



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

June 14, 2013

Mr. Paul Kraucunas
Virginia Department of Transportation
Land Development Section
4975 Alliance Drive
Fairfax, VA 22030

Dear Mr. Kraucunas:

Please find attached the Chapter 527 submittal for a proposed Comprehensive Plan Amendment for the Route 28 Station - South Study area and the Reston Master Plan Special Study area. This is a joint plan amendment submittal and is called the Dulles Corridor Study. These are County sponsored Comprehensive Plan Amendments with the intent of evaluating the existing Comprehensive Plan land use guidance, and identifying appropriate changes, particularly with regard to transit-oriented development. The proposed Plan Amendments seek to make the planned uses and Comprehensive Plan guidance more consistent with County Transit Oriented Development (TOD) policies adopted in 2007. This study is the result of several years of effort, public participation and study. The background and a summary of the proposed Comprehensive Plan Amendments are described in the Overview Section of the submittal.

Our submittal consists of a narrative summarizing the proposed Comprehensive Plan Amendment and the supporting transportation study containing: transportation recommendations, methodology, and associated tables, maps, and text supporting the change to the Comprehensive Plan. All the items required by the Chapter 527 regulations for an amendment to a Comprehensive Plan, as noted on the attached checklist, are addressed. The maps and associated text contain details about the proposed changes in land use by proposed new land units or TOD districts, and the transportation section specifies the improvements needed to support the change in land use. The transportation study, completed in April 2013 (modified in June 2013), evaluated multiple scenarios and their resulting impacts on the transportation network for the study area. This transportation study, with input from staff and the appointed community advisory groups, evaluated a range of land use options through an iterative process over the study period. As a result of the evaluation of multiple land use scenarios, the preferred land use, Scenario G, was selected for the proposed Comprehensive Plan Amendment. This study will inform the transportation conditions that will be contained in the Comprehensive Plan text.

Our timetable is for both Plan Amendments to be considered by the Planning Commission in October of 2013 and by the Board of Supervisors in November 2013. Should you or any

Paul Kraucunas

June 14, 2013

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VDOT staff reviewing this submittal have any questions or desire to meet to discuss this submittal, please do not hesitate to contact me at (703) 877-5673 or Michael.Garcia3@fairfaxcounty.gov or Leonard Wolfenstein at (703) 877-5674 or Leonard.Wolfenstein@fairfaxcounty.gov.

The County will be requesting a meeting with VDOT staff reviewing the transportation study and proposed changes to the Comprehensive plan three to four weeks after the submittal.

Sincerely,



Michael W. Garcia, AICP
Planning Section
Transportation Planning Division

Attachments: a/s

cc: Kanti Srikanth, Planning and Investment Director, VDOT – No VA
Rahul Trivedi, Transportation Planning Section, VDOT – No VA
Dan Rathbone, Chief, Transportation Planning Division, FCDOT
Leonard Wolfenstein, Chief, Transportation Planning Section, FCDOT
Heidi Merkel, Fairfax County Department of Planning and Zoning
Clara Johnson, Fairfax County Department of Planning and Zoning



TIA REGULATION SUBMITTAL INFORMATION SHEET

This sheet is a summary of information on a Chapter 527 submittal for entering into the LandTrack data base.

Submission Details

| | | | |
|------------------|-----------------------|-----------------------|------------------|
| Project Name | Dulles Corridor Study | Locality's Project ID | N/A |
| VDOT District | Northern Virginia | Jurisdiction | Fairfax County |
| Locality Contact | Michael W. Garcia | TIA Preparer | FCDOT & CS, Inc. |

Location

| Route Number | Address | Principal Rte | ADT |
|--------------|------------------------|-------------------------------------|-------|
| 657 | Centreville Road | <input type="checkbox"/> | 34000 |
| 286 | Fairfax County Parkway | <input checked="" type="checkbox"/> | 52000 |
| 602 | Reston Parkway | <input type="checkbox"/> | 38000 |
| 828 | Wiehle Avenue | <input type="checkbox"/> | 34000 |
| 674 | Hunter Mill Road | <input type="checkbox"/> | 23000 |
| 675 | Sunset Hills Road | <input type="checkbox"/> | 22000 |
| 5320 | Sunrise Valley Drive | <input type="checkbox"/> | 22000 |
| | | <input type="checkbox"/> | |
| | | <input type="checkbox"/> | |

Site Details

| | | | |
|---------------------|--------------------------------------|------------------|----------|
| Submission Type | Comprehensive Plan / Amend | | |
| Facility Type | Mixed Use - Commercial / Residential | Acreage | 2846 |
| Residential Units | 33859 | Commercial SqFt | 35701826 |
| VPH (net) | 21657 | VPD (net) | 250618 |
| Principal Parcel ID | 17-3 (4) 2A | Doubles Road VPD | NO |
| Other Parcel ID(s) | See Comments | | |

Payment

| | | | |
|------------------|--------|-------------------|--------------------------|
| Fee Waived | YES | Reason for Waiver | Other (enter info below) |
| Payment Included | NO | Payment Type | -- Select -- |
| Check # | N/A | Check Holder | N/A |
| Payment Amount | \$0.00 | Received From | N/A |

Tracking

Date Received by Locality Jun. 14, 13 Locality's Requested Due Date Sep. 21, 13

Comments

- 1) ADT volume from VDOT Daily Traffic Volume Estimates, Report 2011
- 2) VPH and VPD: The Plan Amendment proposed is assessed against the Council of Governments adopted 2030 Round 8 land use. This is considered the County's current Comprehensive Plan development that would be built by 2030.
- 3) Attachment #1 contains the Tax Maps with all relevant parcel identifications
- 4) Fee waiver requested because the submission is being made by a locality, Fairfax County

Comprehensive Plan or Plan Amendment Package Checklist Traffic Impact Analysis Regulations: 24VAC30-155-50

For a comprehensive plan or a transportation plan, the locality shall provide:

- A COVER SHEET**, containing:
 - CONTACT INFORMATION** for the locality, and
 - SUMMARY OF MAJOR CHANGES** made to the comprehensive plan or transportation plan;

- THE PROPOSED COMPREHENSIVE PLAN OR TRANSPORTATION PLAN** and the following elements:
 - INVENTORY** – An inventory (written or graphic) of the existing transportation network, which shall include at a minimum all roadways within the Federal Aid system (any roadway classified as a Major or Urban Collector or higher functional classification or is included within the Federal Highway Administration’s National Highway System). VDOT District staff can provide assistance regarding which roadways must be included in the inventory.

 - ASSUMPTIONS** – Planning assumptions directly influence the demand placed on the transportation system. Details on the planning assumptions shall include, but need not be limited to population growth, employment growth, and location of critical infrastructure such as water and sewer facilities.

 - NEEDS ASSESSMENT** – Written or graphic evaluation of the transportation systems current and projected performance and conditions. This evaluation should compare the existing transportation system with the future land use policies and maps in order to determine how future growth will affect the transportation system.

The needs assessment will identify specific deficiencies based on current conditions as well as future improvements to serve the quantity, type, location, and density of anticipated development based on the future land use policies and maps.

It is not necessary to have the identification of specific deficiencies prepared by a transportation professional. It could be a list of transportation facilities that, in the experience of the citizens, Planning Commission, or governing board, are deficient.

 - RECOMMENDATIONS** – Proposed improvements or additions to transportation infrastructure.

Recommendations should be specific so that the need, location and nature of the proposed improvements are clear and understandable. The recommendations should address some or all of the needs identified in the needs assessment step, above.

Proposed transportation additions/improvements consistent with the future land use policies and map.

Localities are encouraged to include pedestrian, bicycle, transit, rail and other multi-modal recommendations as they deem appropriate.

 - MAP** - The transportation plan shall include a map showing road and transportation improvements, taking into account the current and future needs of residents in the locality while considering the current and future needs of the planning district within which the locality is situated.

 - COST ESTIMATES** - Recommended improvements shall include any VDOT cost estimates.

- FEES (SEE BELOW)**

* See Page 2

For an amendment to a comprehensive plan or transportation plan, the locality shall provide:

- A COVER SHEET**, containing:
 - CONTACT INFORMATION** for the locality;
 - SUMMARY OF PROPOSED AMENDMENT** or amendments to the comprehensive plan or transportation plan; and
 - OVERVIEW** of reasoning and purpose for amendments.
- APPLICATION FORMS** and documentation presented to or prepared by the local jurisdiction,
- ASSOCIATED MAPS OR NARRATIVES** that depict and detail the amendment under consideration,
- ANY CHANGES** to the planning assumptions associated with the amendment, and
- LOCAL ASSESSMENT** of the potential impact it may have on the transportation system.
- ELEMENTS IDENTIFIED ABOVE** (4th checkbox) that VDOT determines are needed in order to review and comment on impacts to state-controlled highways.
- FEES (SEE BELOW)** (N/A)

For a small area plan amendment to a comprehensive plan, the locality shall provide:

- A COVER SHEET**, containing:
 - CONTACT INFORMATION** for the locality;
 - SMALL AREA PLAN DETAILS**:
 - LOCATION**;
 - HIGHWAYS and TRANSIT FACILITIES** adjacent to the site;
 - PARCEL NUMBER or NUMBERS**; and
 - PROPOSAL SUMMARY** with development names, size, and proposed zoning.
- A TRAFFIC IMPACT STATEMENT** prepared in accordance with 24VAC30-155-60.
- A PLAN OF DEVELOPMENT** for the area encompassed by the small area plan.

Fees

- A \$1,000 FEE paid by the applicant for the initial or second review of a comprehensive plan, an amendment to the plan, or a small area plan amendment to the comprehensive plan.
- A \$1,000 FEE paid for a third or subsequent submission of a comprehensive plan, plan, or a small area plan amendment that is requested by VDOT on the basis of the failure of the applicant to address deficiencies previously identified by VDOT.

NOTE: NO FEE is charged by VDOT if the comprehensive plan, plan amendment, or **small area plan** amendment is initiated by a locality or public agency.

NO FEE is charged by VDOT to a citizens' organization or neighborhood association that proposes comprehensive plan amendments through its local planning commission or local governing body.

Chapter 527 Submittal for Fairfax County Comprehensive Plan Amendment

Dulles Corridor Study
For:

**Reston Master Plan Special Study Plan Amendment
Route 28 Station –South Study Plan Amendment**

Submitted to:

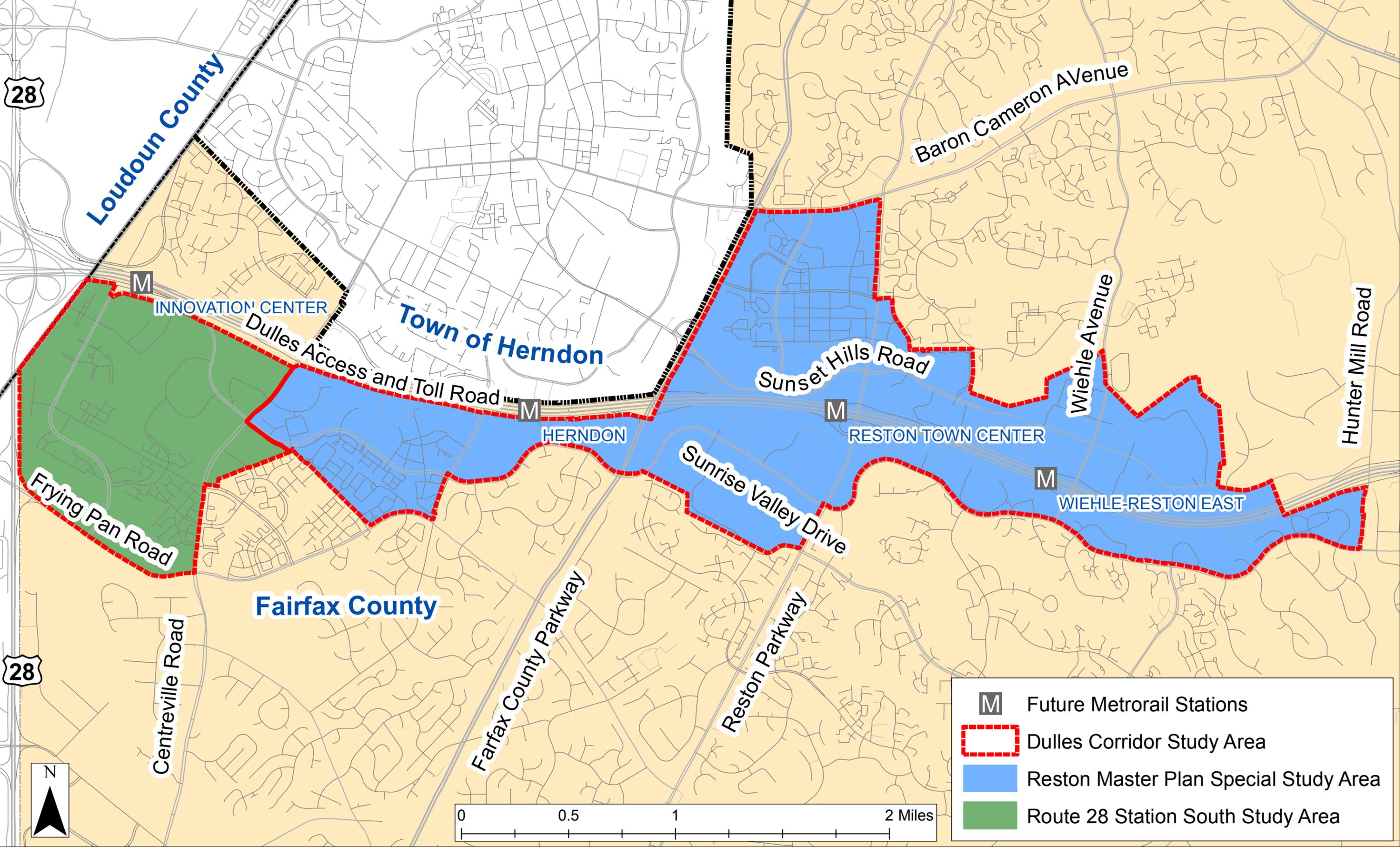
Paul Kraucunas, Land Development Section
Virginia Department of Transportation (VDOT)

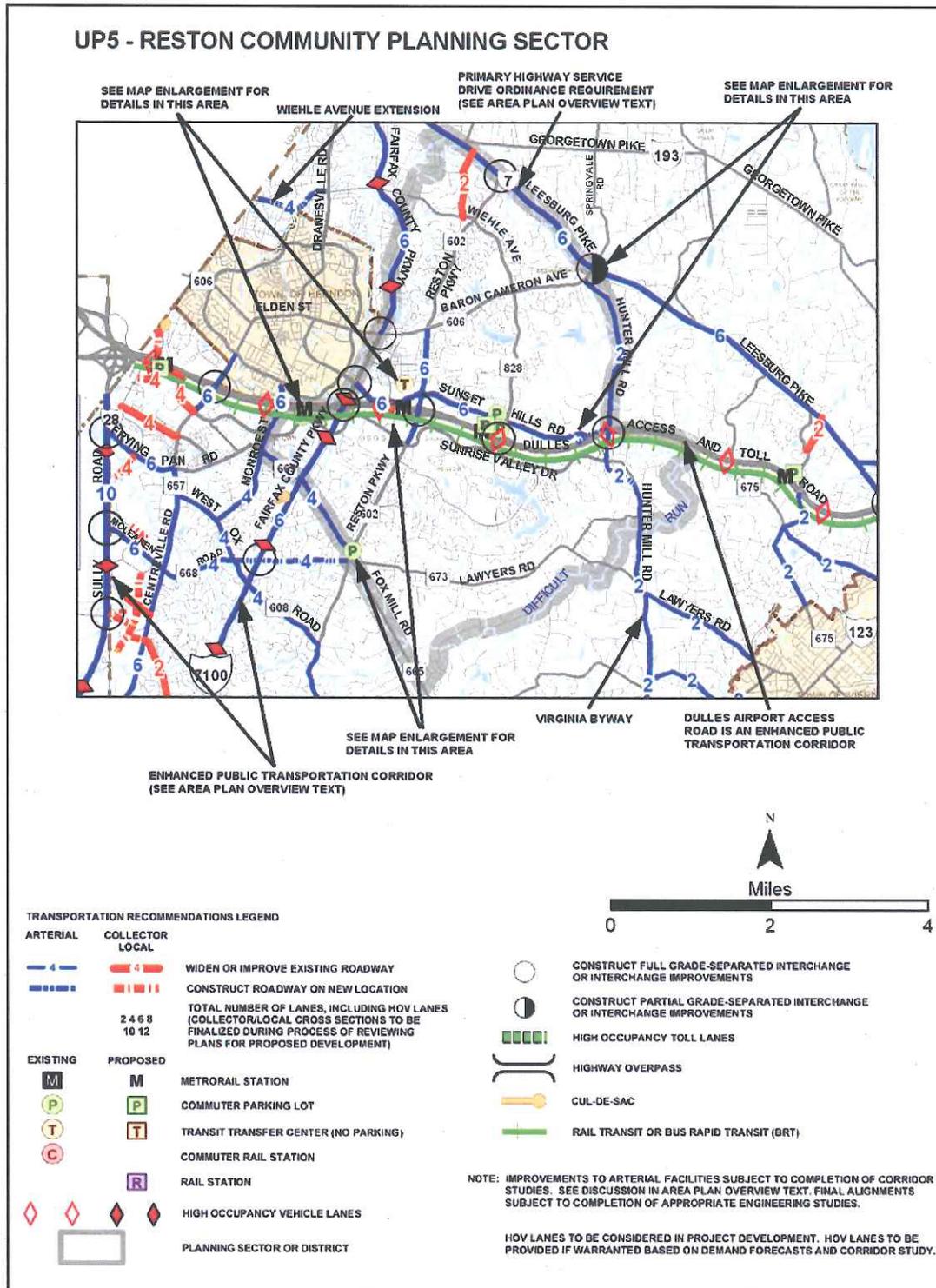
Prepared by:

Michael W. Garcia, AICP
Transportation Planning Section
Fairfax County Department of Transportation (FCDOT)
4050 Legato Road, Suite 400
Fairfax, VA 22033-2895
703-877-5600

June 14, 2013

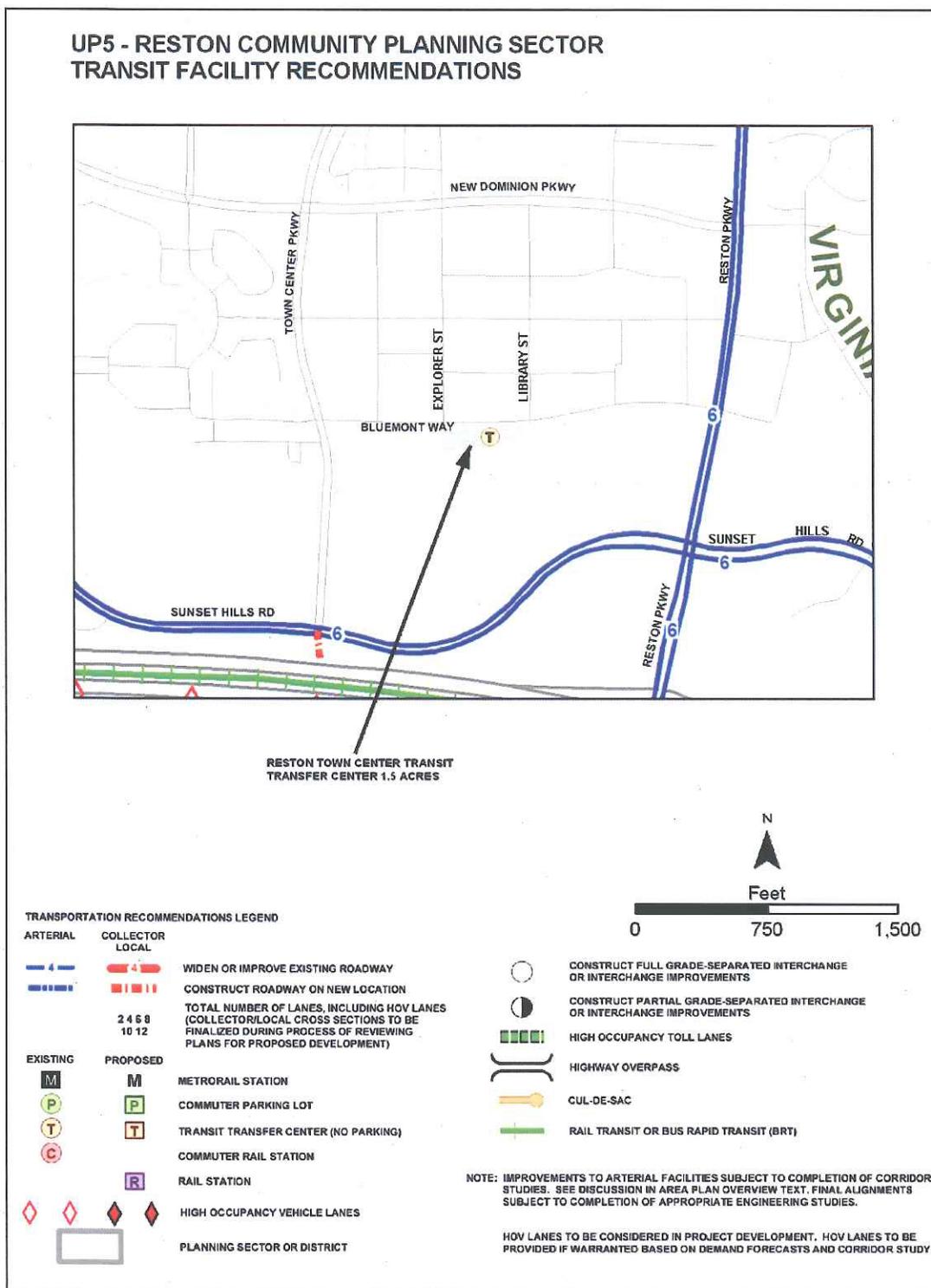
Dulles Corridor Study Area with Both Plan Amendments





