the Comprehensive Plan.

Buffers

Buffers between potentially incompatible land uses can occur at various scales - area-wide and land unit specific. At the area-wide scale, buffers can be land use types and/or intensities planned in positive relationships to one another. It is expected that transitions and buffers will occur so that the peripheral land uses of the Suburban Center are compatible in type and intensity to the adjoining areas to protect existing residential neighborhoods. Within individual land units, land use buffering should be encouraged wherever possible. Setbacks, berms, and vegetative or structural (walls and fences) screens are recommended as buffer treatments. Where appropriate, environmental quality corridors can be incorporated as natural buffer areas.

Access and Circulation

As a part of the process to consider optional uses, the applicant should demonstrate that adequate vehicular access and circulation can be accomplished. Likewise, it should be demonstrated that the optional use or uses help provide a circulation pattern that can efficiently serve the area and will not result in adverse impacts to the surrounding area. If residential development is an optional use under consideration, the analysis of access and circulation should examine how the residential community will provide access to mass transit, public transportation, schools, parks and recreation facilities, and other community services.

Pedestrian circulation is an important issue that should be addressed through the

development process. While the degree of pedestrian circulation provided on-site may vary, all optional uses should demonstrate that they will contribute to the implementation of a comprehensive network of trails and sidewalks for pedestrian circulation related to the Dulles Suburban Center.

Mitigation of Noise and Other Nuisances

Noise and light produced by an optional use must be examined to determine that it does not negatively impact adjacent residential or nonresidential uses. Measures such as landscape buffers, berms, walls and fences, pedestrian - scaled light poles, and the directing of light away from existing development should be used to mitigate any identified impacts.

Design and Landscaping Elements

Frequently in the land unit recommendations the term "high quality" is used to describe the character of development desired for the Dulles Suburban Center. For the purpose of evaluating development proposals, the quality of development for both baseline and optional uses will be defined in terms of the proposal's ability to achieve the "Design Guidelines for the Dulles Suburban Center," following the recommendations for Land Unit K.

APPENDIX II

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through March 24, 2015, Performance Criteria for Optional Uses, page 20.

PERFORMANCE CRITERIA FOR OPTIONAL USES

Within each of the land units of the Dulles Suburban Center, recommended land uses and intensities/densities are specified with a baseline Plan recommendation for development. In some cases, other uses that may be appropriate under certain conditions are also specified. These are called optional uses. Under the options, the overall intensity may generally vary as long as the identified performance criteria for traffic impacts, compatibility and site-specific conditions are met. In those instances where retail use is an option, a maximum intensity is specified to provide guidance as to the scale of retail development that is appropriate. Although not specifically referenced in each land unit, institutional uses and uses allowed by special permit and special exception may be considered as optional uses throughout the Dulles Suburban Center.

To develop property with an optional use, an applicant shall submit to the county a development proposal for a rezoning, special exception or special permit, as appropriate, with sufficient detail and information that fulfills the following items:

- Provides an analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the uses and intensities/densities proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity for the Plan baseline recommendation. In those land units where a range of intensities is specified (example: .50-1.0 FAR) the low end of the range should be used for calculating peak-hour trip equivalencies;

- Provides evidence that all compatibility elements are satisfied;

- Provides information that demonstrates that the proposed uses will contribute to the economic vitality of the area; and

- Provides excellence of design, as demonstrated by the development proposal's ability to respond to the Design Guidelines for the Dulles Suburban Center.

<u>Development Elements: Transportation</u>

In order for an optional use to be considered for approval, the applicant must meet the following applicable criteria for trip generation:

- For all options, the proposed use and intensity will have lesser peak-hour traffic impacts than would occur if the site were to be developed at the maximum intensity allowed in the baseline Plan recommendation. This should be demonstrated to the satisfaction of the Fairfax County Department of Transportation and the Department of Planning and Zoning.

- In assessing the peak-hour traffic impacts, conversion ratios for some common optional uses will be assessed according to the factors specified in the current edition of the Institution of Transportation Engineers (ITE) Manual. For example, the following conversion ratios, from the 4th edition of the ITE Manual, would be used in

assessing the impacts of an optional use against a baseline recommendation of general office use.

One million gross square feet of general office use will generate a level of afternoon outbound traffic that is similar to:

1.4 million gross square feet of industrial flex space (a ratio of 1:1.4);

3.0 million gross square feet of hotel space, (or 3700 rooms) (a ratio of 1:3.0);

11.1 million gross square feet of townhouse space (or 6150 units) (a ratio of 1:11.1); or

6.4 million gross square feet of multifamily space (or 6400 units) (a ratio of 1:6.4).

Compatibility Elements

Residential

Where residential development is to be considered as an option, the proposed development must:

- Be compatible with adjacent existing and planned development in terms of building heights, scale and density.
- Assure that development of adjacent lands can occur in a fashion which is compatible through joint application and/or demonstration that the zoning for adjacent lands would be compatible with the proposed use.
- Minimize human exposure to unhealthful levels of noise in accordance with the guidance provided by the Policy Plan under Environment Objective 4.
- Predominately residential projects as opposed to mixed-use projects should be approximately 10 acres in size to create a high quality living environment including recreational and other on-site amenities, at a minimum.
- Provide for affordable housing as outlined in the Plan text for the Dulles Suburban Center.
- Provide needed right-of-way for an integrated rail transit system for the Dulles Suburban Center, once a general alignment has been determined.
- If sites are identified, provide or participate in the provision of land, as may be practical, to achieve future school facility needs.

Nonresidential

Where nonresidential development is to be considered as an option, the proposed development must:

- Demonstrate that mitigation measures for noise, glare, lights and other nuisance aspects related to nonresidential development are adequate to ensure the proposed use will not adversely impact adjacent development. Mitigation measures may include the provision of berms and landscaping, limitation on hours of operation, limitation on the heights of light poles and other measures.

- Provide coordinated access.

- Provide for consolidation of appropriate parcels.

- Provide needed right-of-way for an integrated rail transit system for the Dulles Suburban Center, once a general alignment has been determined.

Design Elements

Where residential and nonresidential development is to be considered as an option, the proposed development must demonstrate high quality design. Design will be evaluated in terms of the ability of a development proposal to meet the Design Guidelines for the Dulles Suburban Center.