PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: 2015-III-DS1
July 9, 2015

GENERAL LOCATION: North of the intersection of Westfields Boulevard and Newbrook Drive

SUPERVISOR DISTRICT: Sully

PLANNING AREA: Area III

PLANNING DISTRICT or SPECIAL AREA:
Dulles Suburban Center

SUB-DISTRICT DESIGNATION:
Land Unit J

PARCEL LOCATION:
Portion of 44-1((1)) 6

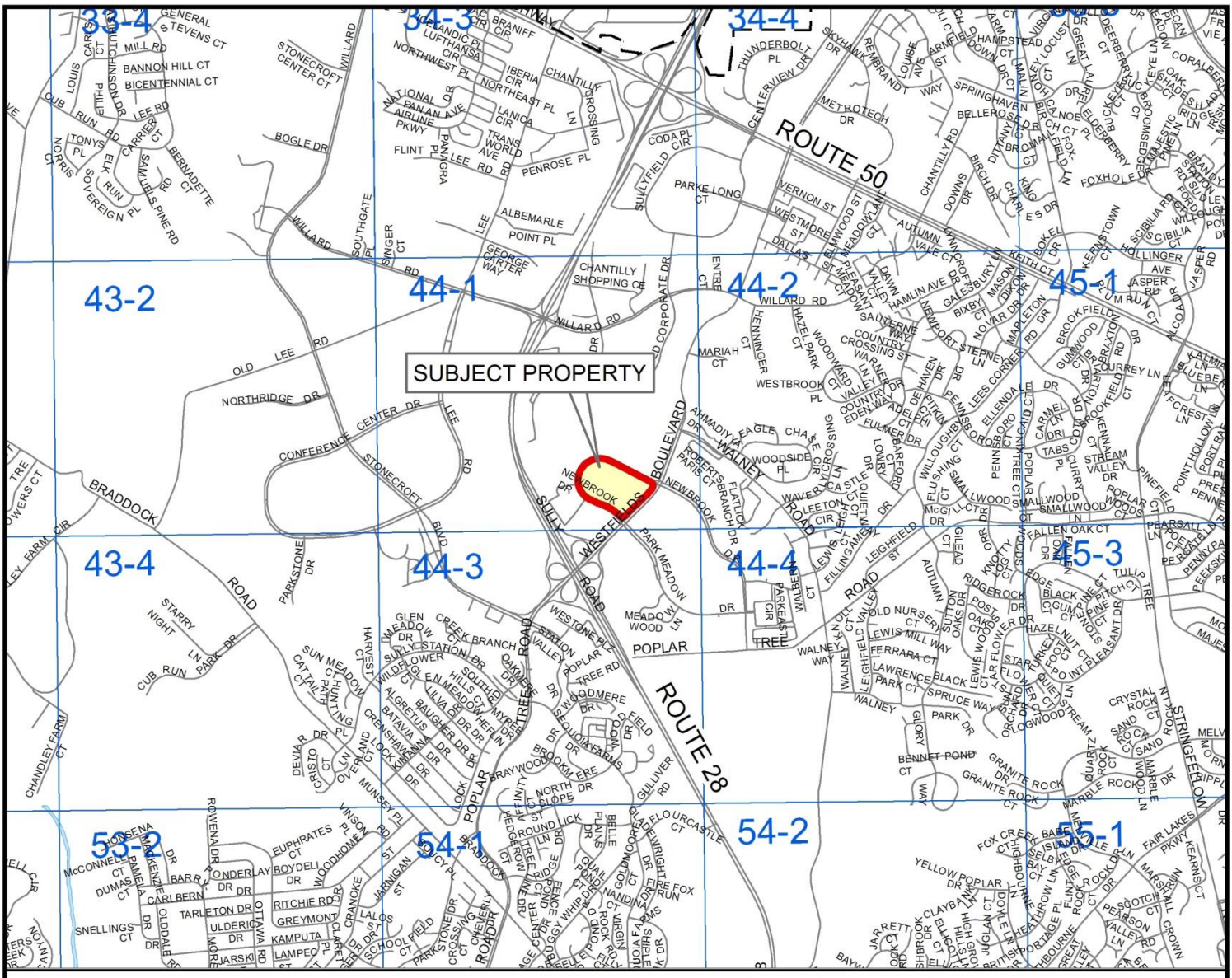
For additional information about this amendment call (703) 324-1380.

PLANNING COMMISSION PUBLIC HEARING:
Thursday, July 23, 2015 @ 8:15 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, September 22, 2015 @ 4:00 PM

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

Reasonable accommodation is available upon 7 days advance notice. For additional information about accommodation call (703) 324-1334.