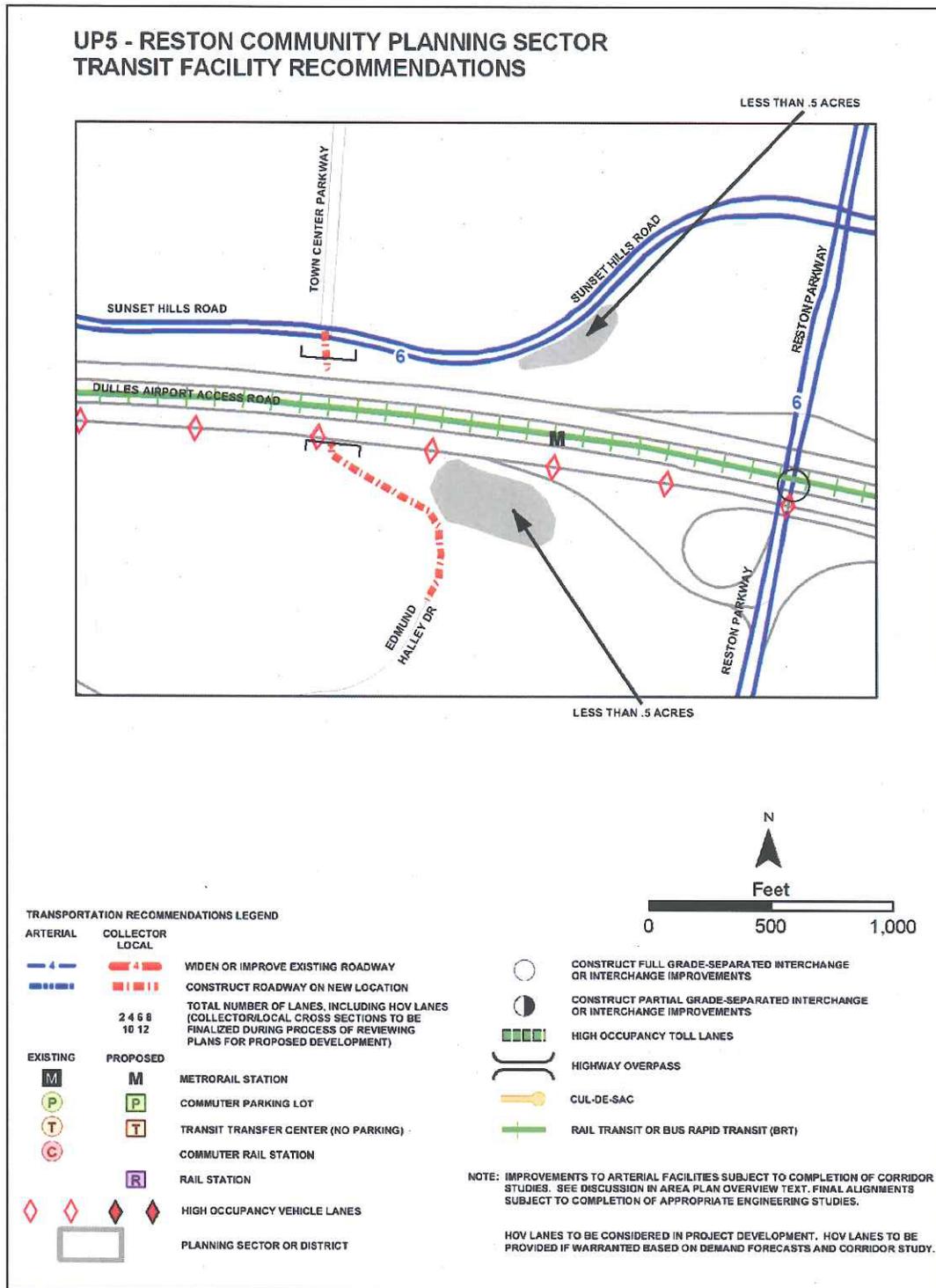
TRANSPORTATION RECOMMENDATIONS

FIGURE 44



**TRANSIT FACILITY RECOMMENDATIONS
 UP5 RESTON COMMUNITY PLANNING SECTOR**

FIGURE 45



**TRANSIT FACILITY RECOMMENDATIONS
 UP5 RESTON COMMUNITY PLANNING SECTOR**

FIGURE 48

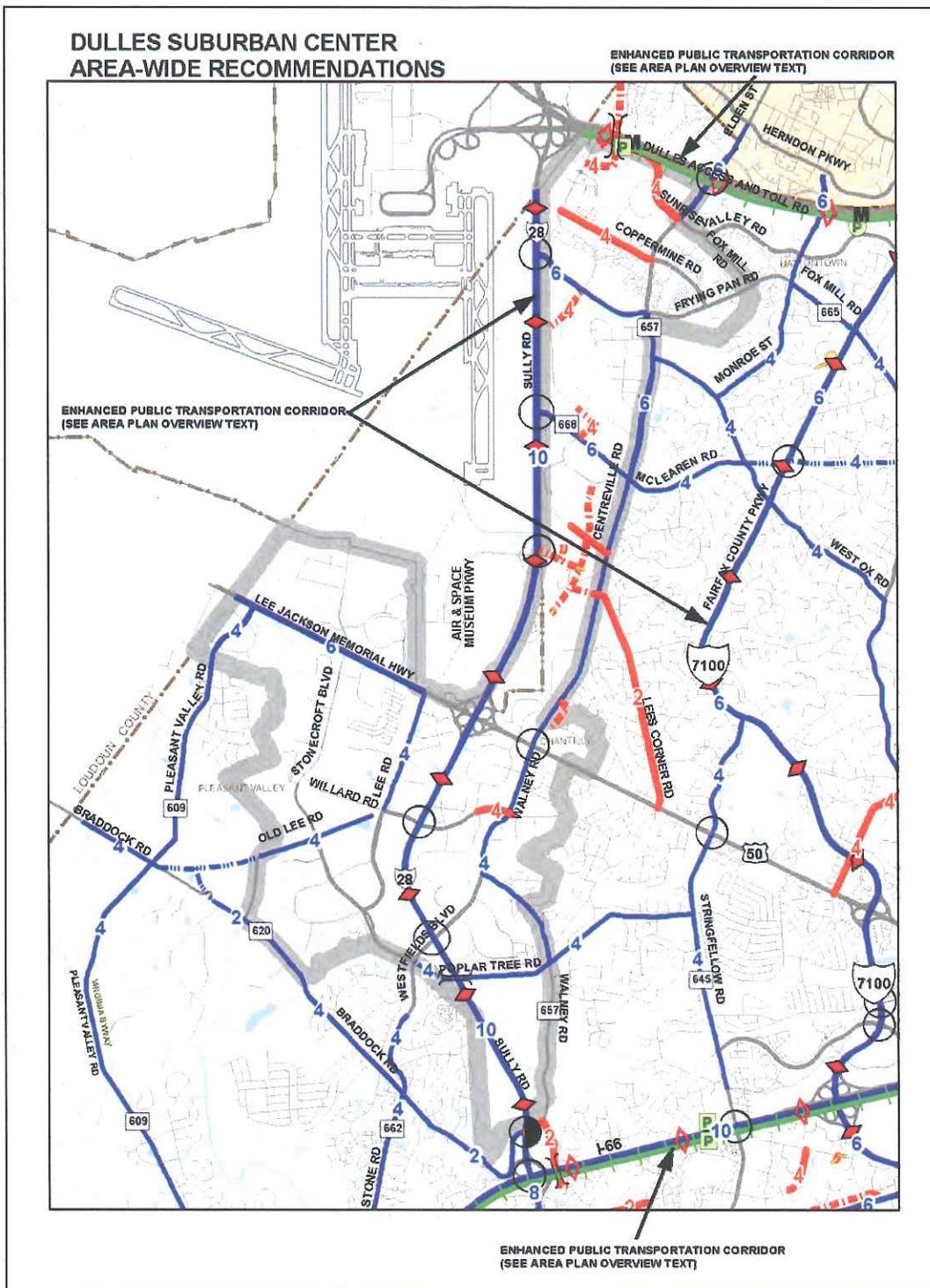
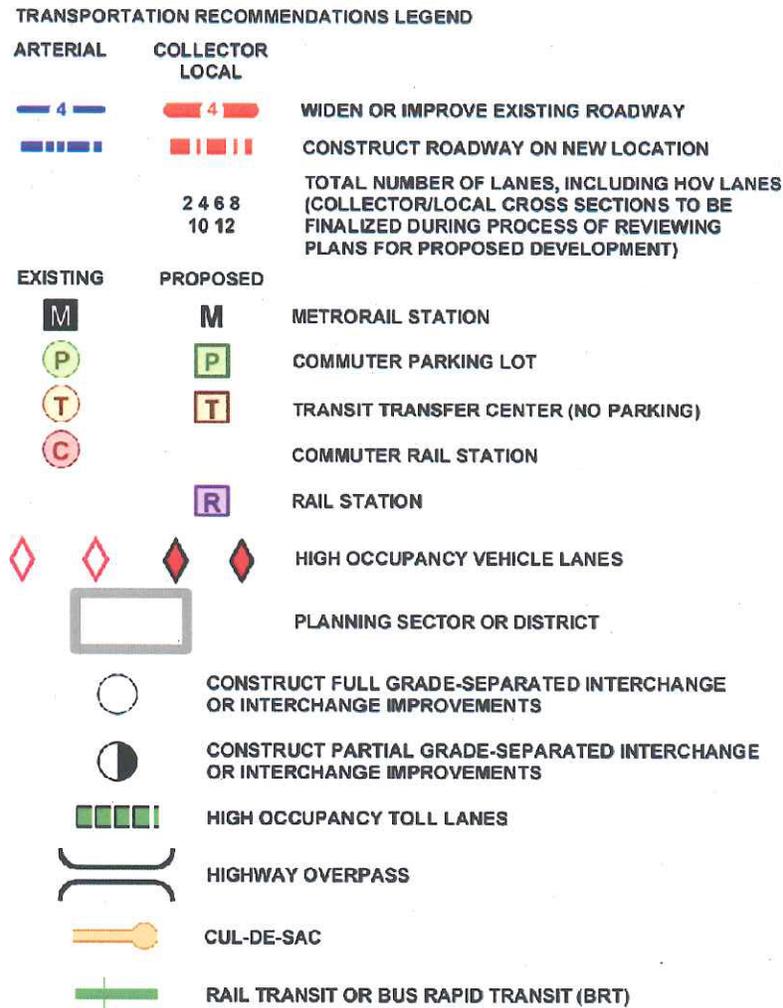
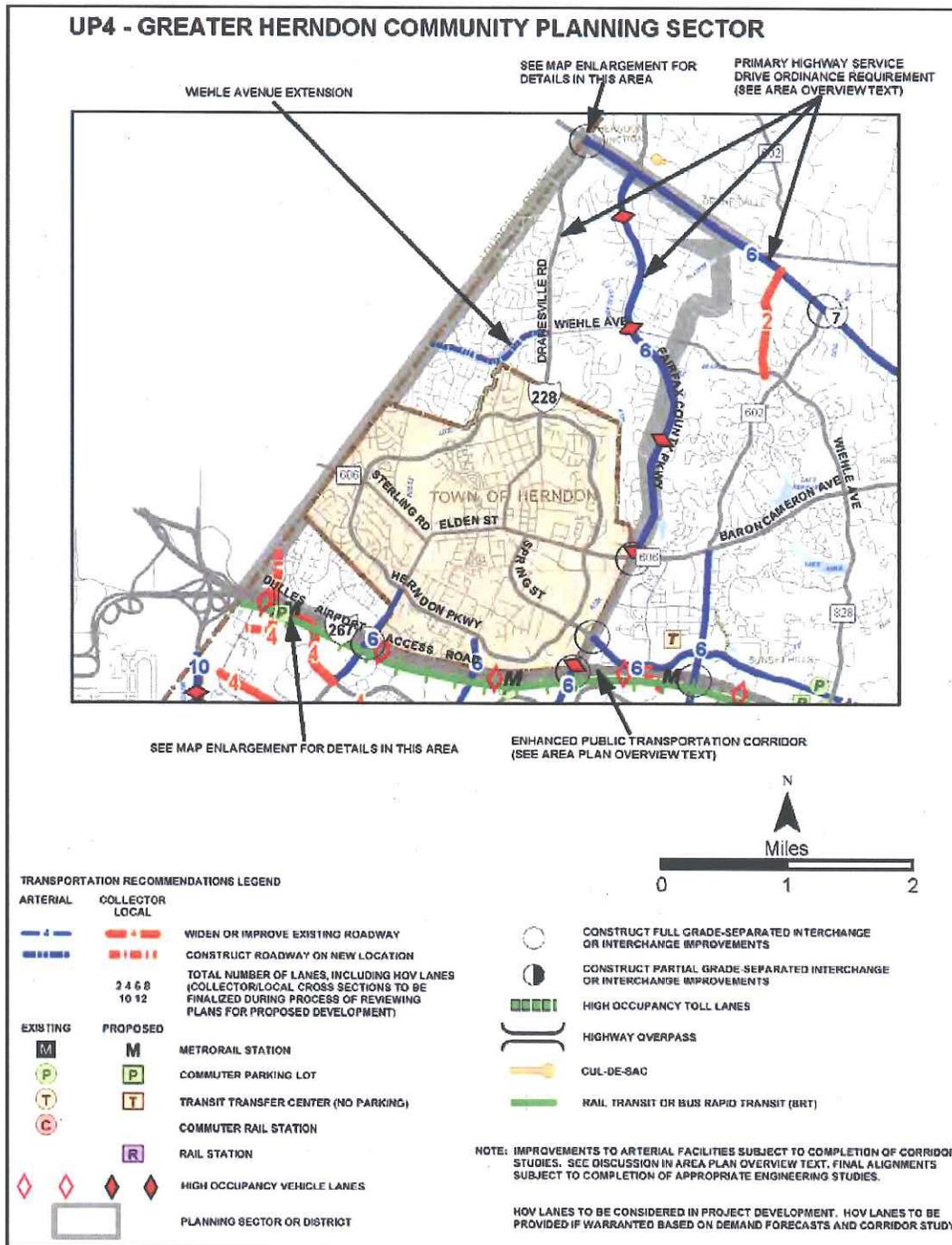


FIGURE 3



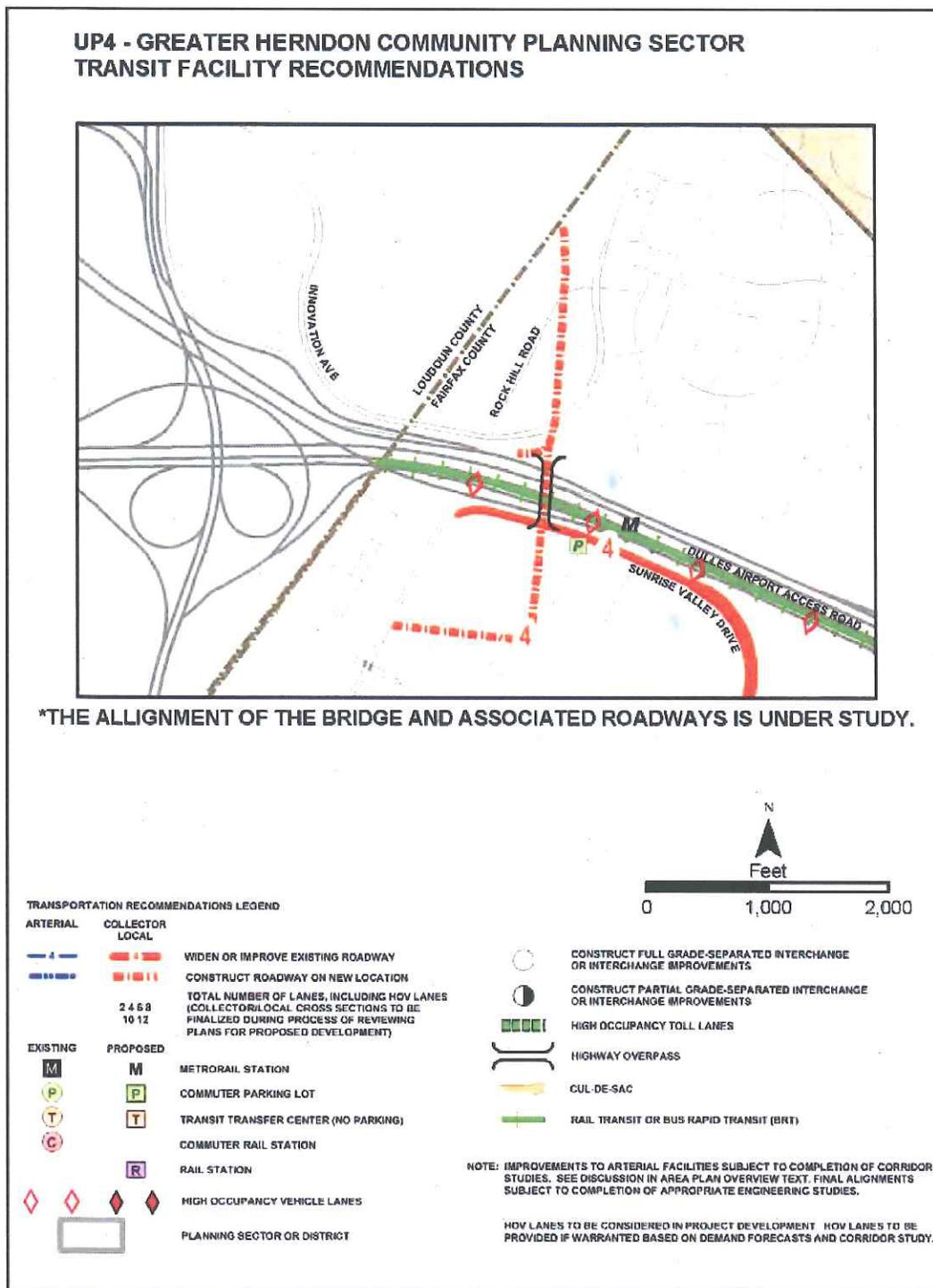
NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



TRANSPORTATION RECOMMENDATIONS

FIGURE 32



**TRANSIT FACILITY RECOMMENDATIONS
 UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR**

FIGURE 35

Summary of Planning Study and Overview of Reasoning and Purpose for the Proposed Plan Amendments

Purpose Statement

Two large area studies evaluated land uses for the areas around the Silver Line Metrorail stations from Wiehle-Reston East to Innovation Center Station in anticipation of the opening of these stations. The Wiehle-Reston East station is anticipated to open at the end of 2013 and the Reston Town Center, Herndon, and Innovation Center stations are expected to open in 2018. The two planning studies are the Reston Master Plan Special Study (Reston) and Route 28 Station – South Study (Route 28). For purposes of evaluating the transportation impacts and for the transportation study attached to the VDOT submittal, they have been combined into one analysis, called the Dulles Corridor Study. The planning studies were conducted to evaluate existing Comprehensive Plan land use guidance and identify appropriate changes, particularly with regard to transit-oriented development. The proposed Plan amendments seek to make the planned uses and Comprehensive Plan guidance more consistent with County Transit Oriented Development (TOD) policies adopted in 2007.

The Route 28 Station- South Study focused on the land area generally bounded by the Dulles Toll Road to the north and Frying Pan Road to the south, and Sully Road (Route 28) to the west and Centreville Road to the east. The commercial area located to the east of Centreville Road and south of Sunrise Valley Drive also is part of the study area. (The north side of Innovation Center Station was previously evaluated and resulted in adoption of a Plan amendment 2010.) The proposed Plan amendment focuses growth within walking distance of the station to create a mix of uses in an urban form. A working group consisting of community members is reviewing the Comprehensive Plan for the study area and will make recommendations to the Fairfax County Planning Commission and Board of Supervisors.

The Reston Master Plan Special Study is also underway and includes transit-station areas along the Reston-Dulles Corridor including Wiehle-Reston East, Reston Town Center and Herndon Metrorail station. A task force has been working with staff to review the Comprehensive Plan for the three transit-station areas. The proposed recommendations better reflect the community's desire, as expressed through the recommendations of the community Task Force, to facilitate the evolution of the areas closest to the station into true mixed-use, walkable, transit-oriented areas. The Task Force will make recommendations to the Fairfax County Planning Commission and Board of Supervisors.

Background

The Board of Supervisors authorized the Reston Master Plan Special Study on May 18, 2009 and directed staff to initiate Phase 1 of the study, which is a review of the Comprehensive Plan recommendations pertaining to the areas around the three Reston transit stations. A companion study was authorized in July 2009 to evaluate transit-related Plan recommendations for Land Unit A of the Dulles Suburban Center, located on the south side of Innovation Center station, the fourth station along the Dulles Corridor.

Reston Master Plan Special Study

In the fall of 2009, a community Task Force was appointed by the Board of Supervisors, comprised of representatives of Reston resident groups, owners of commercial property at the stations and individuals with relevant experience. The Task Force was charged with working with County staff to evaluate existing Plan recommendations and identify changes to better guide future TOD development in the vicinity of the three Reston stations.

The Task Force and several sub-committees of the full Task Force met regularly from 2010 through 2012 to develop an approach to furthering TOD development at the stations. In November 2012, the Task Force concurred with staff's recommendation to study a future land use scenario, Scenario G, for impact analysis. In May 2013, the Task Force received the final impact analysis results related to Scenario G. This proposed Plan amendment is based on the development potential in Scenario G.

Route 28 Station – South Study

In the spring of 2010 a community working group was appointed by Supervisor Catherine Hudgins, which was formed of community stakeholders including residents and land owner representatives. The Work Group met over the course of a year to review land use planning for the study area. The intent was to conduct a comprehensive evaluation of the existing Comprehensive Plan and identify appropriate changes to help guide future development in the vicinity of the proposed Innovation Center Metro Station.

In May of 2011 the Route 28 Station – South Study Working Group recommended a planning scenario for the entire study area to be analyzed by County staff. The scenario is for a mix of uses and includes a range of intensities, 2 – 3 FAR within the one-quarter mile radius of the metro station platform and a range of 1 – 2 FAR within the one-half mile radius of the metro station platform. In June of 2012 the Working Group was expanded and reconvened by Supervisor John Foust to review the impact analyses of the planning scenario and develop land use recommendations. The proposed Plan amendment is based on those ranges of development intensity as reflected in Scenario G.

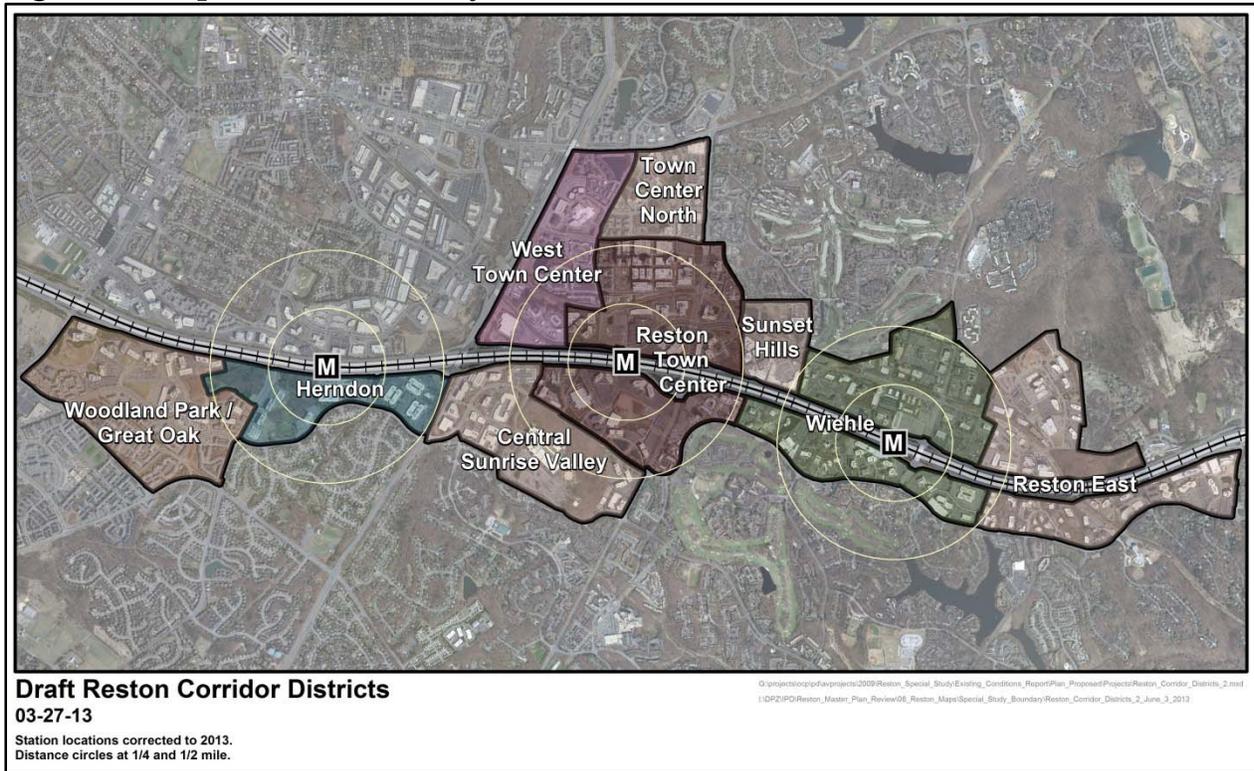
The remainder of the proposed Comprehensive Plan Summary will keep the Reston Master Plan Special Study and Route 28 Station – South Study areas separate as they are two different plan amendments that will be going to the Planning Commission for a recommendation and the Board of Supervisors for adoption. The local assessment of the transportation impact of the plan amendments is combined as they were evaluated together. For actual plan text, the relevant transportation recommendations will be separated into the respective plan amendment areas.

Reston Master Plan Special Study

Location and Existing Conditions

The subject area for the Plan Amendment generally includes the areas around the three planned Metrorail stations within Reston as shown on Figure 1. The Reston Study area is bounded by Hunter Mill Road on the east, Sunrise Valley Drive on the south, Centreville Road on the west, and the Town of Herndon/Baron Cameron Avenue/Sunset Hills Road on the north. The Wiehle-Reston East station area is bounded on the east by Hunter Mill Road, on the north by Sunset Hills Road, Lake Fairfax Park and Hidden Creek Golf Course, on the west by existing commercial development and on the south by Sunrise Valley Drive. The Reston Town Center station area is partially bounded by Reston Parkway on the east, Baron Cameron Avenue on the north, Fairfax County Parkway on the west and residential areas on the south. The Herndon station area is bounded on the east by Fairfax County Parkway, on the north by the Dulles Airport Access and Toll Road, on the west by Centerville Road and on the south by Sunrise Valley Drive and Fox Mill Road. The Plan Amendment addresses land use, urban design and streetscape and transportation changes in the Study Area.

Figure 1 - Proposed Reston Study Area Plan Districts



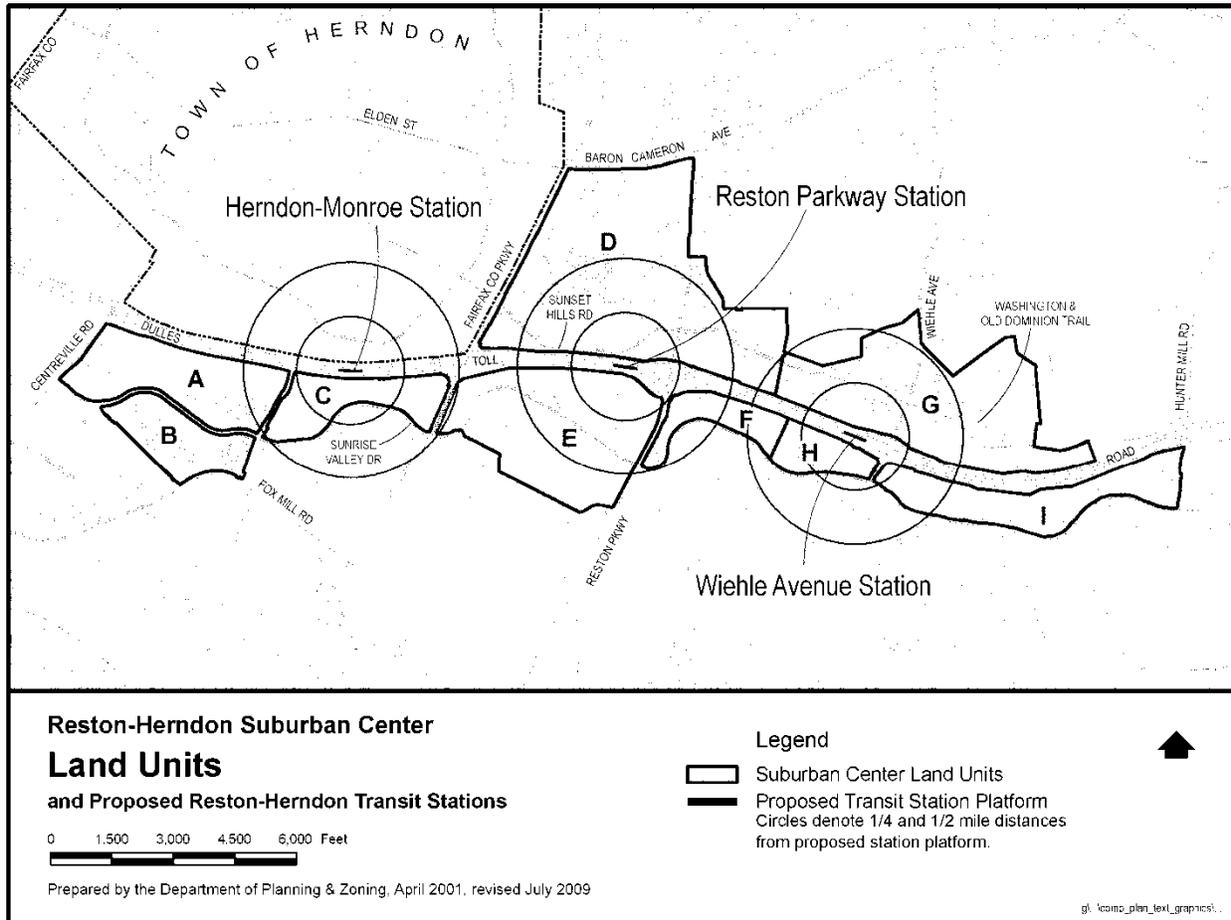
Current Comprehensive Plan for the Reston-Herndon Suburban Center

The current Comprehensive Plan designates the Study Area as the Reston -Herndon Suburban Center, one of eight Suburban Centers throughout the County. This designation is applied to areas that are employment centers located along major arterials. These areas are evolving to include mixed-use cores such as transit station areas and town centers that are more urban in character. The core areas are generally surrounded by transitional areas of lesser intensity.

The current Plan encourages transit-oriented, mixed-use development that is more urban in character and pedestrian and bicycle-friendly for areas in the Suburban Center that are within ½ mile of the planned rail stations. Near the Wiehle-Reston East station, areas within the Suburban Center that are greater than ½ mile from the stations are planned to continue as locations for low-density office uses with a more suburban form. Near the Reston Town Center station, the areas within the Suburban Center that are greater than ½ mile from the station on the north side of the Toll Road are planned for higher density, mixed-use development that is more urban in form and function while the areas on the south side that are greater than ½ mile from the station are planned for low-density office use. The areas that are greater than ½ mile from the Herndon station are planned for either moderate density mixed-used development, including office, retail, residential and hotel or for moderate density residential uses (single family detached, attached and apartments).

The current Plan includes overall land use, urban design, streetscape, and transportation recommendations for the entire Suburban Center. In addition, the Reston-Herndon Suburban Center is divided into "land units" for the purpose of organizing land use recommendations for specific subsections of the Suburban Center. Figure 2 shows the current Comprehensive Plan land units for the Reston-Herndon Suburban Center. All of the land units are under study for this Plan Amendment.

Figure 2: Current Comprehensive Land Units for Reston-Herndon Suburban Center



Proposed Comprehensive Plan Amendment

Concept

This Comprehensive Plan Amendment proposes to eliminate the Reston-Herndon Suburban Center designation and organize the Plan recommendations within three Transit Station Areas located to the north and south of the Wiehle-Reston East and Reston Town Center stations and to the south of the Herndon station (the north side of this station area is subject to planning and zoning within the Town of Herndon). The revised Plan guidance should better promote the creation of more urban, mixed-use, transit-oriented and walkable activity centers at the three rail station. These activity centers are envisioned to be compact, accessible and attractive places where people live, work, shop and play in a pedestrian and bicycle-friendly environment with

an appropriate mix of land uses around the transit stations to promote and facilitate greater transit usage.

The proposed Comprehensive Plan guidance includes the following:

- The land use concept for each Transit Station Area (TSA) divides the TSA into a Transit-Oriented Development (TOD) District (up to ½ mile of the station platform but only within the boundaries of the TSAs) and one or more Non-TOD Districts. The three TOD Districts are planned for the highest intensities within each TSA and are envisioned to become vibrant neighborhoods.
- The Plan envisions a change for the TOD Districts from the current pattern of low to medium density office parks to a mixed-use pattern that balances office, residential, retail, civic, and institutional uses in a compact, pedestrian and bicycle-friendly environment. The Non-TOD Districts will, for the most part, be planned for existing and currently zoned uses and intensities.
- A range of high-quality transportation facilities – including roads, bridges, tunnels, sidewalks, bikeways, trails, strengthened and expanded bus and shuttle services, and Metro – will link the larger Reston residential community and resident workers to the TOD activity centers, which will include employment, residences and recreational facilities. Robust transportation demand management strategies will also help reduce reliance on the automobile while increasing community mobility.
- A key element in creating a more urban fabric in the TSAs will be the introduction of new streets to provide additional links in the road network to enhance pedestrian, bicycle and vehicular circulation around the stations.
- The new Plan will include an urban design framework for the Reston TSAs to guide design and decision-making with regard to the public realm, including the streets, open spaces, setbacks, massing and building types.

Proposed Transit Station Area Districts

The proposed Comprehensive Plan Amendment divides the three Reston Transit Station Areas (TSAs) into nine “districts” that replace the land units that are currently used in the Comprehensive Plan. Three of the districts are Transit-Oriented Development (TOD) districts and are described below. More specific information regarding intensity in these districts is found in the *Proposed Development Potential* section.

The **Wiehle District, Reston Town Center District and Herndon District** will be the TOD Districts and as such, will be the areas within the three TSAs with the maximum development potential, to include new office development primarily focused within ¼ mile of the station platforms, and a focus on new residential development and non-office commercial uses such as hotel and retail in the areas between a ¼-½ mile from the station platforms to complement existing office uses.

The **Wiehle District** is planned to redevelop into a medium-intensity mixed-use neighborhood with a robust residential component. There will be two sub-districts, with the North Sub-district (north of the Toll Road) having higher intensity and a key roadway link as Reston Station Boulevard is extended to the east and west from Wiehle Avenue to run parallel to Sunset Hills Road. The South Sub-District (south of the Toll Road) will have slightly lower intensity in recognition of the low-density residential character along the south side of Sunrise Valley Drive.

The **Reston Town Center District** will be the highest intensity district and have two sub-districts: the North Sub-district (north of the Dulles Toll Road) is planned to be a continuation of the high-density, taller urban character of the Reston Town Center core. It is planned to improve connectivity, particularly for pedestrians and bicyclists, to the Reston Town Center core. The South Sub-district (south of the Dulles Toll Road) is planned to develop in a manner that is complementary to the Town Center to the north of the Toll Road but not as a continuation of the Town Center. Consequently, it is envisioned to develop with a somewhat lower overall intensity in the planning horizon of this Plan.

The **Herndon District** is located on the south side of the Herndon Transit Station platform. It is planned to be a more moderate-intensity neighborhood with a goal of preserving the existing wetlands area along Sunrise Valley Drive.

The remaining six districts are Non-TOD Districts. The Non-TOD Districts vary in both character and the mix of uses present within each. The proposed Plan guidance for the Town Center North and Sunset Hills Districts has modest additional development potential. The proposed guidance for the remaining four Non-TOD Districts does not change the development potential and land uses within the Districts but it will include guidance to connect these areas the TOD Districts by streetscape elements. The six Non-TOD Districts are briefly described below, from east to west.

Reston East District: This district is currently developed almost exclusively with low-density office parks. In the new Plan, this district will continue to serve as a transition to low-density residential neighborhoods to the south of Sunrise Valley Drive and east of Lake Fairfax Business Park and Hunter Mill Road.

Sunset Hills District: This district is located between the Wiehle and Reston Town Center TOD Districts on the north side of the Dulles Toll Road and includes the Plaza America office and retail center as well as office development north of Sunset Hills Road. It is envisioned that this area will serve as a transition between the two adjacent TOD Districts. Limited redevelopment and new infill development is planned with a focus on new development adding residential uses.

Town Center North District: This district is situated to the north of the Reston Town Center core and south of Baron Cameron Drive. It currently includes a mix of government, residential and institutional uses. The new Plan guidance proposes to add the opportunity for significant new residential development and a moderate amount of new non-residential uses (including civic and cultural uses) to complement the existing and planned public uses and the concentration of employment in the Reston Town Center. This future land use pattern should also allow for a transition from the urban core of the Town Center to the low density

commercial use along the north side of Baron Cameron Drive and the adjacent residential neighborhoods.

West Town Center District: This district contains a variety of residential and commercial uses to the west of the Town Center core, including Reston Hospital, two residential neighborhoods and a concentration of automobile-oriented retail uses along Sunset Hills Road. This district is planned to continue to have largely the same uses and intensities over the planning horizon of this Plan.

Central Sunrise Valley Drive District: This district includes areas to the north and south of Sunrise Valley Drive between Fairfax County Parkway on the west and Reston Parkway on the east. Current uses include several office parks with 2-5 story buildings, a mini-storage facility, and a data center. The Plan guidance does not propose to change the development potential or uses for this district.

Woodland Park/Great Oak: This district is at the western boundary of the Herndon Transit Station Area and includes Woodland Park, a major mixed use development with office, hotel, retail uses (including a grocery store) and multi-family residential development. It also includes the Great Oak neighborhood, the largest residential area within the three Transit Station Areas, which consists of a variety of housing types, including single family detached units, townhouses and multi-family condominiums and apartments. No changes in development potential or land uses are proposed in the Plan Amendment.

Proposed Development Potential

A specific amount of planned future development for the three TOD Districts will be identified in the Plan. The total amount of non-residential development planned (including existing, zoned and planned) is 35 million square feet, of which 27.5 million square feet (s.f.) is planned as office use, 3 million s.f. is planned as hotel use and 1.6 million s.f. is planned as retail with the balance as planned as institutional, civic and cultural uses. The total amount of residential development planned is 24,500 dwelling units (approximately 29 million s.f.) for an overall total of 64 million square feet of development (existing, zoned and planned). The resulting jobs:household ratio for the three TSAs is projected to be approximately 4:1.

The planned development is based on a range of floor area ratios (FARs) with the highest FARs available to the parcels closest to the transit station platforms and the low end to mid-point of the FAR range available to the parcels located further away from the platforms. In addition, for parcels in the TOD Districts that are within $\frac{1}{4}$ mile of the platform, the mix of uses planned includes new office and non-office commercial uses as well as new residential. For parcels in the TOD Districts that are between $\frac{1}{4}$ - $\frac{1}{2}$ mile from the platform, the mix of uses includes primarily existing office (with very limited opportunity for new office uses), new residential uses and new non-office commercial uses primarily retail and hotel. To calculate the amount of development potential specified in the proposed Plan text for each TOD District, the mid-point of the FAR range in each sub-district was used.

The FAR range in the Wiehle North Sub-district is varies from 1.5-3.0 and in the South Sub-district from 1.5-2.5. In the Reston Town Center North Sub-district, the ranges is 3.0-4.0 FAR and in the South Sub-district, it varies from 1.5-3.0. The Herndon TOD District is planned for 0.5-2.5 FAR.

The following tables show for each TSA the amount of Existing Development, the development potential under the current Comprehensive Plan, and the development potential under the proposed Comprehensive Plan Amendment by land use type.

For Existing Development, the actual number of units was counted and then a factor of 1,000 SF per dwelling unit was applied to generate the Residential Square Foot (SF) number. For the Current Plan and the Proposed Plan, the Residential SF number was calculated based on the specific FARs planned for the TOD Districts and a mix of uses based on Plan objectives. This number was multiplied by a factor of 1,200 SF to generate the number of dwelling units. This unit size was selected based on the expectation that there will be some urban townhouse development in the TSAs in addition to multi-family units.