3000 FEET

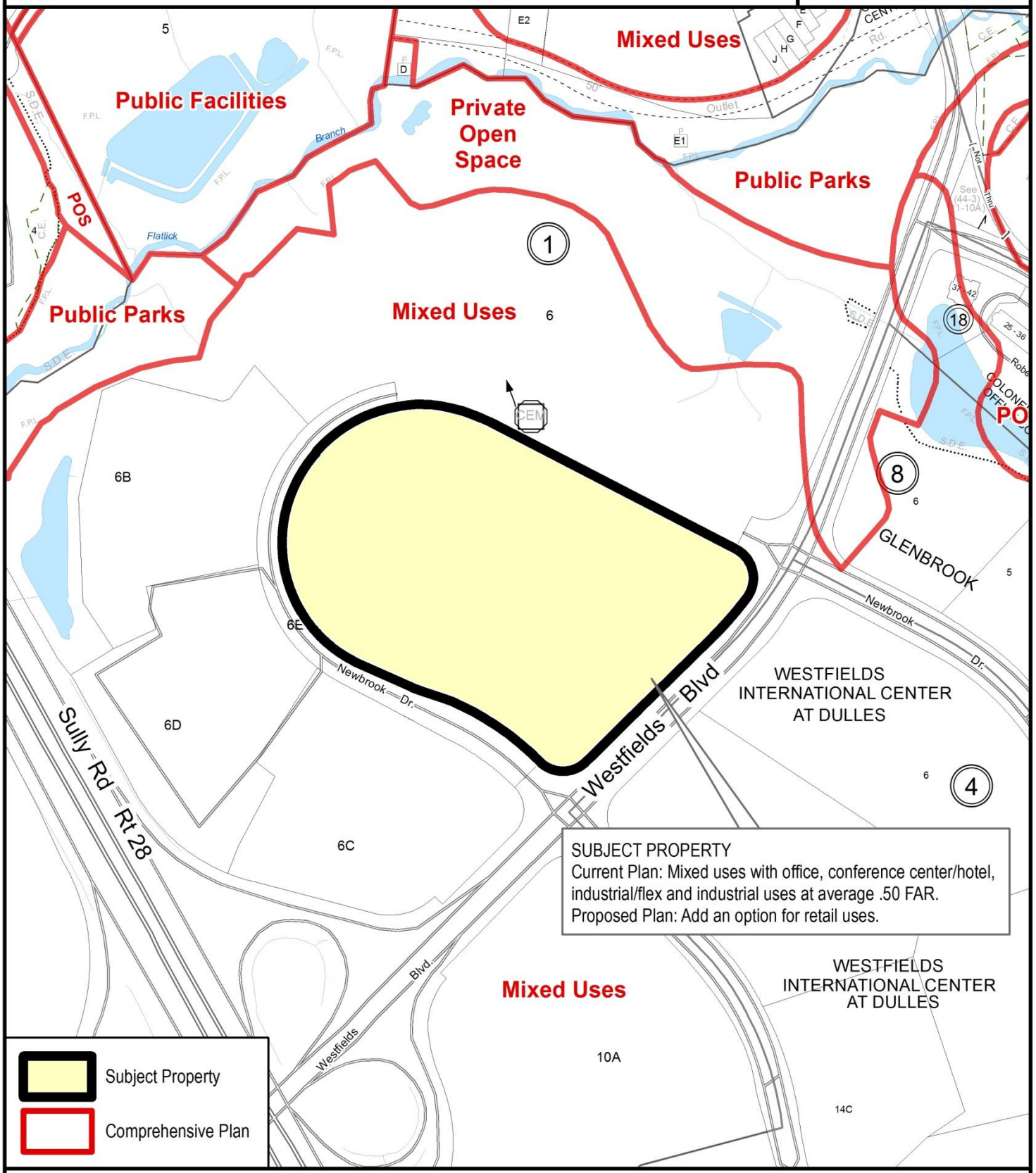
PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
Dulles Suburban Center, Land Unit J, Wegmans

This page intentionally left blank

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: 2015-III-DS1



400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JUNE 2015
G:\projects\ocp\pd\OTPA_GRAPHICS - Dulles Suburban Center, Land Unit J, Wegmans

This page intentionally left blank

STAFF REPORT FOR PLAN AMENDMENT 2015-III-DS1

BACKGROUND

On January 13, 2015, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2015-III-DS1 for a portion of Tax Map Parcel 44-1((1))6, located north of the intersection of Westfields Boulevard and Newbrook Drive/Park Meadow Drive, east of Route 28, in Land Unit J of the Dulles Suburban Center in the Sully Supervisor District.

The Board authorized staff to consider a Plan Amendment for retail uses up to approximately 180,000 square feet. In addition, the Board directed staff to examine impacts on the road network and improvements needed to alleviate such impacts. Further, the staff was directed to conduct concurrent review of Proffered Condition Amendment (PCA) application 2006-SU-025-02. The current Comprehensive Plan recommends a mix of uses including office, conference center/hotel, industrial/flex and industrial uses at an average .50 FAR.