Table 1: Planned Development Potential: Reston-Herndon Suburban Center

| Land Use | 2010 Development | 2030 COG Round 8 ¹ | Proposed Plan |
|-----------------------------|-------------------------|--------------------------------------|----------------------|
| Residential (units) | 5,860 | 16,382 | 24,559 |
| Residential (sf) | 5,860,000 | 19,658,400 | 29,470,800 |
| Office (sf) | 20,982,169 | 22,612,598 | 27,321,826 |
| Retail (sf) | 1,094,476 | 999,118 | 1,632,657 |
| Industrial (sf) | 841,957 | 704,700 | 512,930 |
| Institutional (sf) | 2,096,840 | 1,744,200 | 2,094,300 |
| Hotel (sf) | 936,782 | 1,537,105 | 2,997,703 |
| Total Nonresidential | 25,952,224 | 27,597,721 | 53,549,945 |
| Total Development | 31,812,224 | 47,256,121 | 79,068,345 |

Note 1: 2030 COG Round 8 is the current Comprehensive Plan build out by 2030

The above table shows the 2010 development, the 2030 COG Round 8 (current Comprehensive Plan build out by 2030), and the proposed plan.

Proposed Streetscape

The proposed streets will incorporate context sensitive design principles and elements of complete streets. A connected network of streets will be developed. All streets will be accompanied by sidewalks, and will be designed to assist in creating an appropriate sense of place. Elements that contribute to this objective include trees and planting strips, rain gardens, special paving materials and coordinated street furniture, lighting and signage and public art. The streets will be considered a part of a connective open space network, providing attractive connections within and between districts.

The proposed street sections will be designed as compact streets that allow for all modes of transit while reducing the walking distance at intersections and the distance between building streetwalls. These streets will allow access by all manner of emergency and service vehicles at speeds responding to the street context.

The following street categories are proposed for the three Reston TSAs. These categories including goals for each street type with the intent to create “human-scaled” streets that can comfortably accommodate a variety of pedestrian and vehicular uses. It should be noted that these street classifications are for planning and street design purposes only and do not affect their roadway classification. The two major east-west streets in the study area cross more than one TSA and are listed separately. The north-south streets are grouped according to the TSA that they cross.

Sunset Hills Road (Avenue): Sunset Hills will remain a minor arterial and is currently shown on the Transportation Plan Map as planned to be widened or improved. Streetscape improvements along Sunset Hills Road from Lake Fairfax Business Center Drive on the east to the Herndon town line on the west should respond to the variety of conditions found along its length. Pedestrian and bicycle facility improvements should be a high priority as redevelopment occurs.

Sunrise Valley Drive (Avenue): Sunrise Valley Drive is envisioned as a minor arterial with the possibility of a varied streetscape as it passes through the different TSAs. In the Wiehle-Reston East TSA and the Herndon TSA, the north side of the street may be lined with new residential uses or mixed-use commercial buildings along the edge of the transit-oriented mixed-use environment while the south side is planned to continue in its current form as the vegetated edge of residential neighborhoods. In the Reston Town Center TSA, wide planting strips/stormwater management areas may be preserved to buffer the pedestrian-oriented sidewalks from the traffic lanes. In all sections, pedestrian and bicycle facility improvements should be provided as redevelopment occurs.

Wiehle-Reston East TSA

Wiehle Avenue (Avenue): Wiehle Avenue will remain a minor arterial. Streetscape improvements from Crestview Drive to Sunrise Valley Drive will respond to the variety of conditions found along its length.

Hunter Mill Road (Collector): Hunter Mill Road will continue to be a minor arterial and remain a major north-south connector east of the TSA. It connects the Oakton area on the south to Baron Cameron Avenue on the north. No adjustments to the road are planned as a part of this Plan Amendment.

Future Soapstone Road extension (Collector): This planned crossing of the Dulles Airport Access and Toll Road (which is shown on the Fairfax County Transportation Plan Map) improve connectivity in the Wiehle-Reston East TSA for all modes of transportation. It is a key new link in the enhanced street network to be created as a part of future TOD development.

Future South Lakes Drive extension (Collector): This proposed crossing of the Dulles Airport Access and Toll Road is planned to be added to the Fairfax County Transportation Plan Map via this Plan Amendment. It will enhance connectivity for all modes into the Wiehle-Reston East TSA from areas to the south.

Reston Town Center TSA

Reston Parkway (Boulevard): Reston Parkway is a minor arterial that will continue to be a major north-south connector across the DAAR. It is designed to carry a sizeable volume of traffic and connects the Fairfax Center area on the south via West Ox Road to Route 7 on the north. Streetscape improvements along Reston Parkway between Sunrise Valley on the south and Baron Cameron Drive on the north will respond to the variety of conditions found along those segments.

Future Town Center Parkway extension (Collector): This planned crossing of the Dulles Airport Access and Toll Road (which is currently shown on the Fairfax County Transportation Plan Map) enhance connectivity in the Reston Town Center TSA for all modes of transportation. It may be faced with new mixed-use development in the segment between Bluemont Way on the north and the DAAR on the south and is planned to become a mixed-use, pedestrian-oriented street on the south side of the DAAR to Sunrise Valley Drive.

Herndon TSA

Centreville Road (Through Corridor): Centreville Road is on the periphery of the Herndon TSA. It is planned to be improved according to the Transportation Plan Map and the Countywide Bicycle Master Plan. If this road is improved, pedestrian and bicycle facilities should be provided, along with streetscape improvements.

Monroe Street (Collector): Monroe Street is a minor arterial and is currently shown on the Transportation Plan Map as planned to be widened or improved. Streetscape improvements from Sunrise Valley Drive on the south to the DAAR on the north should respond to the variety of conditions found along this segment. Pedestrian and bicycle facility improvements should be a high priority as redevelopment occurs.

Route 28 Station - South Study

Location and Existing Conditions

The study area includes Land Unit A which consists of approximately 645 acres located south of the Innovation Center Metrorail station and small commercial portion of Land Unit B. It is bounded on the north by the Dulles Airport Access Road and Toll Road (DAAR, Route 267), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County boundary. The majority of the land unit is located in the Route 28 Highway Improvements and Phase 2 Dulles Rail Transportation Improvements Tax Districts. The study evaluated existing commercial uses on the west side of Centreville Road; however the Plan amendment only proposes changes in planned land use or intensity for Land Unit A which is shown in Figure 3.

There is approximately 10 million square feet of existing development in Land Unit A which includes a mix of office, multi-family and townhouse residential, hotel and retail uses.

Institutional uses include several churches and the Coates Elementary School. There remain areas of vacant land, some of which are located near the Metrorail station and over 75 acres located along Frying Pan Road. The Merrybrook Run Stream Valley traverses the land unit and represents a constraint upon development and a natural open space and park amenity for the area.

Current Comprehensive Plan for Land Unit A

The Comprehensive Plan for Land Unit A of the Dulles Suburban Center recommends a mix of land uses to include office, hotel and support retail at an intensity of .50 to 1.0 FAR. Optional residential uses are encouraged as part of mixed-use developments. Plan guidance further recommends that the core transit station area be planned for mixed-use with intensities up to 1.5 FAR within a quarter mile and 1.25 FAR within a half mile of the station. There is a second option for intensity up to 3.5 FAR within $\frac{1}{4}$ mile with conditions that include transfer of development potential. Plan text of the land use recommendations for Dulles Suburban Center Land Unit A is provided as Attachment #1.

The Fairfax County Concept for Future Development designates most of Land Unit A as a Transit Station Area. These areas are planned to promote a land use pattern that supports Metrorail by encouraging a mix of uses in a compact, pedestrian-friendly urban form within walking distance of the rail station.

Proposed Comprehensive Plan amendment

Consistent with the Concept for Future Development and County Transit Oriented Development policies, Land Unit A is proposed to encompass the highest planned intensities in the Dulles Suburban Center and is planned to be served by a multi-modal transportation system. The proposed land use pattern focuses most future growth within walking distance of the future Metrorail station which is generally considered to be within $\frac{1}{4}$ and $\frac{1}{2}$ mile from the station. Intensities will be highest in areas with close proximity to the station, tapering down to lower density areas in the rest of the land unit. The land use recommendations are organized by land unit as shown in Figure 3.

Within each land unit, the Plan provides recommendations for planned use and intensity. Land unit A1 is the area north of the Merrybrook Run Stream Valley and is in the Innovation Center Transit Station Area (TSA) where a mix of uses in an urban form is encouraged within walking distance from the station. The land units south of the Merrybrook Run Stream Valley, A-2, A-3 and A-4, have been developed with a mix of office, hotel and residential uses and are planned to maintain their existing character, uses and intensities. Land unit A5 is a large area of vacant land north of Frying Pan Road that is also planned for a mix of uses.

The Plan includes provision of transportation improvements such as transit and a road network that accommodates all modes of transportation. Transportation recommendations include provisions for regular monitoring of development and transportation system effectiveness at least every 5 years. In addition, the proposed Comprehensive Plan includes urban design guidelines that emphasize creating a high-quality urban environment that is walkable and pedestrian-friendly.

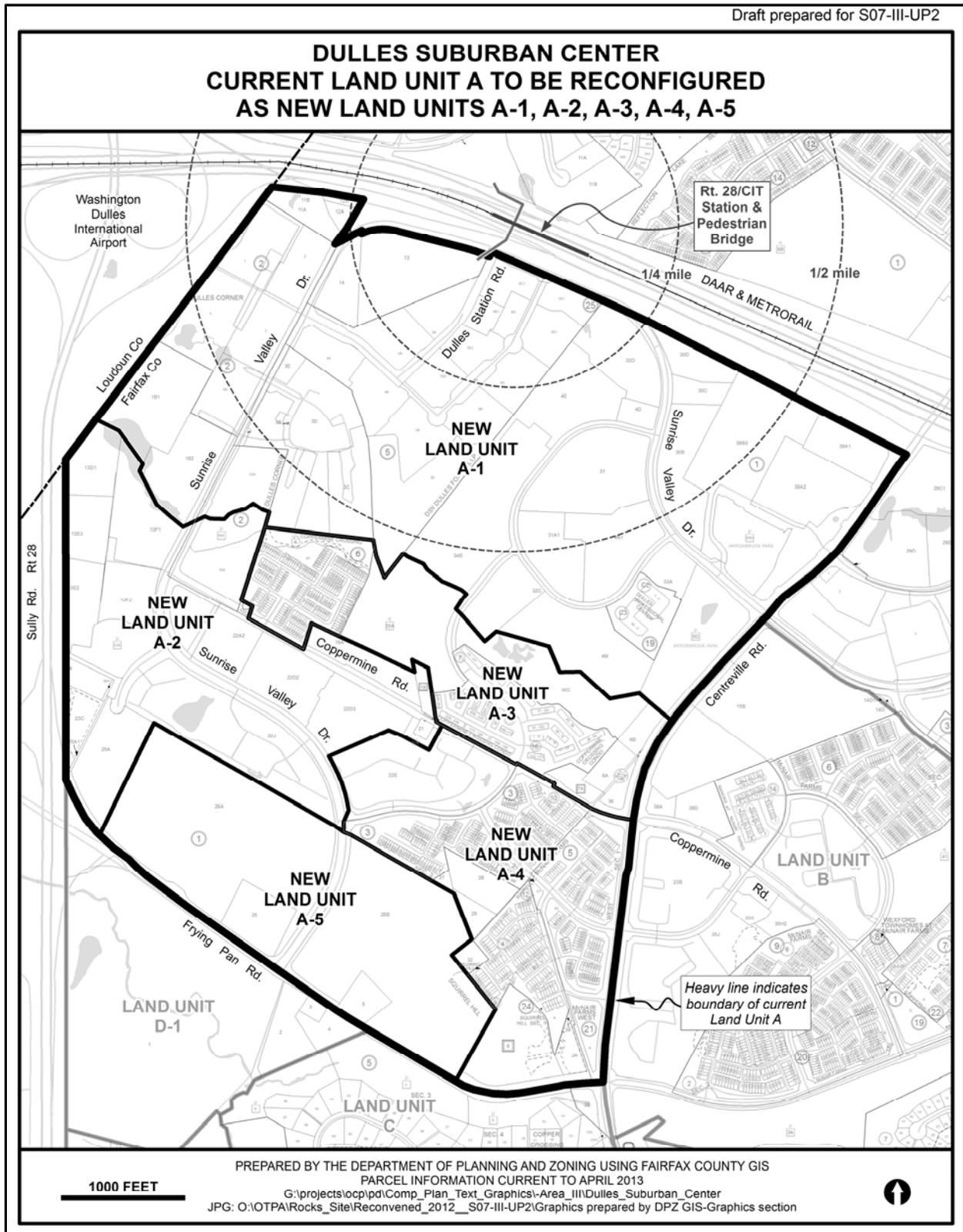
Proposed Land Use

Land Unit A1 is planned for the greatest intensities to focus growth within walking distance of the Metrorail station. To provide guidance on how intensity should gradually decrease with distance from the station, the land unit is divided into three areas as shown on the table below. For purposes of tiered planned intensity, the ¼ mile and ½ mile radius is measured from the center of the platform where it meets the pedestrian access bridge.

Table 2: Route 28 Station South - Land Unit A1 - Tiered Planned Intensity

| Distance from Metrorail Station | Range of Intensity (FAR) |
|--|---------------------------------|
| Tier 1: Within 1/4 mile | 2.0 to 3.0 FAR |
| Tier 2: 1/4 to 1/2 mile | 1.0 to 2.0 FAR |
| Beyond 1/2 mile | 0.75 to 1.5 FAR |

Figure 3: Route 28 Study Area - Proposed New Land Units for Land Unit A



A comparison of Land Unit A existing land use, the 2030 COG Round 8 (current Comprehensive Plan build out by 2030), and that of the proposed Plan is provided in the Table 3 below. It is based on quantification of the land use recommendations.

Table 3: Planned Development Potential: Land Unit A – Dulles Suburban Center

| Land Use | 2010 Development | 2030 COG Round 8 ¹ | Proposed Plan |
|-------------------------------|-------------------------|--------------------------------------|----------------------|
| Residential (units) | 3,309 | 7,002 | 9,289 |
| Residential (sf) ¹ | 3,971,000 | 8,402,400 | 11,146,800 |
| Office (sf) | 4,755,000 | 5,419,357 | 8,379,847 |
| Retail (sf) | 4,000 | 205,146 | 785,960 |
| Industrial (sf) | 35,000 | 0 | 0 |
| Institutional (sf) | 150,000 | 281,100 | 149,173 |
| Hotel (sf) | 858,000 | 694,181 | 1,181,269 |
| Total Nonresidential | 5,802,000 | 6,599,784 | 12,401,784 |
| Total Development | 9,773,000 | 15,002,184 | 24,775,184 |

Note 1: 2030 COG Round 8 is the current Comprehensive Plan build out by 2030

Proposed Streetscape

A proposed streetscape for example roads in the study area is included below.

Table 4: Urban Design Functional Classifications (Land Unit A Street Types)

| Fairfax County Roadway Functional Classification | Urban Design Functional Classification | Land Unit A Examples |
|---|---|-----------------------------|
| Minor Arterial - Type A | Through Corridor | Centreville Road |
| Minor Arterial - Type B | Avenue | Sunrise Valley Drive |
| Collector Street | Collector | Sayward Boulevard |
| Local Street | Local | McNair Farms Drive |

Local Assessment of the Potential Impact on the Transportation System

The Reston and Route 28 Station South study areas are traversed by the Dulles Toll Road, which is a major regional road providing access to Route 28, I-66, and the National Capital Beltway (I-495). In addition there are major north-south roads that run through the study areas or adjacent to them. They are Route 28, Centreville Road, Fairfax County Parkway, Reston Parkway, Wiehle Avenue, and Hunter Mill Road. A majority of the access to the study area will occur from Sunrise Valley Drive (on the south from Frying Pan Road to Hunter Mill Road) and Sunset Hills Road (on the north from the Town of Herndon to Hunter Mill Road), which are minor arterials that traverse the entire study area. As stated in the purpose and need section, the intent of the plan amendments are to evaluate the current Comprehensive Plan and identify and recommend changes, where appropriate, to ensure that the planned uses and Comprehensive Plan guidance are more consistent with County Transit Oriented Development (TOD) policies adopted in 2007.

To evaluate the impact of a change in the land use in the Comprehensive Plan, the Fairfax County Department of Transportation (FCDOT) had intersection counts collected at 21 intersections in the Reston Study Area. It was later determined that the Route 28 Study Area should be added to the transportation analysis since these two Plan Amendments were adjacent to each other; therefore, three additional intersections were included to evaluate impacts from the Route 28 Station South proposed land uses changes, increasing the total number of intersections analyzed to 24. The 24 intersections became the basis for evaluating the impacts of proposed land uses on the transportation network.

FCDOT presented the existing conditions to the Reston Task Force in May 2010 and the future base year (2030) land use conditions in October 2010. This same information was presented to the Route 28 Working Group in June 2010 (existing conditions) and in October 2010 (future base year land use conditions). Over the next two and half years FCDOT gave multiple presentations to both community groups and updated the future base year land use from 2030 COG Round 7.2 to 2030 COG Round 8. The 2030 COG Round 8 is the County's current Comprehensive Plan build out by 2030.

FCDOT analyzed four different future land use scenarios in the Dulles Corridor Study. The first land use scenario, Scenario E, had a higher nonresidential component, mainly office, compared to the scenario that is included in this report. The second land use scenario, Scenario F, tested a much higher residential component to understand the impacts of a more balanced jobs-to-household ratio. The third scenario, Scenario E Modified, looked at the impact of shifting land uses from locations in the study area where the transportation network had significant delays to locations where the transportation network could accommodate more traffic. Scenario E Modified plus a more balanced jobs-to-household ratio (the office land use was lowered and the residential land use was increased) is the basis for the proposed land changes shown in the above sections for the Reston Master Plan Special Study and Route 28 Station – South Study.

The future year background land use has been increased for the proposed land use (beyond COG Round 8 land use for areas outside the study area) to account for the Town of Herndon's recent Metro Plan adoption by the Town Council in 2012 and for the increase in development associated with the Tysons Corners Comprehensive Plan development

The attached transportation analysis uses traffic counts from 2010, when the study was first started. The intersection counts have been factored up to 2013 using 3% growth over three years. These intersection counts are the basis for the analysis from, which future conditions are projected, using the National Capital Region Transportation Planning Board (TPB) model to forecast future year impacts from the proposed change in land use. The attached transportation report also contains an assessment of where and how travel occurs in the study area, a detailed intersection analysis that is the basis for recommendations, the transit ridership information by Metro station, and roadway volume-to-capacity ratios that are included in the Appendix.

Fairfax County's policy is to create a multimodal, walkable environment particularly in TOD locations. Using this policy, an overall intersection level of service (LOS E) was the acceptable standard used for intersections within a half-mile of a Metro Station, which is a TOD area. This proposed change in the LOS standard (currently LOS D) is for the area located within the Dulles Corridor Study. The County is moving towards a LOS E standard for all TOD areas within the County to promote slower speeds and encourage the use of alternative transportation modes other than an automobile.

The following approach was used to evaluate and recommend improvements to be added to the Comprehensive Plan based on the transportation study results. A tiered approach was used when mitigation problem traffic movements at intersections resulting from the intersection analyses. The reason for applying the tiered approach is to first apply and exhaust mitigation measures with the lowest cost and impact. If problems still persist, further mitigation measures are applied. The following sequential steps were applied in the tiered approach:

1. Signal Optimization: Before turn lanes were added or other improvements considered, the phasing of signals were optimized.
2. Lane Function: Using the existing right-of-way and approach lanes at an intersection, the lane configuration was evaluated to see if changing the approach lanes could alleviate a failing intersection or a severely failing movement at an intersection.
3. Intersection Control: The intersection control was evaluated to see if an unsignalized intersection can be signalized to mitigate problem movements. However, all the intersections analyzed were signalized so this step in the tiered approach was not applied.
4. Additional Lanes: If the first three steps did not mitigate a failing intersection, then the addition of one or more exclusive turn lanes were evaluated for inclusion. At some intersections, particularly those close to Metro stations, not all turn lanes that could alleviate a failing intersection were added as mitigation measures. The reason is to maintain a balance between walkability and the movement and speed of vehicles and to accommodate all modes of transportation.
5. If an intersection is still failing, another approach that will be evaluated is the addition of links of the grid of streets which might be able to divert some traffic away from the problematic intersection by creating alternative paths for vehicles. The conceptual grids of streets in the study area will be further analyzed and

finalized in a finer grain study which will be conducted after the adoption of the plan amendment.

Fairfax County’s policy is to create a multimodal, walkable environment particularly in TOD locations. Tiered approach #5 will be the basis for the next steps when FCDOT conducts a detailed analysis of the grid of streets to address the intersections that are still failing but can possibly be mitigated with additional street connections.