CHARACTER OF THE AREA

The Dulles Suburban Center (Figure 1) comprises over 6,000 acres in western Fairfax County adjacent to Washington Dulles International Airport. Employment associated with office and industrial/flex uses is concentrated in this area. Land Unit J 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.

The subject property is part of Commonwealth Centre, approximately 100 acres that includes the area that is both within and outside of the planned Newbrook Drive loop road north-west of Westfields Boulevard. Commonwealth Center is approved for a mix of uses that includes six office buildings, two hotels and additional office, support retail and restaurant uses. To the west of the subject property, two of the office buildings and a parking structure have been constructed as shown in Figure 2. The rest of the property, including the area subject to this Plan amendment, remains vacant. The area to the north and northeast of the subject property is vacant land beyond which is extensive Environmental Quality Corridor (EQC) associated with Flatlick Branch.

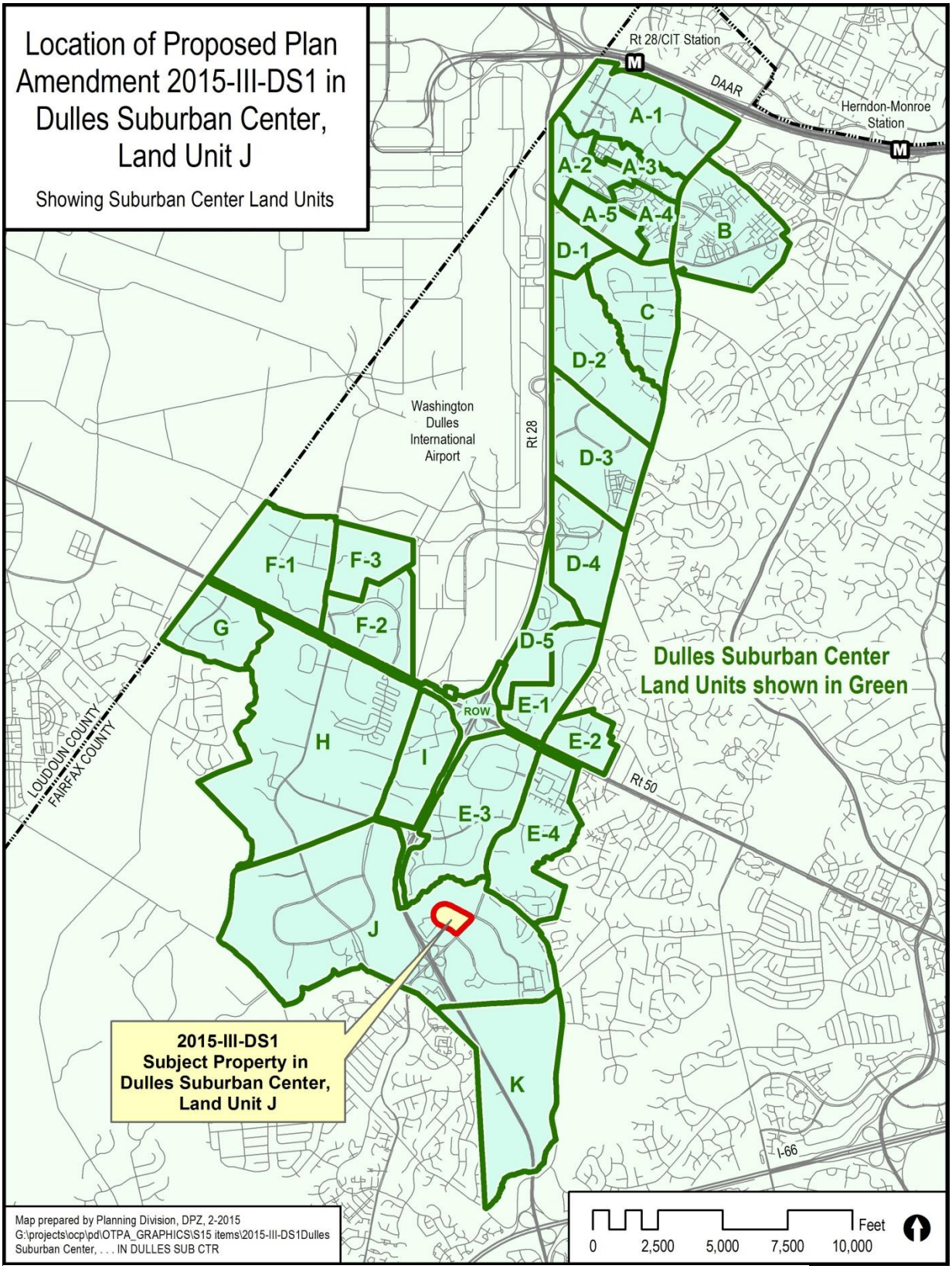


Figure 1: Subject Property in Land Unit J of the Dulles Suburban Center

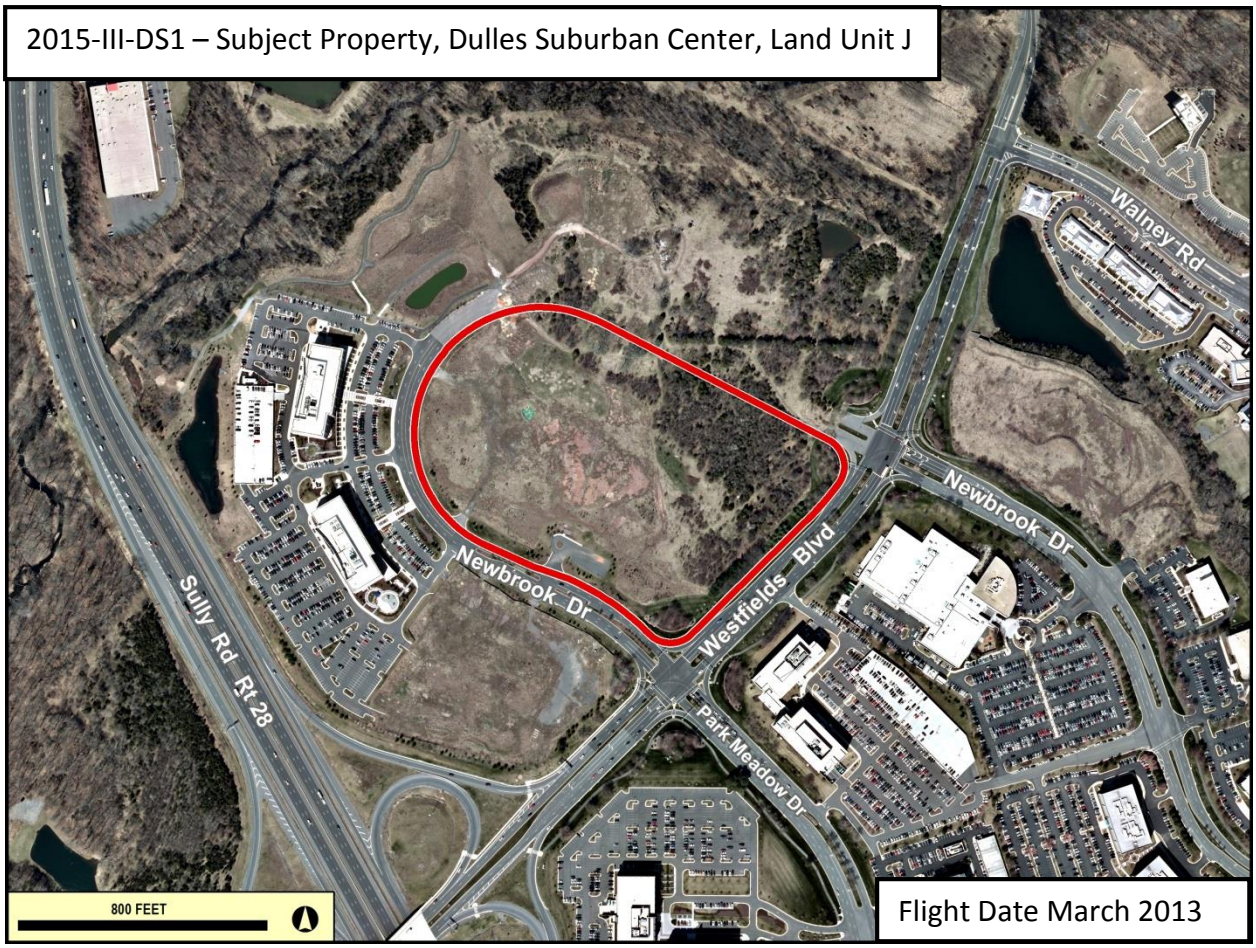


Figure 2: Aerial View of Subject Property

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).

On November 25, 1985, the Board of Supervisors approved RZ 78-S-063 (Westfields), 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. What was later to become the Commonwealth Centre property was zoned I-3 and approved for a maximum intensity of .5 FAR.

On October 3, 2007, the Board of Supervisors approved FDP 2006-SU-025 (Commonwealth Centre) for mixed-use development on 100.81 acres, which included the subject property. The mix included office (1,126,500 sq. ft.), hotel (212,000 sq.ft.) and retail (76,400 sq. ft.) uses for a total of 1.42 million square feet at an intensity of .32 FAR. Subsequent amendments modified portions of these approvals and included allowance for structured parking decks and flexibility to

include a child-care facility to the mix. Figure 3 is from the approved Final Development Plan and shows the site layout.