It should be noted that as part of the analysis, the signalized intersections were optimized through Synchro analysis, as noted in the first step under the tiered approach. The transportation analysis assumed four levels for the road network. The first is the existing network, the second is transportation improvements shown on Fairfax County’s Transportation Plan Map, the third is transportation improvements that could occur due to others (Metropolitan Washington Airports Authority (MWAA) improvements at the Dulles Toll Road on/off ramps), and the fourth are transportation improvements that would be needed to mitigate the increase density in the proposed Plan Amendments.

The Transportation Plan Map currently shows the following improvements:

- Route 28 - 10 lanes with HOV. One HOV lane per direction is included within the ten-lane proposed width.
- Rock Hill Road Overpass
- Extend Sunrise Valley south of Frying Pan Road to Park Center Road
- Frying Pan Road - 6 lanes between Route 28 and Centreville
- Fairfax County Parkway - 6 lanes with HOV
- Fox Mill Road - 4 lanes from Reston Parkway to Monroe Street
- West Ox Road - 4 lanes from Lawyers Road to Centreville Road
- Monroe Street - 4 lanes from West Ox Road to the Town of Herndon
- Town Center Parkway Underpass
- Reston Parkway – 6 lanes from Sunrise Valley Drive to Baron Cameron Avenue
- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at Soapstone Drive. Referred to as the Soapstone Overpass

These transportation improvements are recommended to remain on the County’s Transportation Plan map to support the proposed development proposed with the two Plan Amendments. These are the second level of transportation improvements noted above. The third level of transportation improvements are Dulles Toll Road on/off ramp improvements. They are included in the analysis and will be included as “intersection improvements” in the transportation recommendations.

The fourth and final set of transportation improvements are those needed to mitigate the proposed increase in density associated with Plan Amendments as well as the background traffic. A map showing the intersection improvements is included as Attachment #5. The

proposed land use scenario associated with the Plan Amendments is labeled as Scenario G. The impacts and mitigations measures are described in more detail in the attached transportation analysis.

Transportation Recommendations to be added to the Comprehensive Plan and the Transportation Plan Map

Reston 28 Study Area

- Grade separation at Fairfax County Parkway and Sunrise Valley Drive. An alternative improvement can be considered as identified through a more detailed study.
- Town Center Parkway Underpass (4-lane tunnel) from Town Center Parkway and Sunset Hills Road to Sunrise Valley Drive west of Edmund Halley Drive – alignment and number of lanes refined
- Extend Pinecrest Road from South Lakes Drive to Sunrise Valley Drive
- Reston Parkway – 6 lanes from Sunrise Valley Drive to South Lakes
- Overpass (4-lane bridge) across the Dulles Toll Road from Sunset Hills Road to Sunrise Valley Drive approximately at South Lakes Drive. Referred to as the South Lakes Overpass

Route 28 Study Area

- Extend River Birch Road from Sunrise Valley Drive to Frying Pan Road
- Rock Hill Road Overpass (4-lane bridge) from realigned Innovation Avenue in Loudoun County to the intersection of Sunrise Valley Drive and Sayward Boulevard in Fairfax County – alignment and number of lanes refined

Reston and Route 28 Study Areas

- Grid of Streets in the Reston and Route 28 Study areas, as shown in Figure 4. Figure 4 also shows the other improvements recommended to be added to the Comprehensive Plan and the improvements to be retained.
- Intersection improvements using the tiered approach
- Adopt an overall level of service E for intersections located within the Transit Oriented Development area, defined as a half mile from the Metrorail station.
- Trip Reduction Goals using the Table 5 shown below
- Guidelines for context-sensitive design of streets, pedestrian and bicycle improvements, and other multi-modal improvements that will be included in the Comprehensive Plan Amendments.

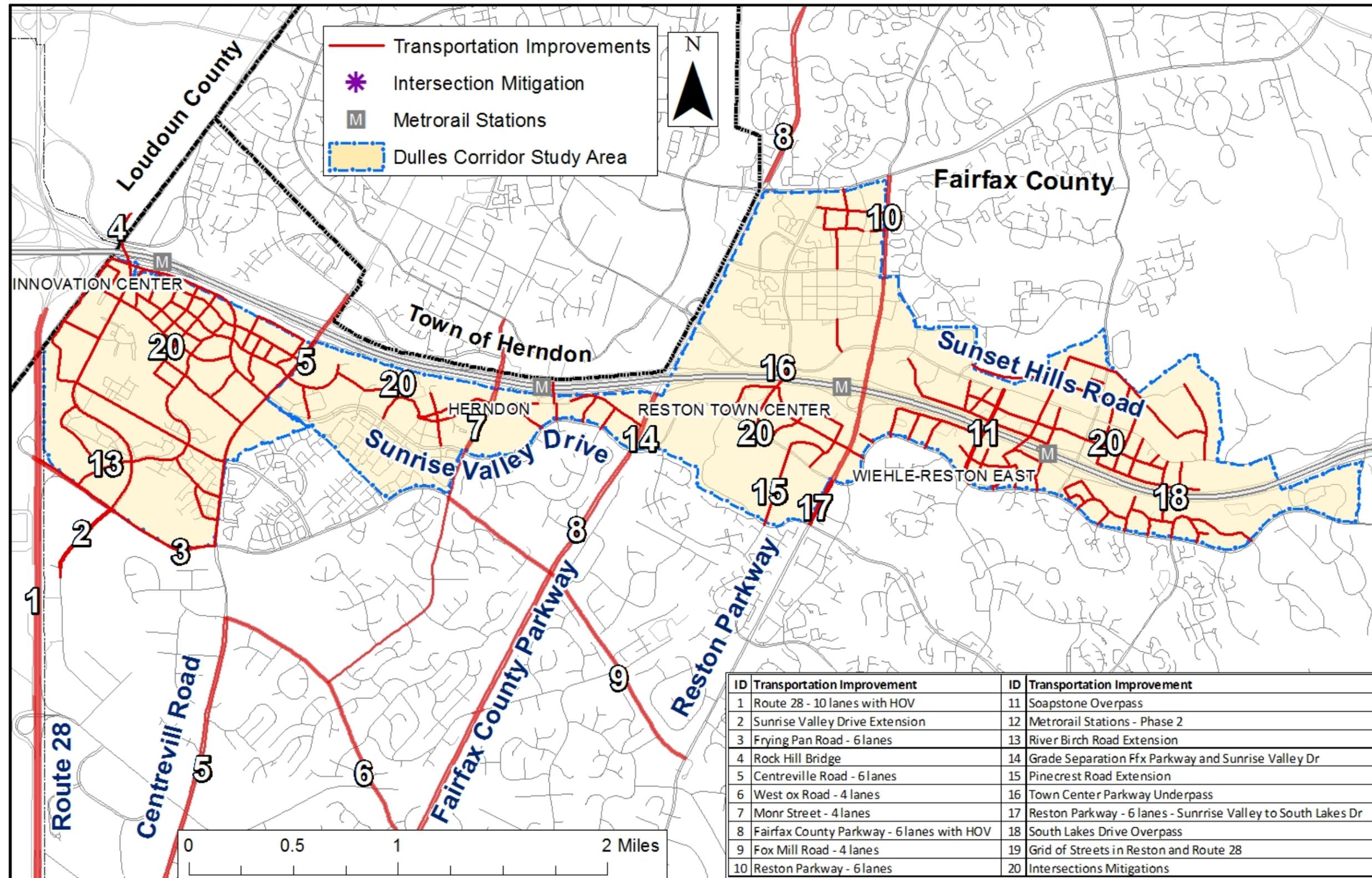
Table 5 - Trip Reduction Goals

| Development | | TOD Locations | | Non-TOD Locations (More than 1/2 Mile) |
|-------------|------------|--------------------------------|----------------------------------|--|
| | | 0 to 1/4 Mile from the Station | 1/4 to 1/2 Mile from the Station | |
| Office | Baseline* | 30% | 25% | 20% |
| | TDM Goal** | 45%-35% | 40%-30% | 35%-25% |
| Residential | Baseline | 30% | 25% | 15%-10% |
| | TDM Goal | 45%-35% | 40%-30% | 25%-15% |

*Baseline refers to the inherent reduction from ITE trip rates observed in Fairfax County without any formal TDM program elements in place. These reductions include the following: vehicle trip reduction due to transit use, peak hour spreading and existing TDM activities (prior to a formal TDM program)

**Use of the higher end of the reduction range should be considered especially for developments in areas of high existing or planned urban accessibility, located close to and with easy and convenient pedestrian access to transit stations (<1/4 mile for rail, <1/8 mile for bus service), and in a walkable, mixed-use environment. Mixed-use development supports higher levels of vehicle trip reduction due to internal trip capture and as well as to walk and bicycle trips within the development or to adjacent developments. A project with TDM that is part of a larger mixed-use development may, therefore, support greater vehicle trip reductions than a smaller, single-use, stand-alone project that implements the same site-level TDM measures.

Figure 4 - Transportation Improvements for the Reston and Route 28 Studies



Dulles Corridor Study
For:
Reston Master Plan Special Study Plan Amendment
Route 28 Station – South Study

527 Submittal

Attachments #1-6

June 14, 2013

Attachments

#1: Fairfax County Tax Maps for Study Area

#2: Current Fairfax County Comprehensive Plan Text

#3: Map of Study Area with Subzones

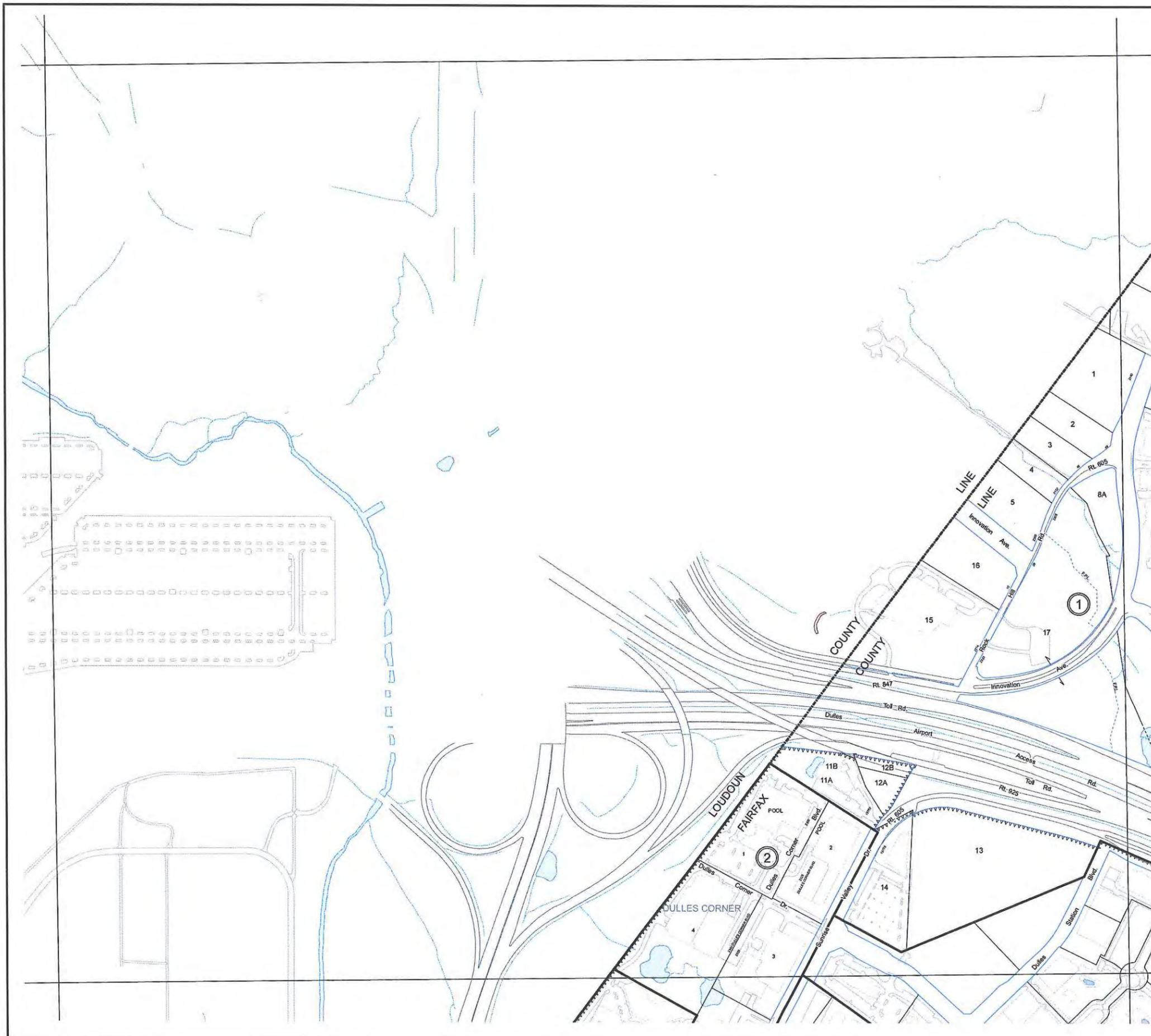
#4: Tables of Proposed and Round 8 Land Uses by Subzones

#5: Figures (3) of Intersection Improvements for Proposed Land Use

#6: VDOT Pre-scope Material

Attachment #1

Fairfax County Tax Maps for
Study Area



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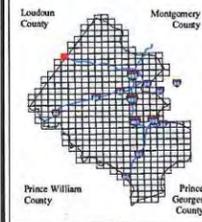


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 values are of 1983 North Zone in U.S. feet based on
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CADASTRAL MAP

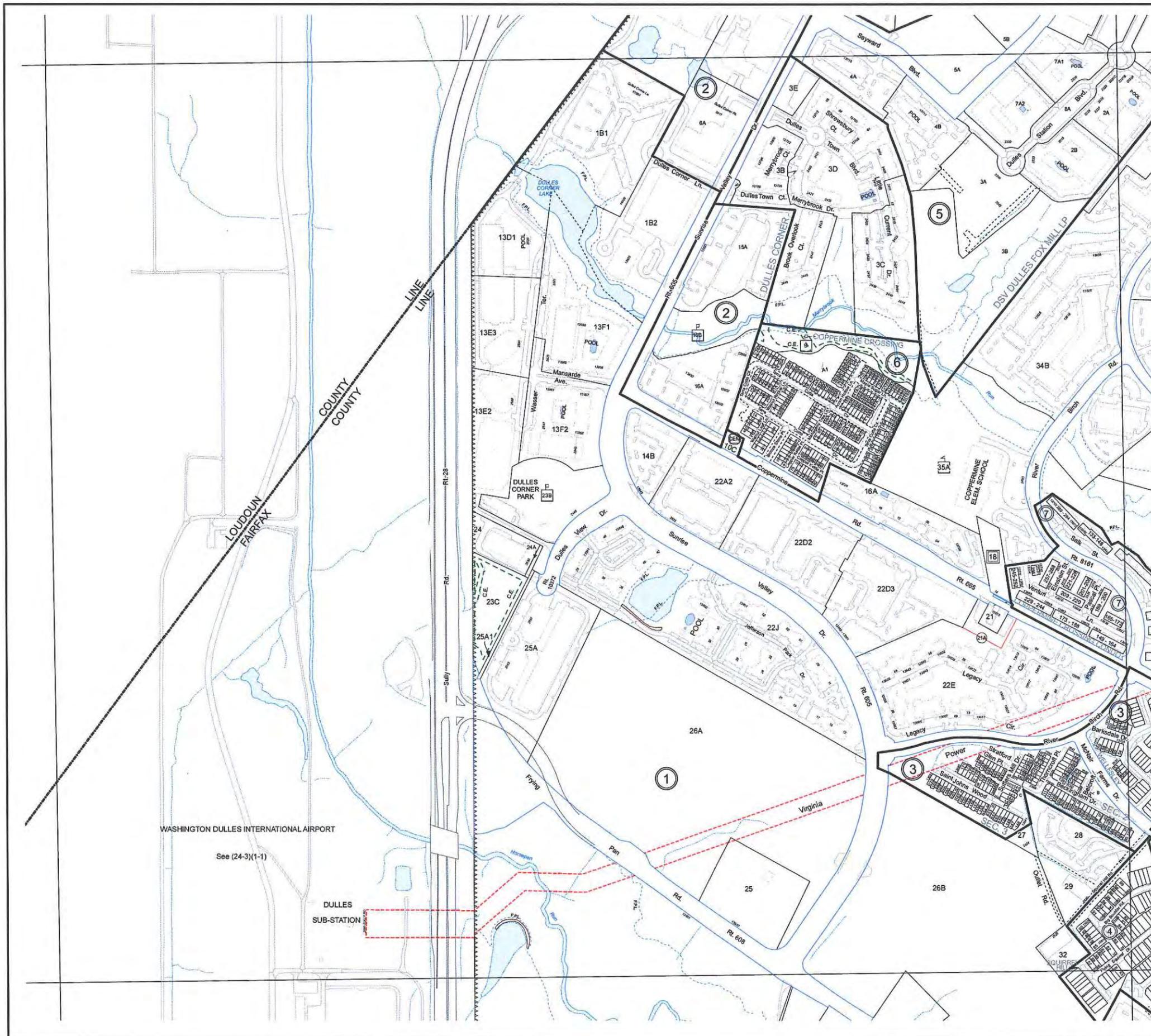
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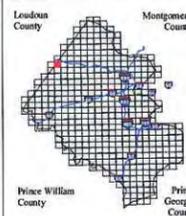
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 NAD 83/1160 Projection GCS Network adjustment
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CADASTRAL MAP

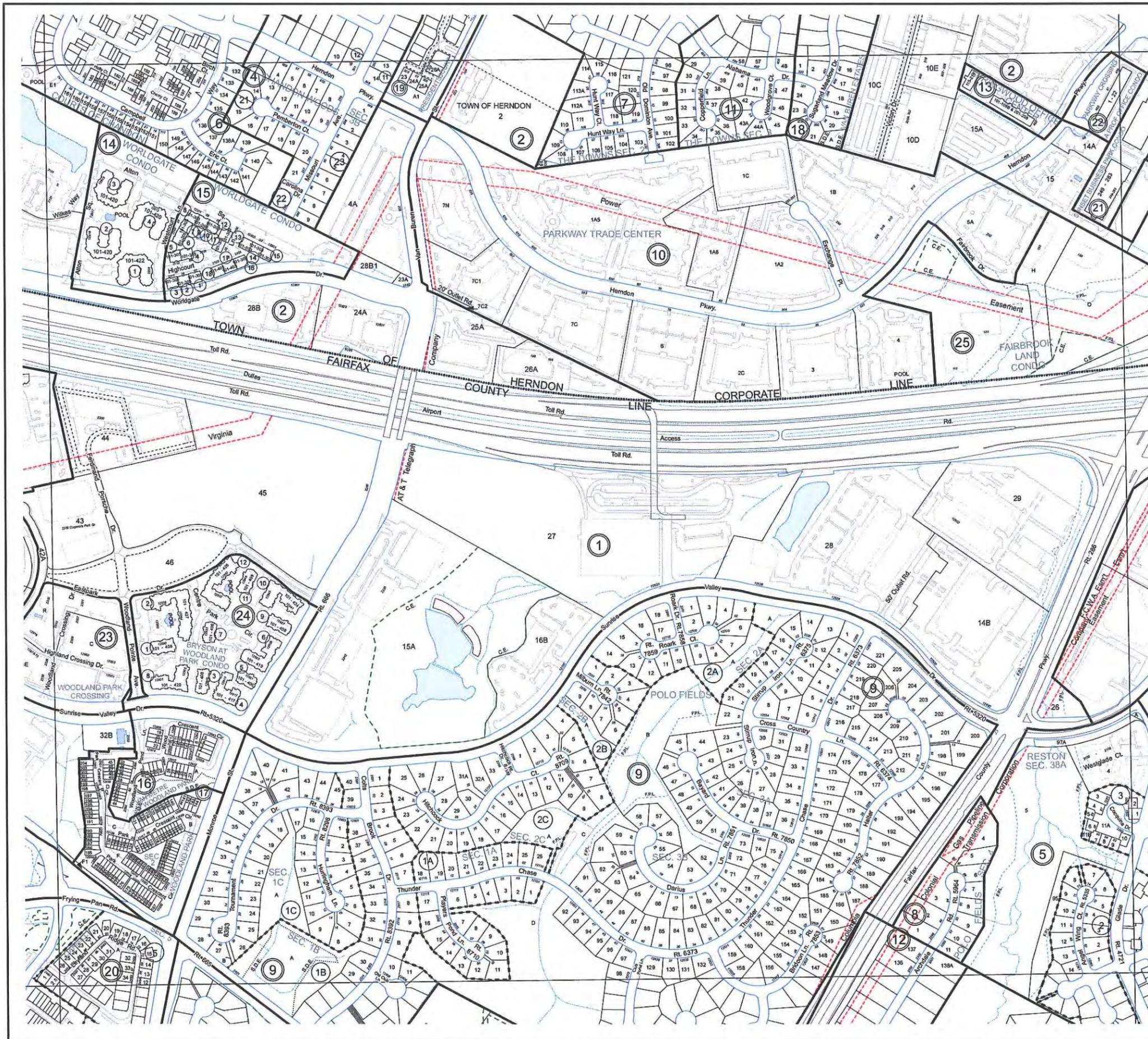
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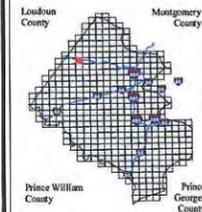