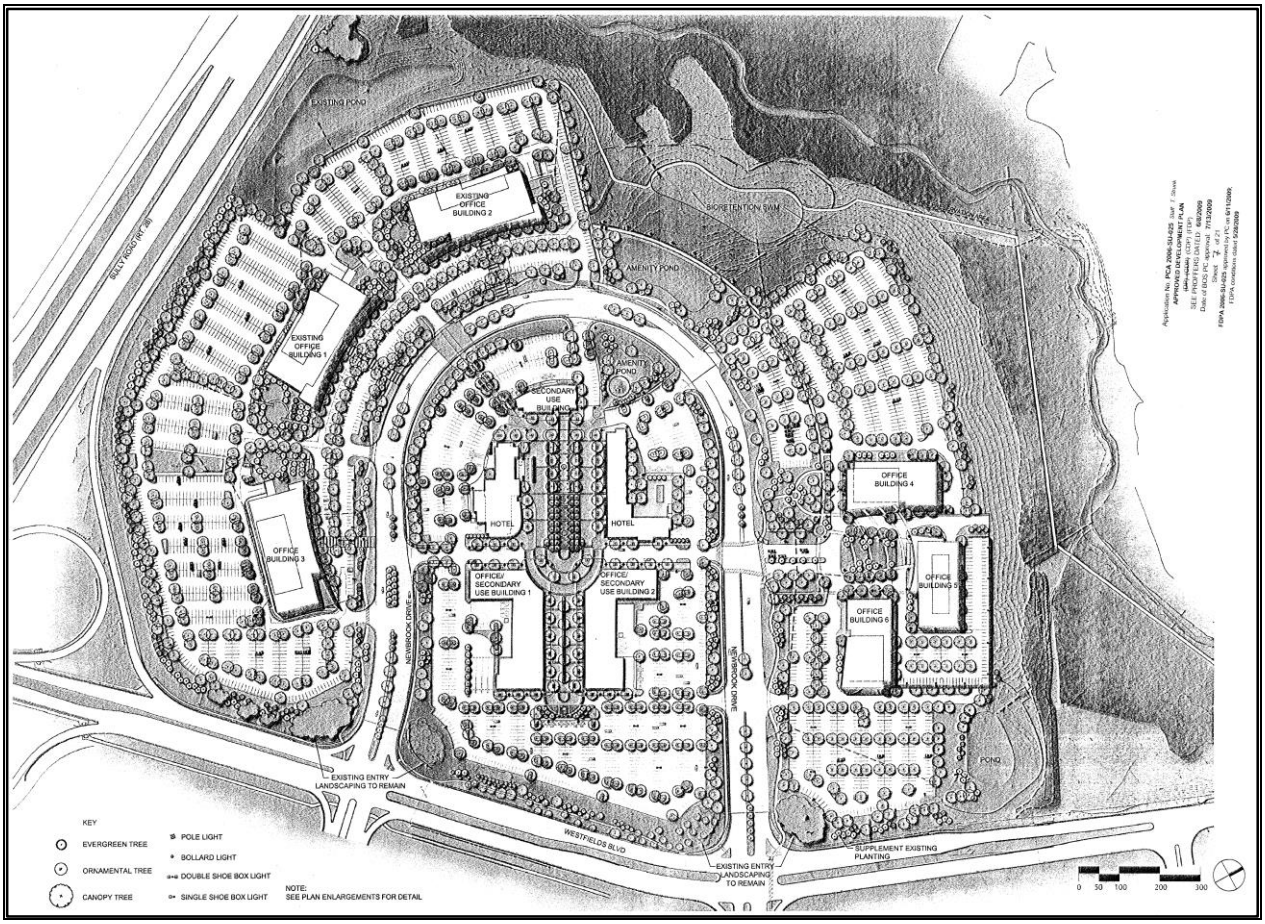


Figure 3: Commonwealth Centre Approval, July 13, 2009

On March 20, 2015, PCA 2006-SU-025-02 was accepted for review for the subject property. The proposal is to remove hotel (212,000 sq. ft.), retail (76,400 sq. ft.) and office (50,000 sq. ft.) uses that are approved for the area within the planned Newbrook Drive loop and replace it with 180,000 sq. ft. of retail uses. Since this proposed change in uses is not in conformance with the adopted Comprehensive Plan, the review of this PCA application has occurred concurrently with the review of the proposed Plan amendment, which was authorized to evaluate the conditions under which an option for retail use may be appropriate for this site.

ADOPTED COMPREHENSIVE PLAN TEXT

The Comprehensive Plan Map shows this property is planned for mixed-use development. Specific Plan text for Land Unit J of the Dulles Suburban Center, which includes the subject property, recommends a mix of non-residential uses. The Plan text is cited below.

Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through June 2, 2015, Land Unit J, Land Use, Recommendations, page 141.

"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 #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.

   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."

The Dulles Suburban Center Plan may be viewed in its entirety online.
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf

PROPOSED PLAN AMENDMENT

The adopted Plan for the subject property recommends a mix of uses that include office, conference center/hotel, industrial/flex and industrial use at an average of .50 FAR. As stated previously, the Board authorized staff to consider a Plan Amendment for retail uses up to approximately 180,000 square feet. In addition, the Board directed staff to examine impacts on the road network and any improvements needed to mitigate such impacts.