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 values are of 1983 North Zone in U.S. feet based on
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| 16-3 | 16-4 | 17-3 |
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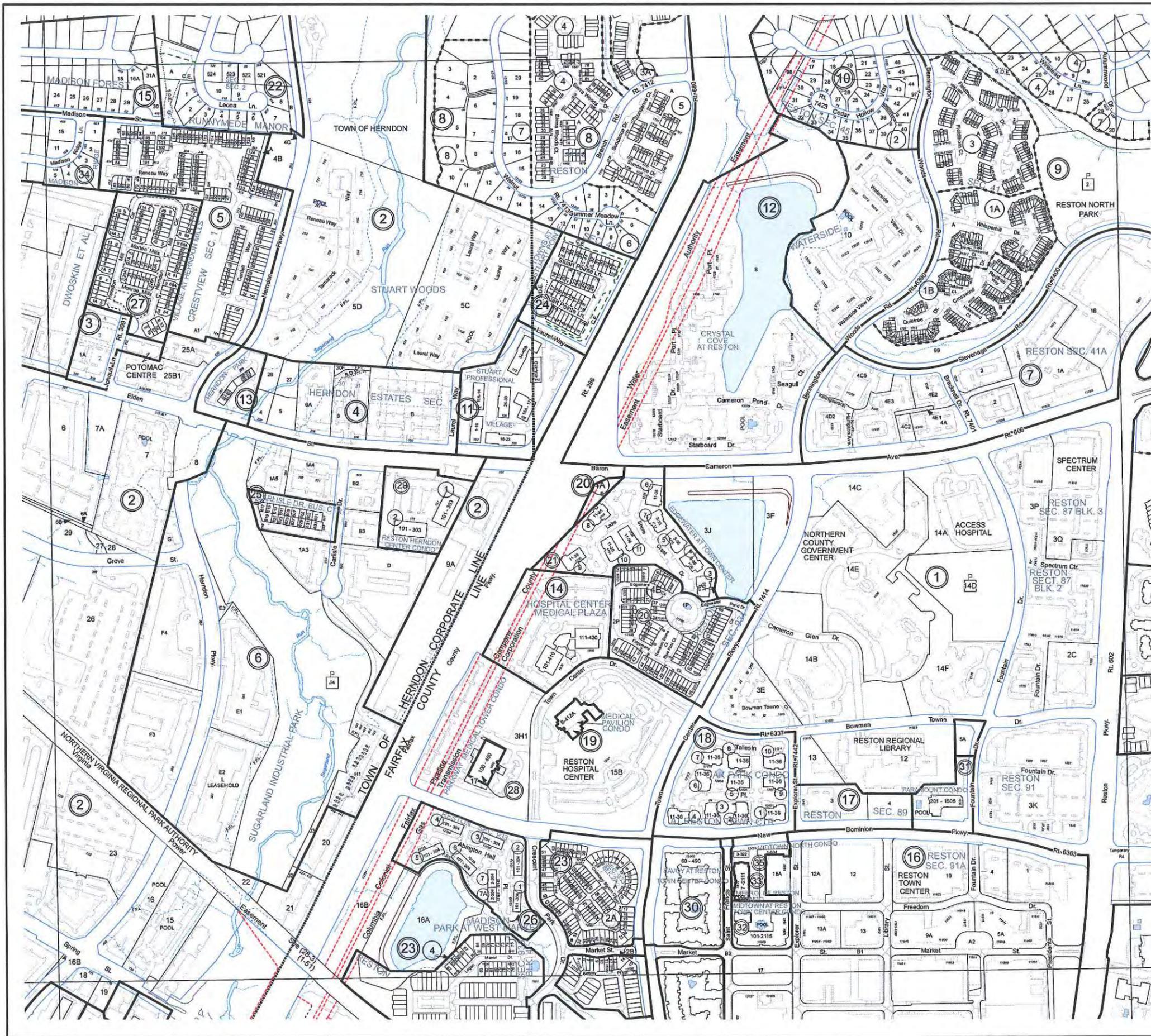
SHEET INDEX

CADASTRAL MAP

16-4

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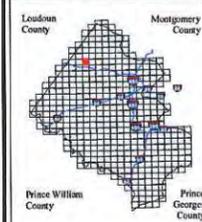


Map file 50' N 79' based on NAD83 12.5' scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/98 High Precision GPS Network adjustment.
 National Geodetic Vertical Datum 1985

GENERAL NOTES

MARBLE CLAY DEPOSITS
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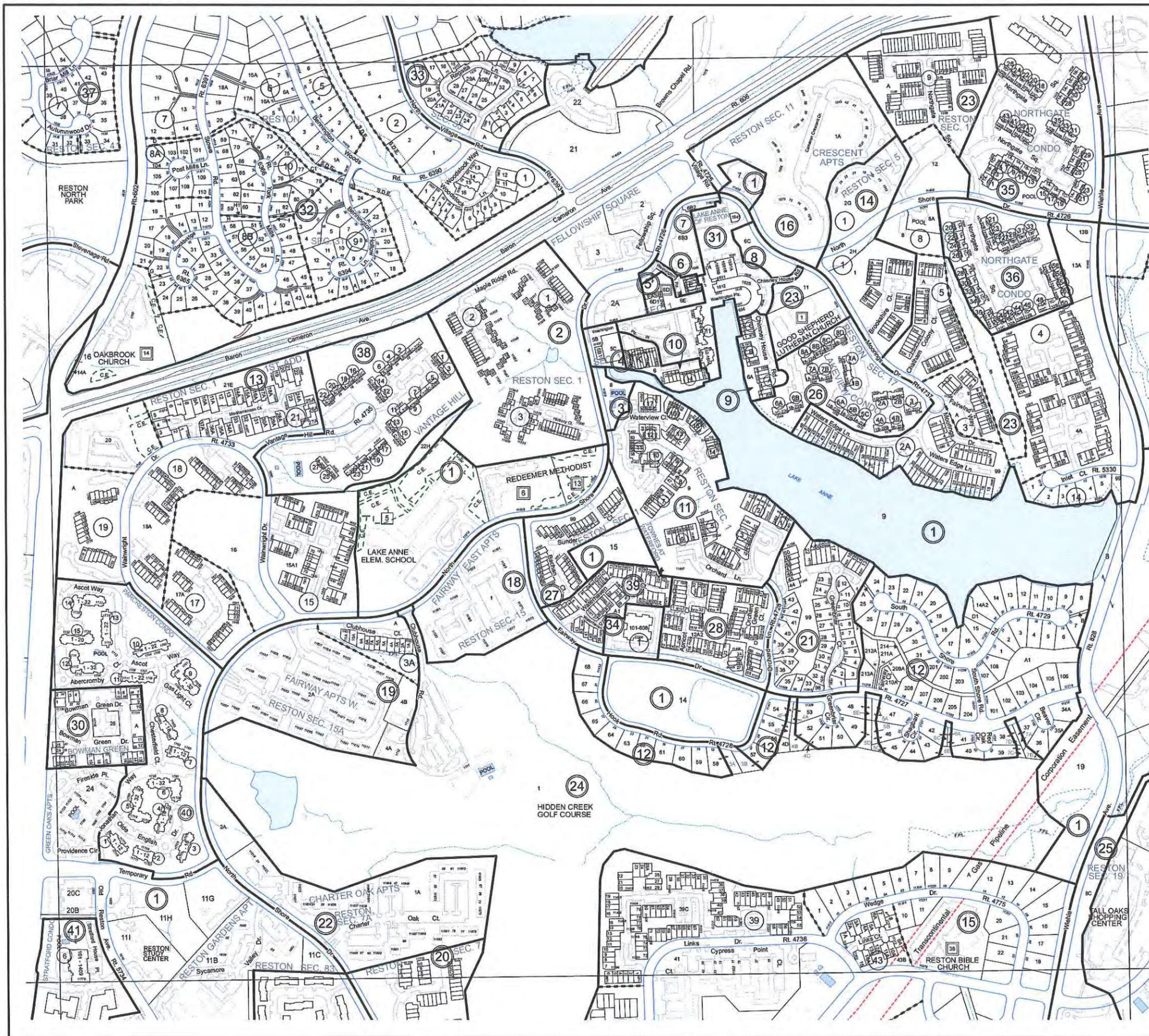
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CADASTRAL MAP

17-1

Revised to: 04 - 05 - 2013

Prepared by:
 DEPARTMENT OF INFORMATION TECHNOLOGY
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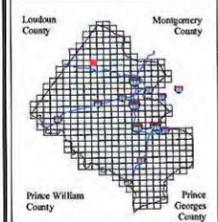


Map file is 30' x 30' based on NAD83 124000 scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/11 High Precision GRS Network adjustment.
 National Geodetic Vertical Datum 1929

GENERAL NOTES

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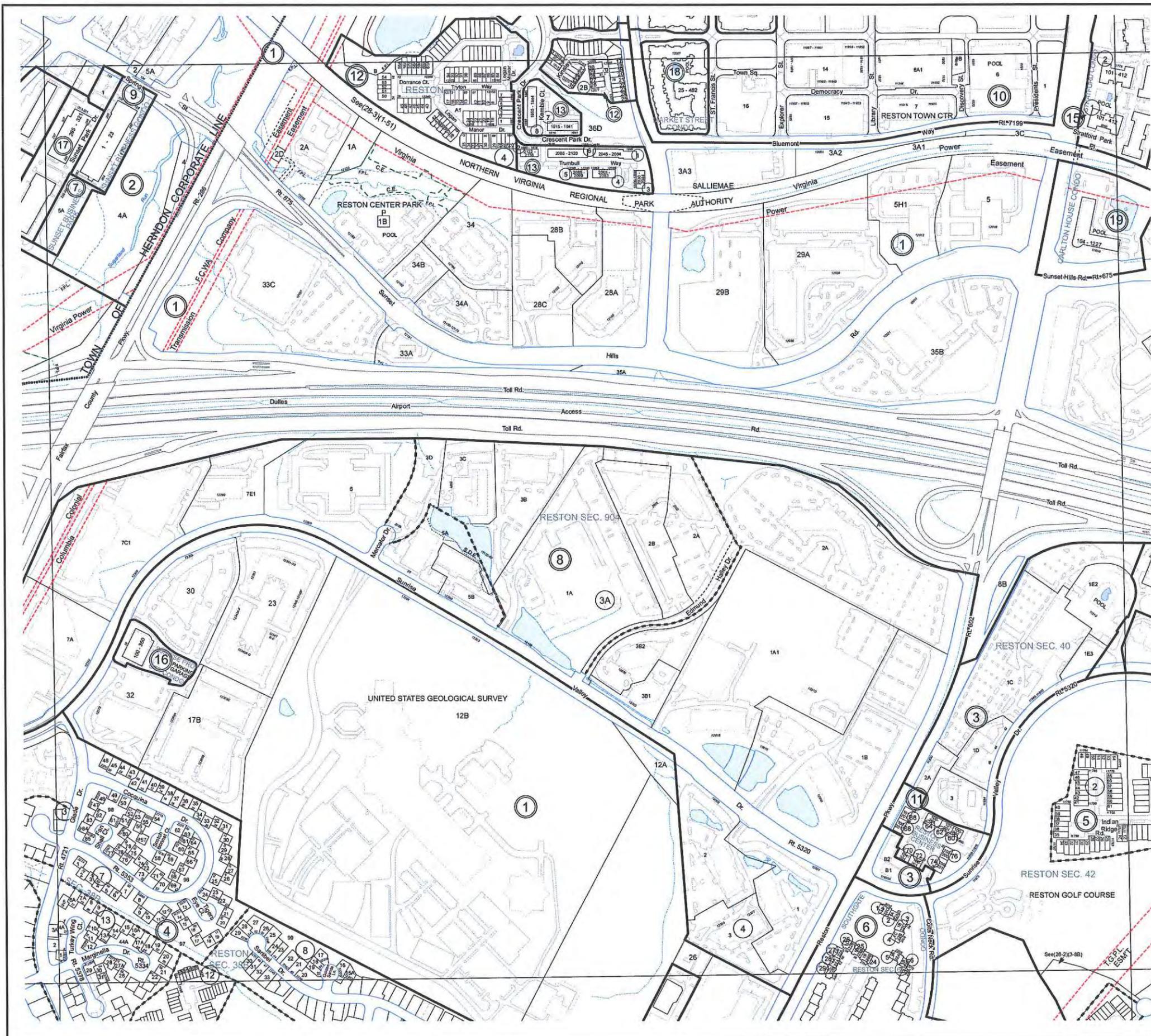
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CADASTRAL MAP

17-2

Revised to: 01 - 01 - 2013

Prepared by:
 DEPARTMENT OF INFORMATION TECHNOLOGY
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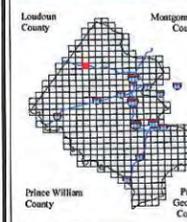


Map file is 50' x 75' based on UTM 18N UTM 18N scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone 18 U.S. feet based on
 NAD 83 High Precision CORS Network adjustment.
 National Geodetic Vertical Datum 1929

GENERAL NOTES

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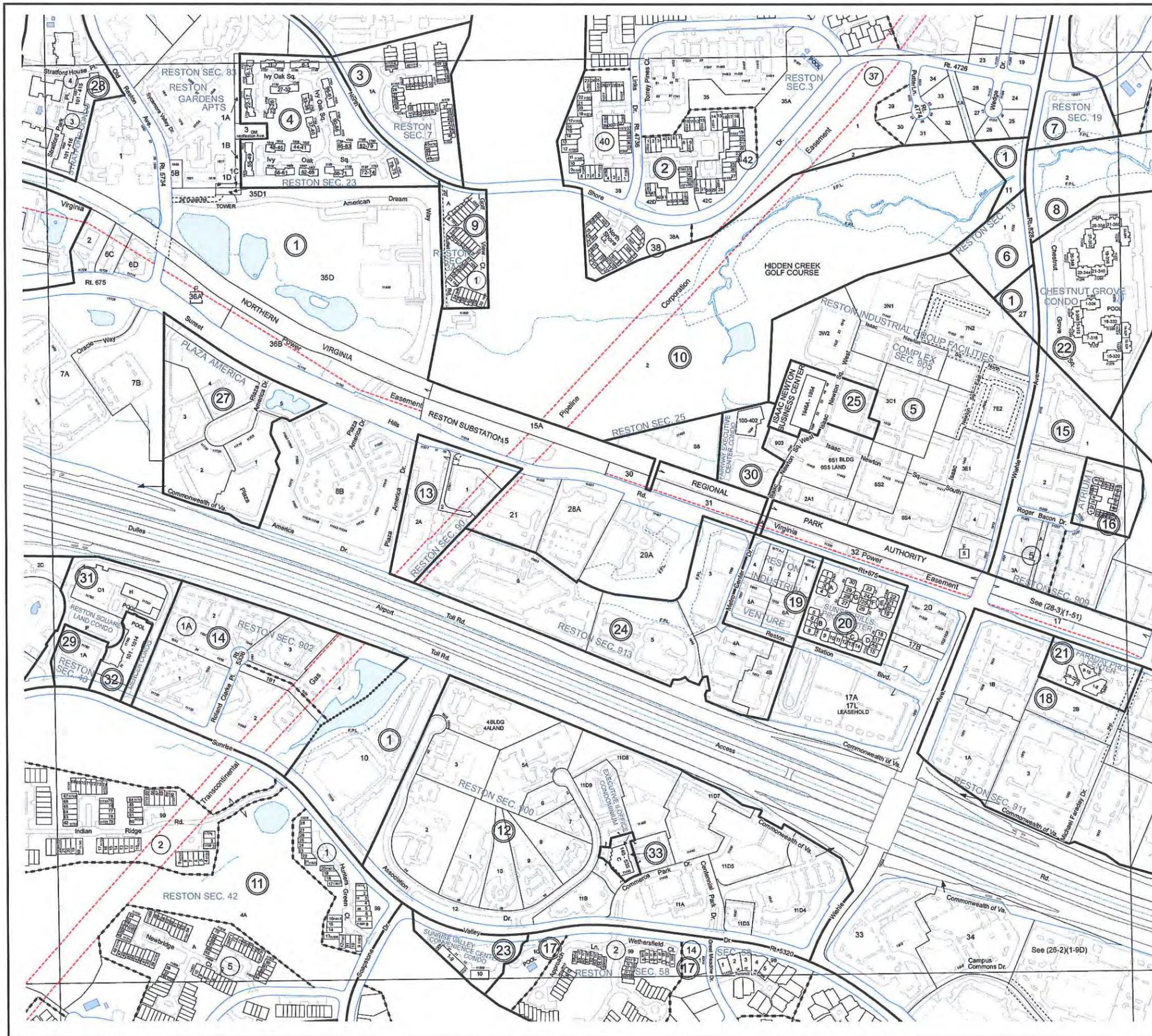
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CADASTRAL MAP

17-3

Revised to : 04 - 05 - 2013

Prepared by:
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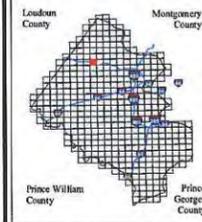


Map file is 50" x 70" based on NAD83 (2011) scale 7.12 meters/foot. Virginia Coordinate System values are of 1983 North Zone in U.S. Set based on NAD 83/93 High Precision GPS Network adjustment. National Geodetic Vertical Datum 1929

GENERAL NOTES

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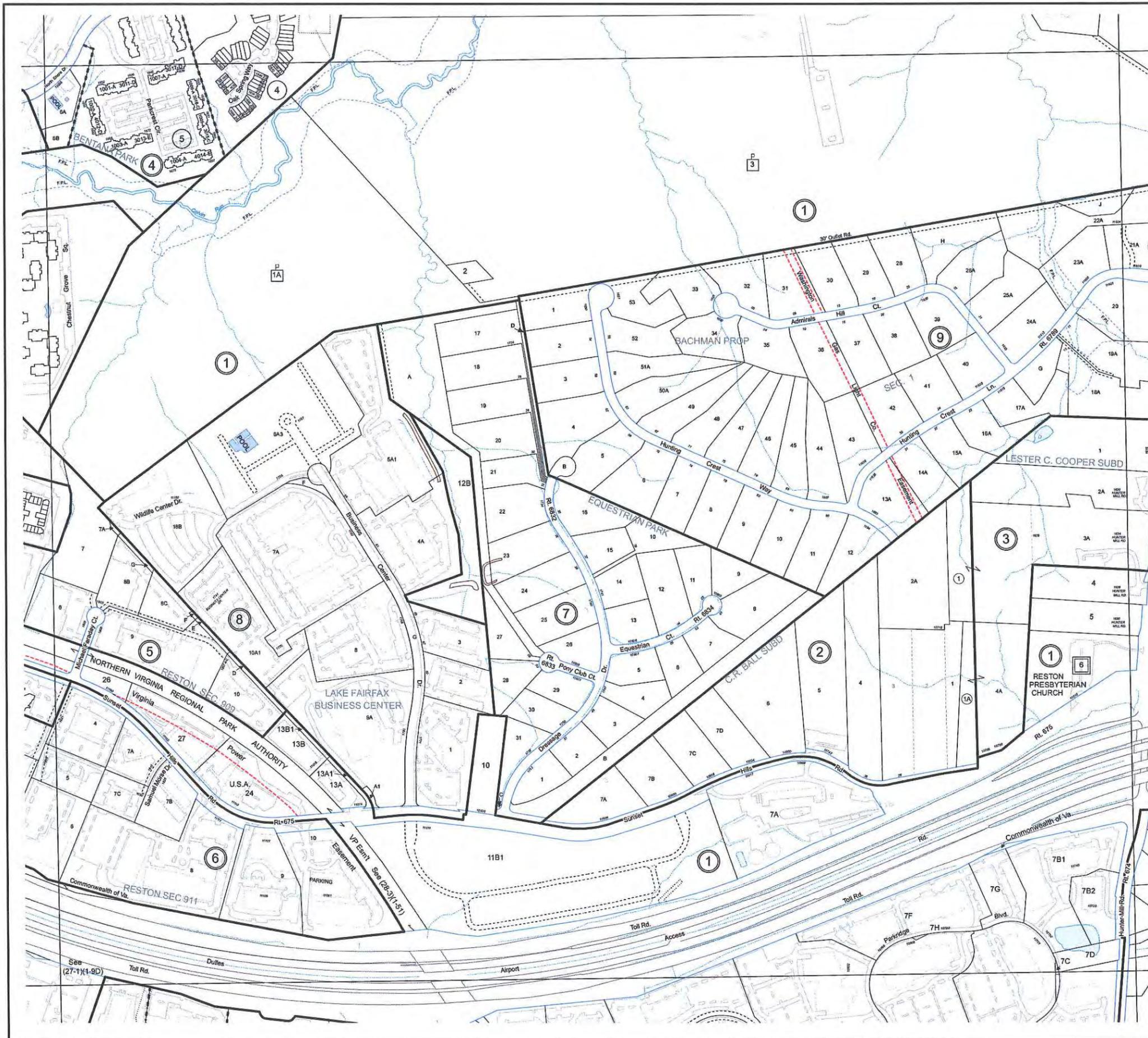
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CADASTRAL MAP