ANALYSIS

This Plan amendment considers the subject property in the context of the larger mix of uses in Land Unit J, the extent to which it furthers Dulles Suburban Center Plan land use and transportation objectives, and conformance with the performance based strategy for optional uses. Specific considerations include the potential impact of additional retail uses on the transportation network and how the new use should relate to existing and planned uses in the area.

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 includes the Performance Based Strategy for Optional uses which, as the Plan states, provides 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."

Another objective of the Dulles Suburban Center Plan is to incorporate a variety of housing opportunities within and near the Dulles Suburban Center, which promotes economic diversity and supplies a variety of workers for nearby jobs. The Plan further indicates that residential development should create a high-quality living environment with good design, recreation and other amenities. Single-family neighborhoods are located less than a half-mile drive or walk to the east. Located less than a mile to the west, are existing single-family neighborhoods with the potential for more housing planned. Considering the Plan objectives to incorporate housing where appropriate and the close proximity of existing neighborhoods to the east and west, a well-designed retail development at this location creates the opportunity for a land use that serves both existing and future residents and office workers in the area. If restaurant and grocery store uses are introduced, such as those proposed in PCA 2006-SU-025-02, these would contribute to creating a more vibrant mix of uses for the immediate area with day and nighttime activity.

High quality retail development at this location that is designed to be functionally integrated and compatible with surrounding uses could meet the objective of contributing to the image and economic vitality of the Dulles Suburban Center.

Design Guidelines

The high quality character of development will be evaluated based on its ability to meet the Design Guidelines for the Dulles Suburban Center. These are intended to facilitate the integration of new development with the existing and future development in the area and to ensure that the various land uses function well together from the point of view of the user.

Design guidance in the Plan that is particularly relevant for the proposed use include provision of substantial and usable open space and designing "retail shopping development in physically unified complexes, not as scattered free-standing structures." Design guidelines further state that development should include "safe separate pedestrian and vehicular circulation patterns for retail development, to encourage shoppers to walk from store to store." Parking should be minimized in front of buildings when it is not possible to use structured parking. Further, large parking lots should be screened and broken into smaller lots by using planting areas as dividers. Provision of a continuous open space system linking activity nodes internally and externally is encouraged.

Architectural design guidance encourages the creation of an architectural theme and incorporation of plazas at major building entrances or in the center of a group of buildings. The

plazas could feature seating and other pedestrian amenities with a focal point such as a water feature or public art.

The subject property has a landscaped buffer along Westfields Boulevard with existing mature trees. This buffer is consistent with streetscape that exists in other areas in Land Unit J. Retaining that buffer creates the opportunity to preserve the continuity and compatibility with other Westfields development.

Transportation

The transportation network in this area currently experiences failing conditions at several intersections and intersection turning movements in the vicinity of the site.

Road Network Impact

The transportation analysis for the Plan amendment compared the approved 338,400 square feet of hotel, shopping center (first floor retail) and office uses to the proposed 183,000 square feet of retail (Figures 4 and 5) assuming a large grocery store and other retail uses. Using the Institute of Traffic Engineers (ITE) 2013 Handbook, the results of the analysis indicate that the proposed retail development would generate more trips when compared to the currently approved uses. The daily vehicles generated by the site increase by 5,588 trips compared to the currently approved land uses. This represents a 63% increase in daily vehicle trips generated by the site. During the morning and evening peak hours, the proposed uses increase trips by approximately 55% when compared to the currently approved uses.

Figure 4: Trip Generation Estimates for 2007 Approved Hotel, Retail and Office Uses

ITE Category	Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hotel	212,000	2,244	106	72	178	37	177	214
Shopping Center	76,400	5,701	83	50	133	241	260	501
Office	50,000	908	112	14	126	37	177	214
Totals		**8,853**	**301**	**136**	**437**	**381**	**535**	**916**

Figure 5: Trip Generation Estimates for Proposed Retail Scenario

ITE Category	Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Supermarket	140,000	9,760	296	180	476	498	478	976
Retail, Bank, Shopping Center	43,000	4,681	124	93	217	226	220	446
Totals		**14,441**	**420**	**273**	**693**	**724**	**698**	**1,422**

To understand the full range of trip generation impacts resulting from the proposed retail uses, an additional comparison was made to an office development scenario as shown in Figure 6. The scenario assumes that no site constraints would limit office development on the property and that the maximum Plan intensity of .50 FAR could be achieved resulting in 457,380 square feet of office use. A typical office trip-generation rate was assumed. The results show that the daily vehicles generated by the proposed retail generate 9,396 more daily trips when compared to the maximum office use potential. This represents a 186% increase in daily trips generated by the site. During the morning peak hour the proposed retail decreases trips by approximately 3%, and in the evening peak hour increases trips by 109% when compared to the maximum office use potential. The number of morning peak hour trips accessing the site is reduced; however, trips leaving the site in the morning do increase. During the evening peak hour, there are more vehicles that enter and leave the site with the proposed retail development.

Figure 6: Trip Generation Estimates for Office at .5 FAR, on 21 Acres

ITE Category	Square Feet	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	**457,380**	**5,045**	**628**	**86**	**714**	**116**	**566**	**681**

The analysis shows that changing the site's use to the proposed retail uses would increase the number of vehicles on the surrounding roadways. This increase would result in delays above those currently experienced during the morning and evening peak hours, and delays above what would occur with previously approved or planned uses. Development that results in an increase in trips is inconsistent with Dulles Suburban Center Plan guidance, which has a land use strategy encouraging uses that have lower peak hour trips than base level planned office use. Therefore, it is critically important that this proposed change to the Plan incorporate provisions to help ensure that transportation improvements to the area roads and intersections be provided to offset the impact the proposed development has on the adjacent roadway network.

The Board authorization for the Plan Amendment indicated that there should be a traffic analysis to examine and identify the improvements needed to minimize the impact on the transportation network by the proposed use. Review of PCA 2006-SU-025-02 has included the review of a traffic impact analysis study, which showed how the road network would perform with previously proffered transportation improvements and with additional improvements that were identified as part of the study. The previously proffered improvements include, among others, construction of a raised median on Westfields Boulevard, construction of an additional westbound travel lane on Westfields Boulevard, the completion of the Newbrook Drive loop road and signal re-timing and coordination. If improvements identified in the analysis are implemented, they do help mitigate the burden that the new use puts on the transportation network. However, additional improvements may be needed to fully mitigate the potential transportation impacts and improve the operation of the road network.

Transit Service

The Fairfax Connector Routes 640 and 642 stop in front of the site on Westfields Boulevard. Route 642 stops in the area every half hour during the morning and evening peak periods and Route 640 provides hourly service on weekdays during the off peak hours. There is no weekend bus service to the site. Provision of safe and direct pedestrian routes to the bus stop would make it easier for future employees and shoppers to access the site by way of transit.

Bicycle and Trail Facilities

The County Bicycle Master Plan recommends a Shared Use Path on the south side of Westfields Boulevard. The path is to extend east, connecting to an existing trail in the Frog Branch Stream Valley Park and planned bike lanes along Walney Road. The path also is planned to extend west to connect to planned bike paths along Stonecroft and Westfields Boulevards.

There is an existing network of pedestrian connections and trails throughout the Westfields Business Park. There are major paved trails planned on either side of the subject property, as shown on Figure 7, that are intended to connect Westfields Boulevard and uses on either side of Newbrook Drive to the planned stream valley trail to the north. This site has the opportunity to integrate additional pedestrian facilities and multi-use trails to connect to this regional trail and bicycle network.