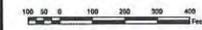
17-4

Revised to : 03 - 15 - 2013

Prepared by:
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Enterprise Services Division
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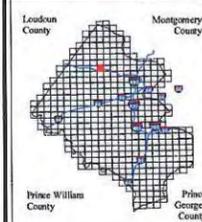


Map file is 50' x 70' based on NAD83 1:24,000 scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/11 High Precision GPS Network adjustment.
 National Geodetic Vertical Datum 1929

GENERAL NOTES

MARINE CLAY DEPOSITS
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CADASTRAL MAP

18-3

Revised to : 01 - 01 - 2013

Prepared by:
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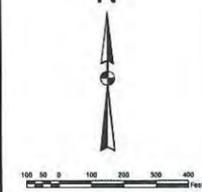
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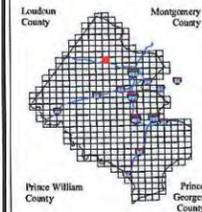


Map file is 10" X 29" based on USGS 1:24,000 scale
 7.12 meters (Quad, Virginia Coordinate System)
 values are of 1983 North Zone in U.S. feet based on
 NAD 83 High Precision (HP) Network adjustment.
 National Geodetic Vertical Datum 1929

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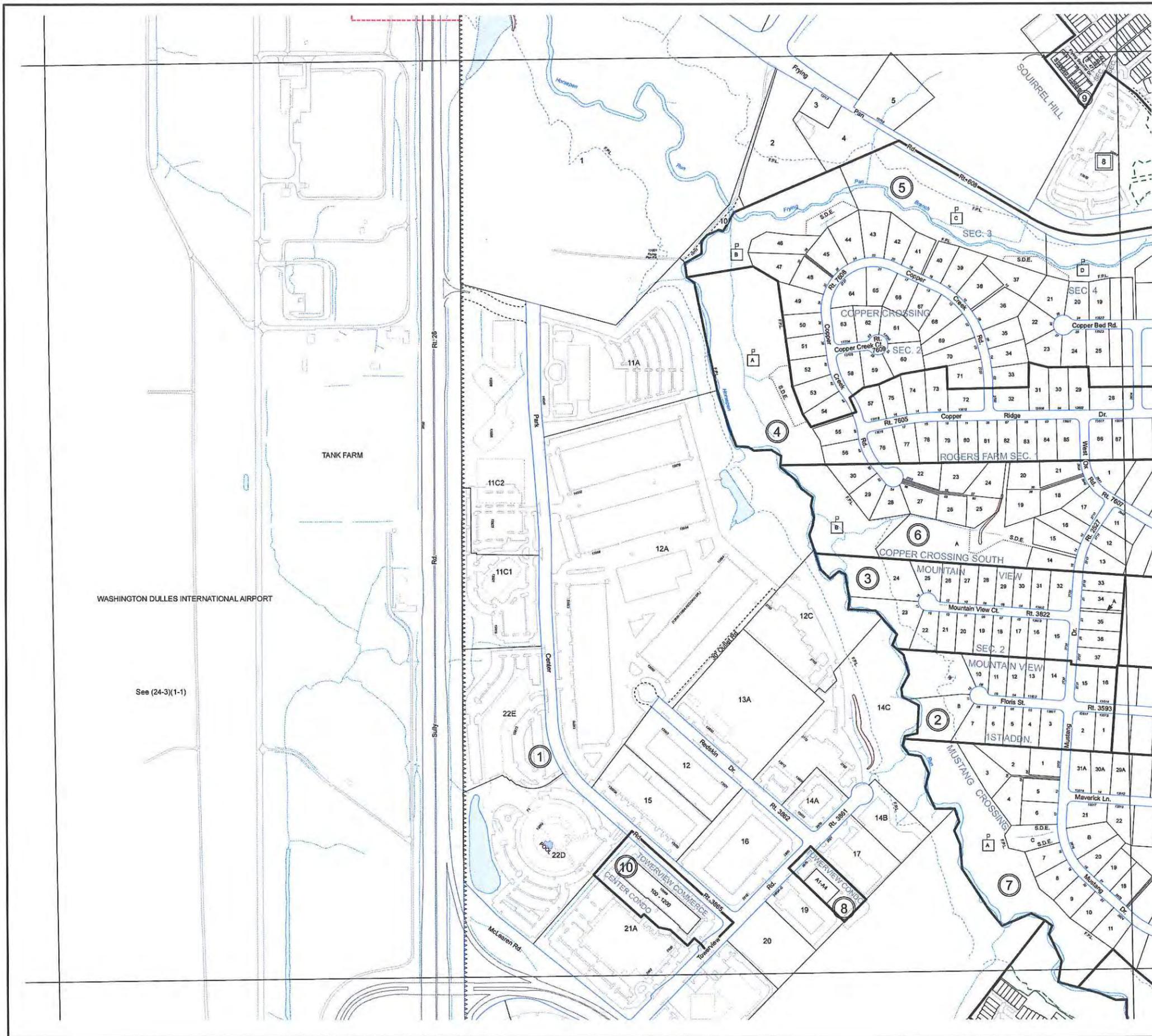
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CADASTRAL MAP

18-4

Revised to : 01 - 01 - 2013

Prepared by:
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National Geodetic Vertical Datum 1929

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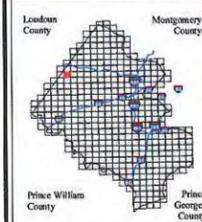
CADASTRAL MAP

24-2

Revised to : 01 - 01 - 2013

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Enterprise Services Division
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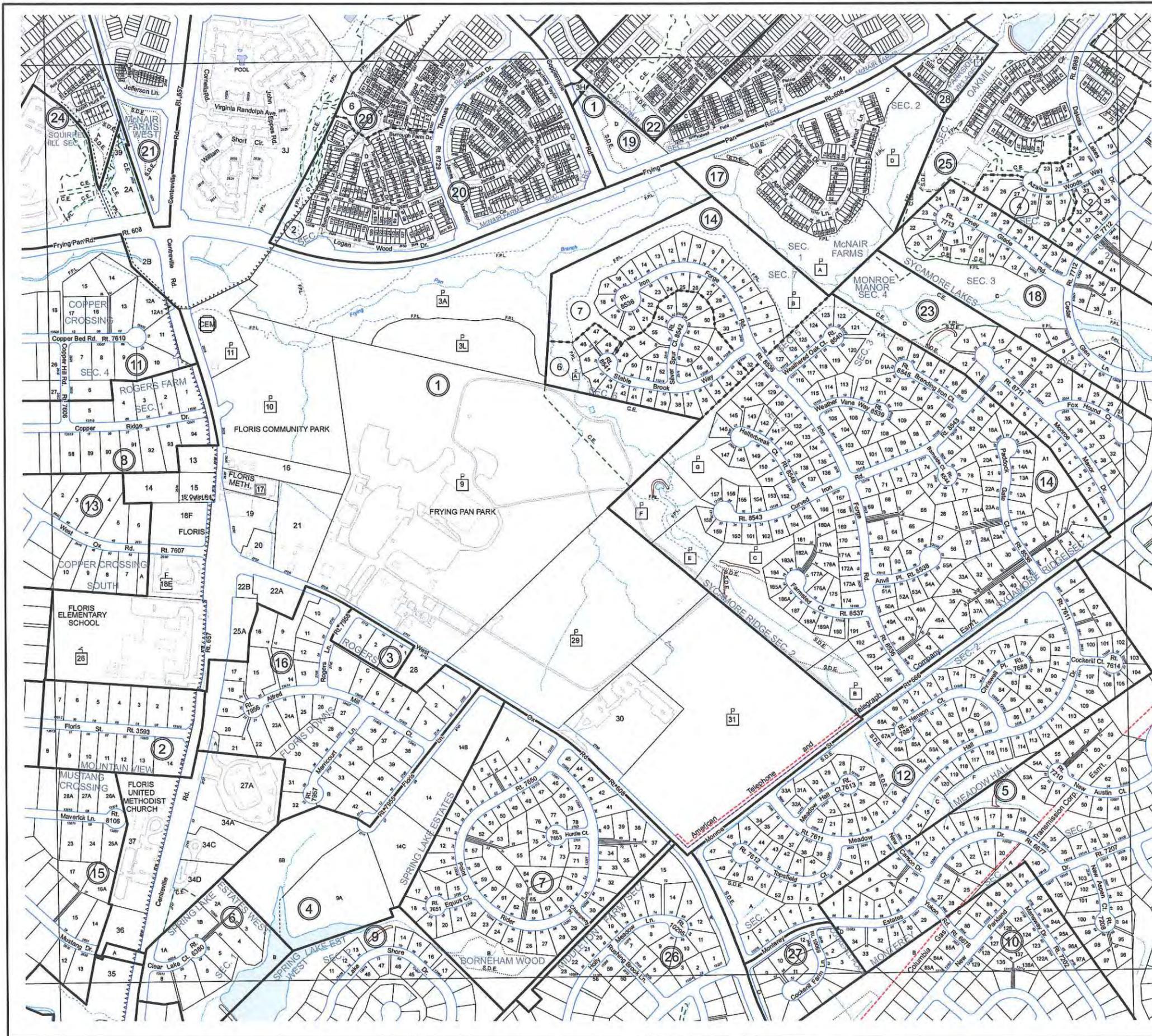
WASHINGTON DULLES INTERNATIONAL AIRPORT

See (24-3)(1-1)

TANK FARM

TOURVIEW COMMERCE CENTER CONDO
101 - 1200

TOURVIEW CONDO
A1-A4



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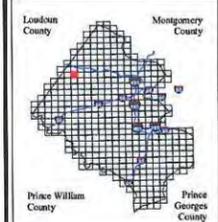


Map file is 5' 0" x 3" based on U.S.G.S. 24,000 scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/98 High Precision GPS Network adjustment.
 National Geodetic Vertical Datum 1929

GENERAL NOTES

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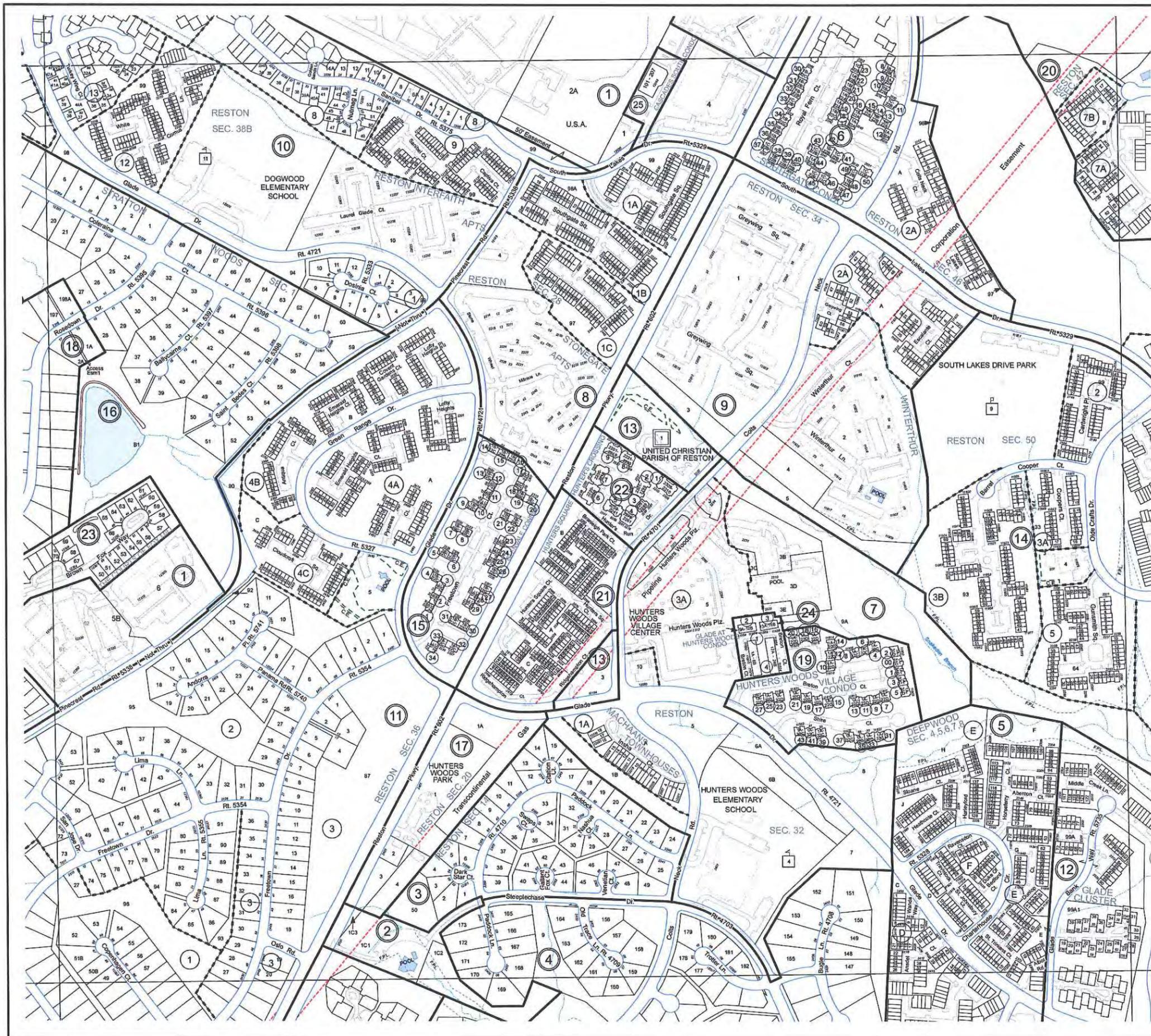
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CADASTRAL MAP

25-1

Revised to : 01 - 01 - 2013

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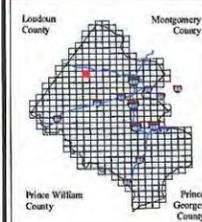


150 100 0 100 200 300 400 Feet
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 7 1/2 minute Quad. Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/1983 Precise GPS Network adjustment.
 National Geospatial Vertical Datum 1959

GENERAL NOTES

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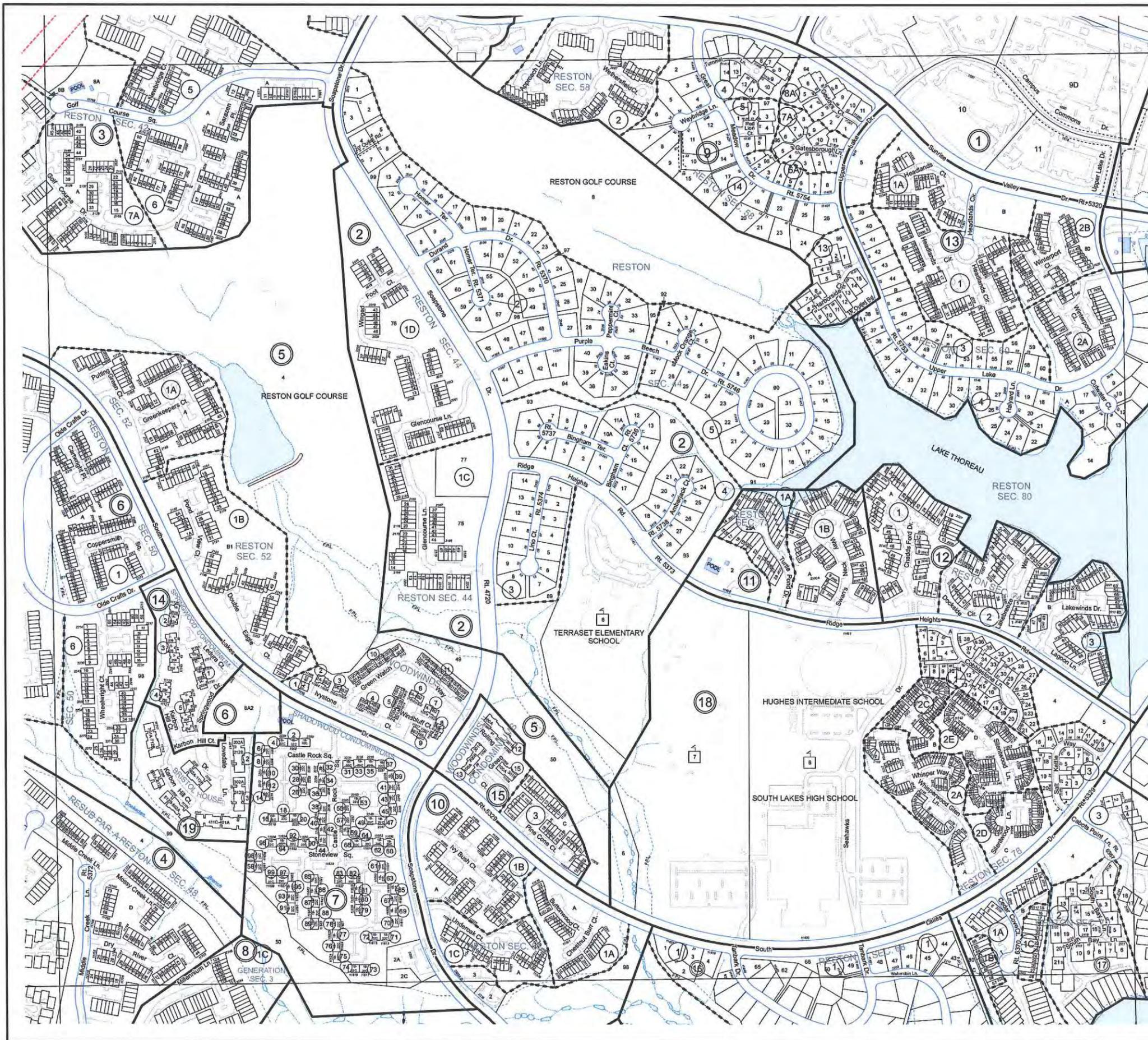
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CADASTRAL MAP

26-1

Revised to: 01 - 01 - 2013

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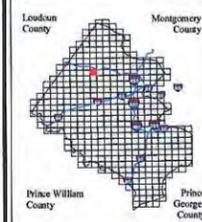


Map file is 59" x 71" based on NAD83 1:24,000 scale
 7 1/2 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. feet based on
 NAD 83/98 High Precision GRS Network adjustment
 National Geodetic Vertical Datum 1929

GENERAL NOTES

MAJOR CLAY DEPOSITS
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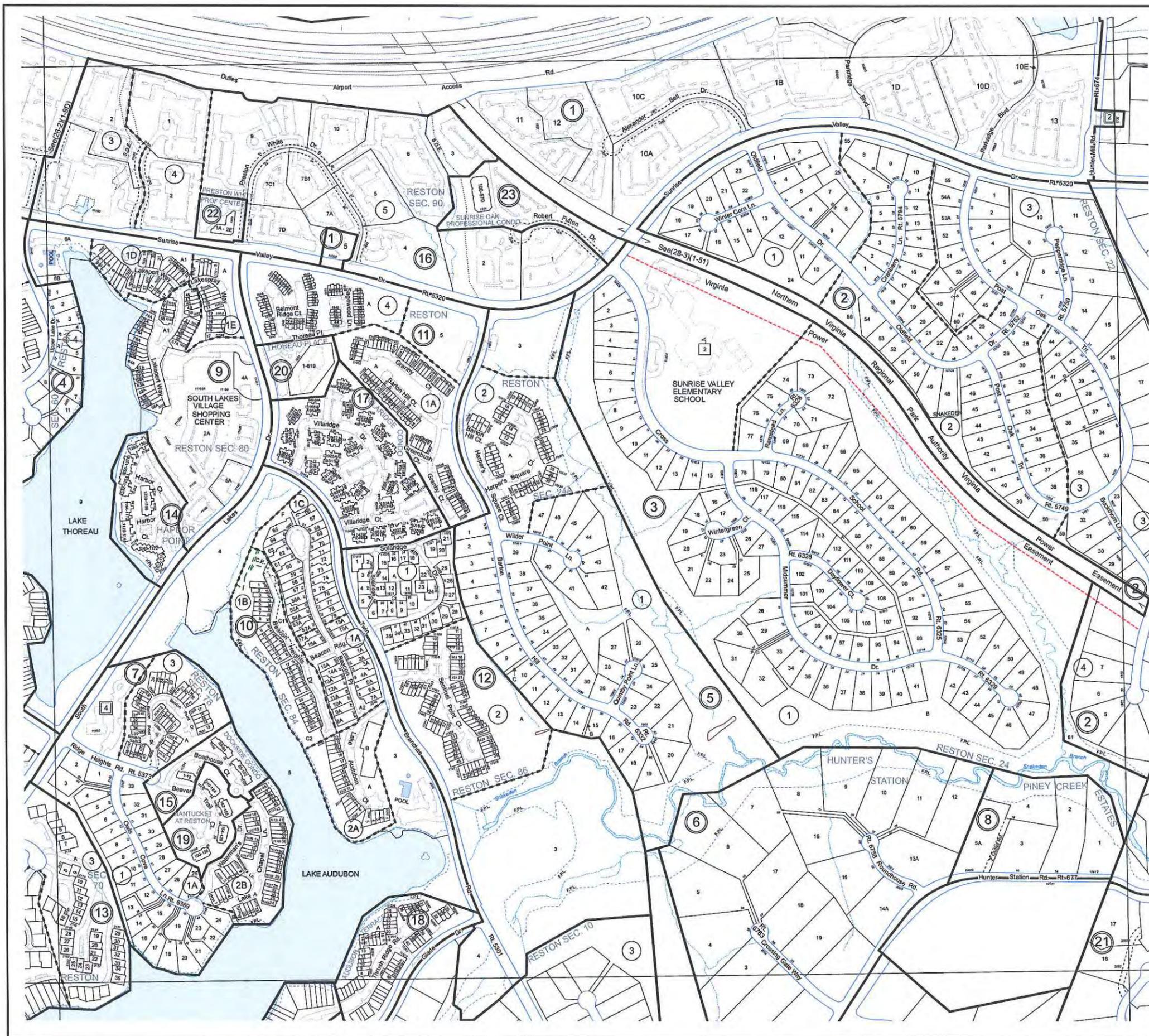
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CADASTRAL MAP