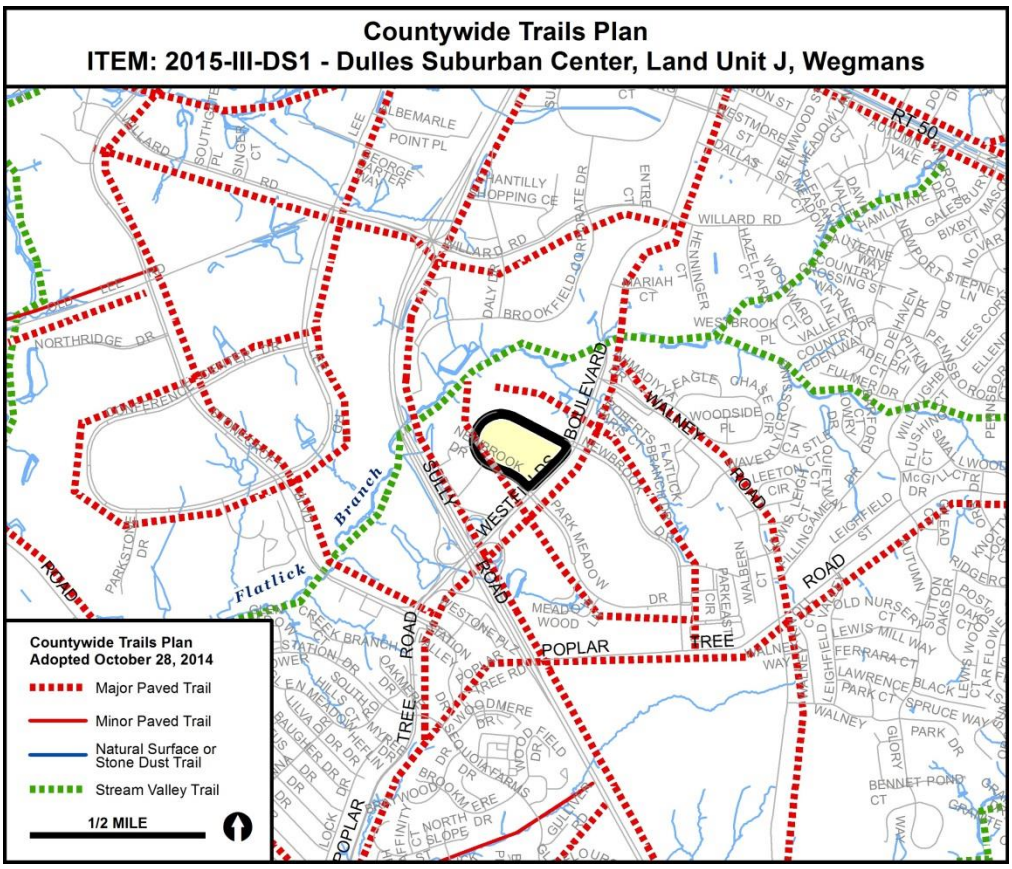


Figure 7: Fairfax County Countywide Trails Plan, Adopted 10/28/2014

Other

Fire and Rescue: The subject property is located in the emergency response area of the Chantilly Fire and Rescue Station 15. The next closest fire station is the West Centreville Fire and Rescue Station 38. Heavy peak-hour traffic congestion in the area is a challenge for emergency responders. Installation of preemption equipment on traffic signals would improve response times to emergency incidents.

Sanitary Sewer: Sewage generated within the subject property is treated at the Upper Occoquan Service Authority treatment plant. The County's existing allocation at the treatment plant is capable of handling the projected anticipated sewage flow through 2040. The trunk lines within the area have adequate capacity to handle the project flow as well.

Cultural Resources: The Wren-Hutchinson House and Cemetery (VA state site #44FX1096) were located on this parcel, though not necessarily on the portion of the parcel that is subject to the Plan Amendment. The cemetery has been relocated, but any redevelopment of the parcel should take into account that additional graves may exist.

CONCLUSION

The Plan amendment considers an option for a large retail development that encourages the creation of a high-quality development, contributes to a mix of uses, and promotes pedestrian activity that serves this site and Commonwealth Centre as a whole. This development has the potential to become a central amenity for the office and residential uses in the surrounding area. Development proposed under this Plan option should be consistent with the Performance Based Strategy for Optional Uses. It should have lesser peak-hour transportation impacts than the baseline Plan, should be compatible with adjacent development and 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.

As shown in the transportation analysis, implementation of this retail option may result in more peak hour trips than the baseline plan. The benefit of fostering a mix of uses and providing retail uses proximate to nearby and growing residential areas may be sufficient to justify an increase in vehicle trips if impacts to the transportation network are offset through improved operation of the road network. In reflection of this, the proposed Plan guidance includes flexibility to consider retail uses that generate more vehicle trips than the current Plan if the development includes mitigation of the transportation impact. If this cannot be achieved, the Plan guidance encourages the consideration of off-site transportation improvements or a reduction in the amount of development.

Application of the Design Guidelines for Dulles Suburban Center will encourage high-quality building and site design in future development. Additional plan guidance that addresses site and building design and interparcel connectivity is proposed to ensure that a high-quality pedestrian

oriented development is achieved. Further, enhanced connectivity to the existing and planned pedestrian and bicycle network would help make it safe and convenient for people to access transit and the proposed retail uses without needing the use of a motor vehicle.

The addition of a retail option is consistent with stated major objectives in the Plan. Chief among them is the land use objective to promote a high quality of life for those who work and reside in or near the Dulles Suburban Center. A retail environment that includes features such as plazas and open space could serve as an amenity for the existing and planned uses in the area.

RECOMMENDATION

Staff recommends the Comprehensive Plan modification shown below. Text proposed to be added is shown as underlined 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 June 2, 2015, Land Unit J, Land Use, Recommendations, new recommendation #8, page 145:

8. Parcel 44-1((1)) 6 is approximately 73 acres that is a part of the Commonwealth Centre development, located north of the Westfields Boulevard and Newbrook Drive/ Park Meadow Drive intersection. Like other property in Land Unit J, this parcel is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR.

As an option, retail uses may be appropriate up to an intensity of .20 FAR on 21 acres located north of Westfields Boulevard. The following conditions should be met to implement this option:

- In order to create a sense of place, a network of well-connected public spaces should be provided. Plazas and open spaces should be designed to function as public places for peoples to gather and linger and help to integrate the proposed retail with the existing and planned office uses at Commonwealth Centre.

- The option will either result in fewer peak hour trips than the planned base level uses consistent with with the Performance Criteria for Optional Uses or the development will mitigate negative transportation impacts to Westfields Boulevard and nearby intersections and not degrade the LOS below what it would be with implementation of the base level Plan. If such improvements and proposed mitigations are not possible, intensity should be reduced accordingly.

- The site layout and building design should link the open space to the EQC and

stormwater management pond, located to the north, to create a shared amenity area.

- The site layout should provide for connectivity with adjoining properties and connect to the existing pedestrian sidewalk and trail network.

- Drive through uses are discouraged.

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 June 2, 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 June 2, 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."