26-2

Revised to: 05 - 09 - 2013

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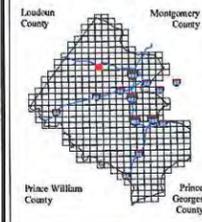


Map file is 80° X 79° based on USGS 1:24,000 scale
 7.12 minute Quad, Virginia Coordinate System
 values are of 1983 North Zone in U.S. Set based on
 NAD 83/93 High Precision GPS Network adjustment.
 National Geodetic Vertical Datum 1955

GENERAL NOTES

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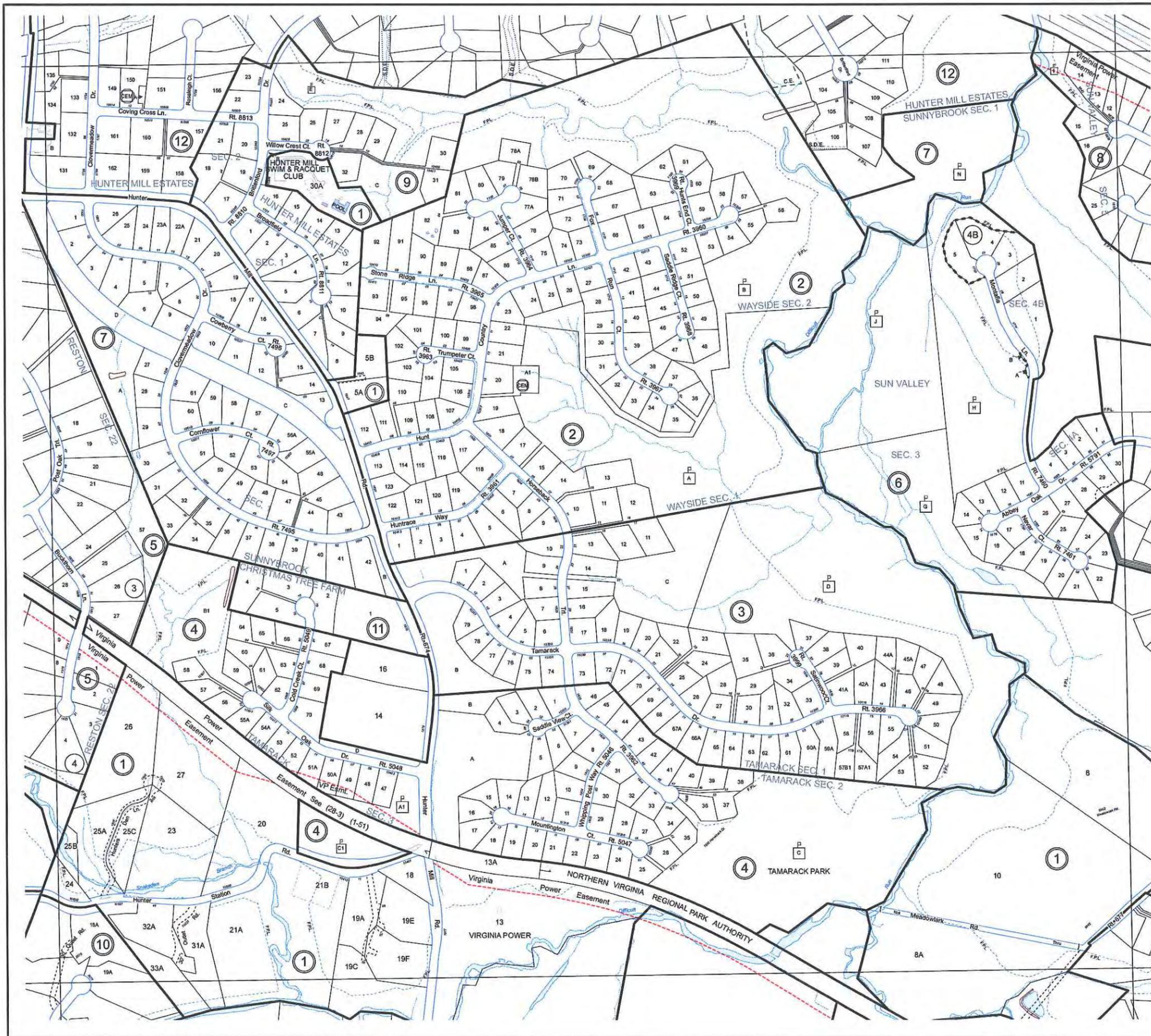
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CADASTRAL MAP

27-1

Revised to : 01 - 01 - 2013

Prepared by:
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COUNTY OF FAIRFAX
1742
VIRGINIA

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N



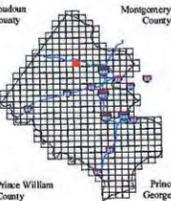
100 50 0 50 100 200 300 400 Feet

Map file is 3" x 3" based on USGS 1:24,000 scale
7 1/2 minute Quad, Virginia Coordinate System
values are of 1983 North Zone in U.S. feet based on
NA83 8310 High Precision GPS Network Adjustment.
National Geodetic Vertical Datum 1989

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Loudoun County Montgomery County
Prince William County Prince Georges County

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CADASTRAL MAP

27-2

Revised to : 01 - 01 - 2013

Prepared by:
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Attachment #2

Current Fairfax County
Comprehensive Plan Text

UPPER POTOMAC PLANNING DISTRICT OVERVIEW

The Upper Potomac Planning District is located in the northwest portion of Fairfax County. It is generally bounded on the north by the Potomac River, on the east by Difficult Run and Towlston Road, on the south by Lee Jackson Memorial Highway (Route 50) and on the west by Loudoun County and the Washington Dulles International Airport (see Figure 1).

The Upper Potomac Planning District encompasses approximately 47,500 acres which is about 18 percent of the county's land area. The character of the this planning district varies widely, from the semi-rural area of Great Falls along the Potomac River, to the urbanizing Reston-Herndon Suburban Center and Dulles Suburban Center, to the suburban neighborhoods along West Ox Road and Lee Jackson Memorial Highway. The northern area which includes the Riverfront, Springvale and Hickory Community Planning Sectors contains the Great Falls Village area, several estates and large-lot subdivisions and low density residential areas.

The Greater Herndon and Reston Community Planning Sectors contain concentrations of office, industrial and commercial development, surrounded by residential development. The Route 28/CIT Transit Station Area is located in the Greater Herndon Community Planning Sector, and the Reston-Herndon Suburban Center and Transit Station Areas are in the Reston Community Planning Sector. The Sully Community Planning Sector is located entirely within the Dulles Suburban Center and is partially developed with office, industrial and commercial development, with large vacant areas. The West Ox and Lee-Jackson Community Planning Sectors are characterized by suburban neighborhood development in the western areas in the vicinity of Chantilly, and low density residential development in the eastern area where the headwaters of the Difficult Run Watershed are located. The Lee-Jackson Community Planning Sector includes some commercial development along Lee Jackson Memorial Highway.

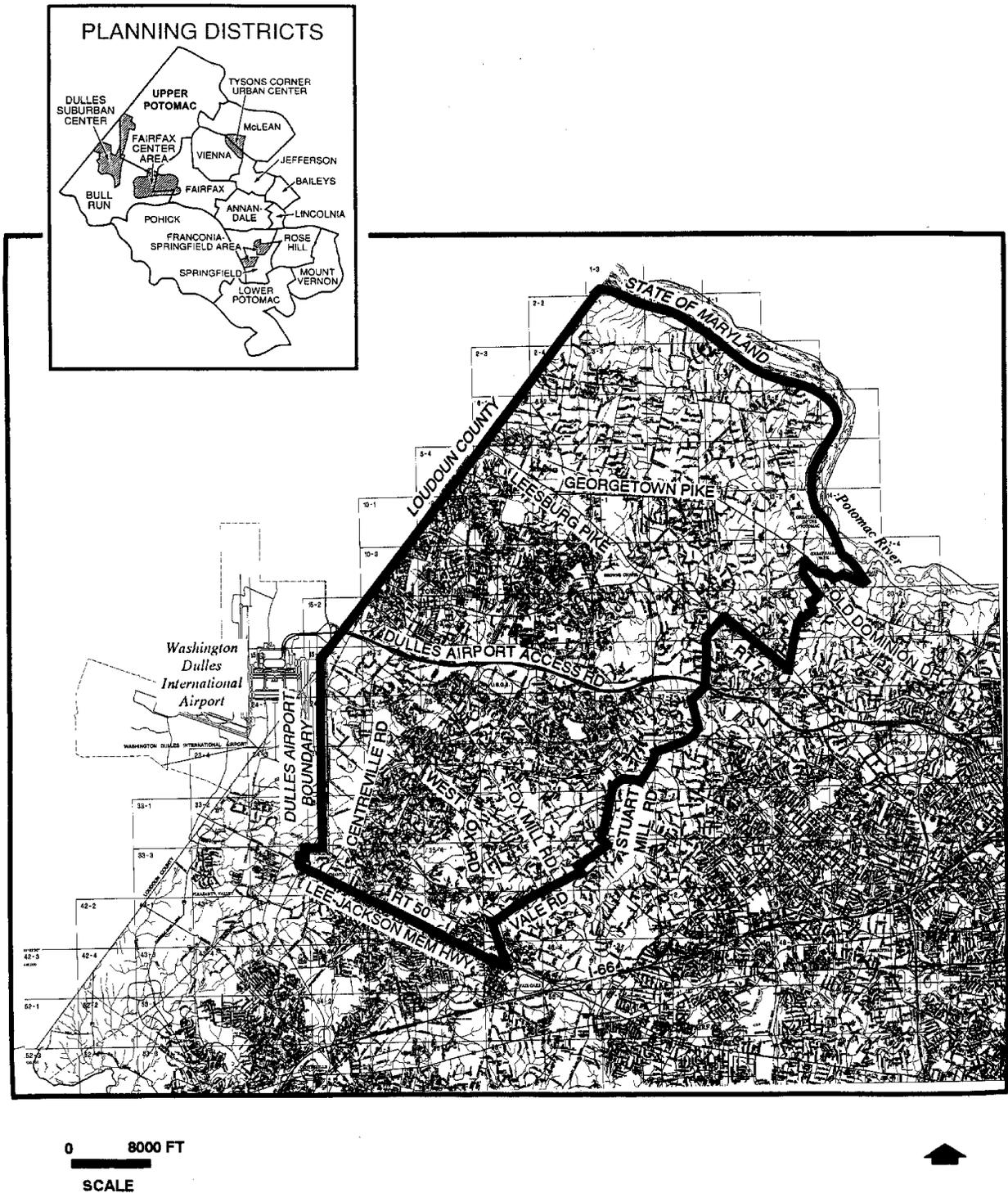
The planning district is served by community and neighborhood shopping centers in the vicinity of Reston, Herndon, Chantilly, and Great Falls. Tysons Corner Center and Fair Oaks Mall are the nearest regional shopping centers.

The Upper Potomac Planning District reflects a pattern common to the county, that of suburban and low density neighborhoods surrounding mixed-use centers. Planning objectives in this district seek to protect stable neighborhoods while maintaining employment, shopping and recreation opportunities.

The county has adopted a sewer service area map which defines areas where public sewer is planned to be permitted. Several planning sectors in the Upper Potomac Planning District, including Riverfront, Springvale and Hickory, Reston and West Ox, have areas that are outside the Approved Sewer Service Area. These areas are planned for uses which do not require public sewer service and may be developed with residential densities or with nonresidential uses that do not require public sewer service.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its



UPPER POTOMAC PLANNING DISTRICT FIGURE 1

associated land use guidance recommend the predominant use and character envisioned for land areas within each Planning District although within the planning districts, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

The Upper Potomac Planning District consists of areas that the Concept for Future Development recommends as Low Density Residential Areas, Suburban Neighborhoods and three Suburban Centers -- Reston-Herndon, Dulles Suburban Center, and Fairfax Center Area.

The two Suburban Centers that are located in the Upper Potomac Planning District are being addressed in a different manner than the Reston-Herndon Suburban Center. The Dulles Suburban Center, located primarily in UP6 Sully Community Planning Sector is subject to the Route 28 Tax District legislation. A portion of the Fairfax Center Area is located in the Upper Potomac Planning District; this area is addressed in the Fairfax Center Area Plan.

The Reston-Herndon Suburban Center is recommended in the Concept for Future Development for a mixture of office, retail and residential uses, with ancillary institutional uses in a low to moderate intensity range.

In the portion of the Upper Potomac Planning District that is north of the Dulles Airport Access Road, Suburban Neighborhoods are located in the vicinity of Reston and Sugarland Run (the area of the County surrounding the Town of Herndon.) South of the Dulles Airport Access Road, Suburban Neighborhoods border on the two Suburban Centers (Reston-Herndon and Dulles), Difficult Run, Lee-Jackson Memorial Highway and Fairfax Center. A wide range of housing types occurs in these areas.

Low Density Residential Areas are located primarily north of Leesburg Pike, along the Potomac River shoreline. The areas around the Difficult Run stream valley and watershed in the eastern portion of the Upper Potomac Planning District are also designated as Low Density Residential Areas, due to the established low density character, the ecological significance, and environmental sensitivity of these areas.

MAJOR OBJECTIVES

Planning objectives in the Upper Potomac Planning District are the following:

- Limit redevelopment of commercial, industrial and residential areas to intensities which will, upon redevelopment, result in acceptable levels of service and have minimal impact on stable residential areas, village centers, and other centers that serve villages or neighborhoods;
- Preserve stable residential areas through infill development of a character and intensity/density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Maintain the residential character development along the Route 7 Corridor and prevent industrial, office, research and development (R&D) and retail commercial development in this corridor between the Dulles Airport Access Road and the Loudoun County line;

- Encourage pedestrian access to retail areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program;
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement;
- Provide adequate facilities for the full range of human services, including child care, senior citizen programs, health care, education, and recreational programs for all segments of the community;
- Continue active pursuit of affordable housing goals by enlarging the inventory and maintaining and improving existing affordable units; and
- Provide child care and elderly care facilities to meet the anticipated growth in needs.

DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Upper Potomac Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

Georgetown Pike should be maintained within its existing right-of-way. Center turn lanes and deceleration and acceleration lanes should be discouraged and curb cuts should not be allowed unless no other alternative exists. Georgetown Pike is commonly acknowledged to contain some traffic hazards. However, it is generally acceptable in its present condition to local residents. It has been designated a Virginia Byway. Major changes in alignment or widening the road would damage the scenic and historic character and the historic integrity of the Byway and have been strongly opposed by residents of adjacent areas. Planning efforts should focus on other means of dealing with traffic volume in order to maintain this Byway. Scenic and conservation easements should be sought along Georgetown Pike wherever practical for the preservation of the historic and scenic significance and beauty of the corridor.

Construction of the future westbound lanes of the four-lane Lawyers Boulevard between Cobra Drive and West Ox Road should be coordinated with the construction of Lawyers Boulevard between West Ox Road and the Fairfax County Parkway in order for these segments of Lawyers Boulevard to be open to traffic simultaneously.

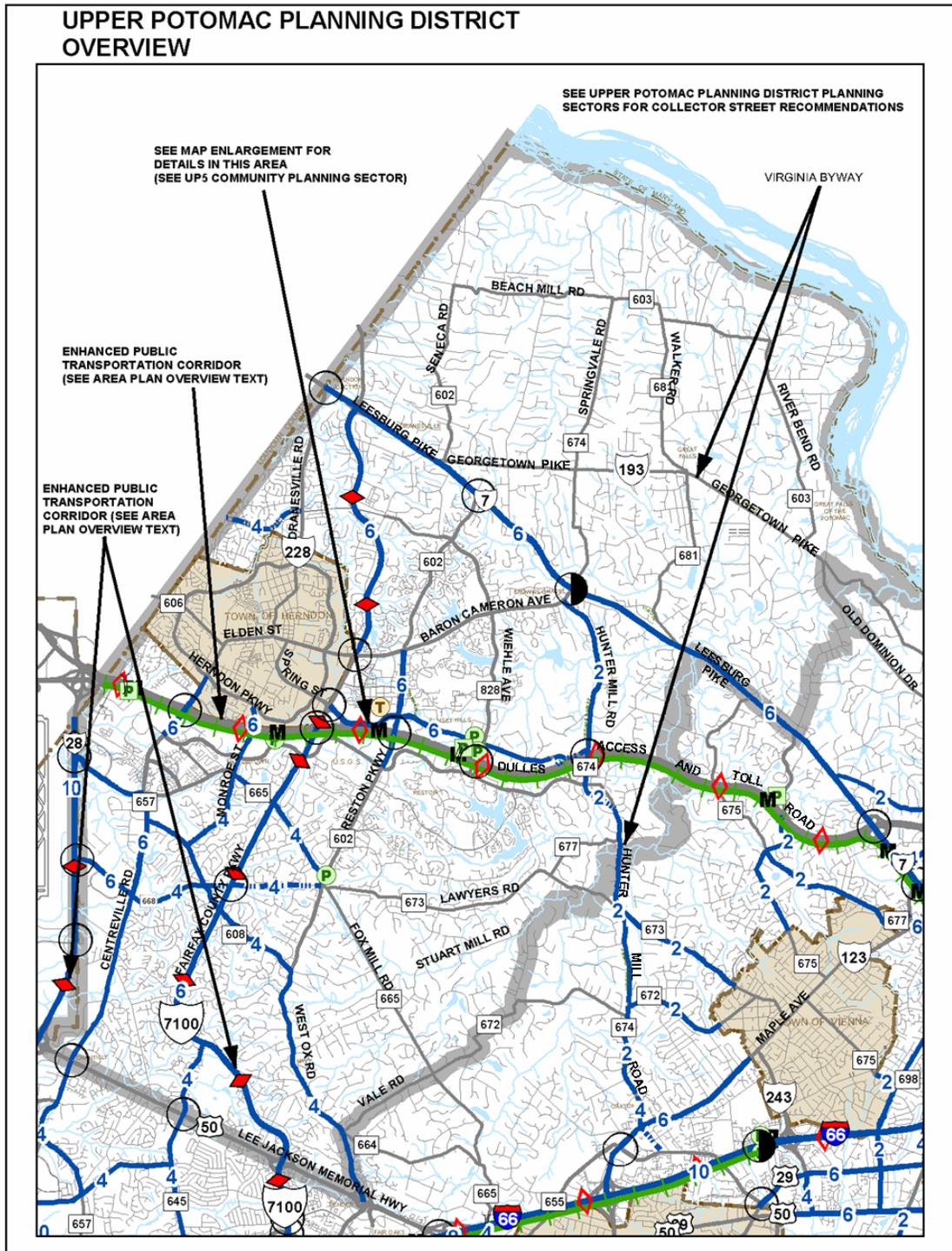
Hunter Mill Road from Chain Bridge Road to Baron Cameron Avenue is a 7.2 mile roadway that is designated a Virginia Byway. To preserve the road's scenic and historic character, planning efforts should focus on innovative ways of dealing with traffic volumes. The Hunter Mill Road Traffic Calming Study, sponsored by the Northern Virginia Regional Commission (NVRC) and completed in 2006, provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

Housing

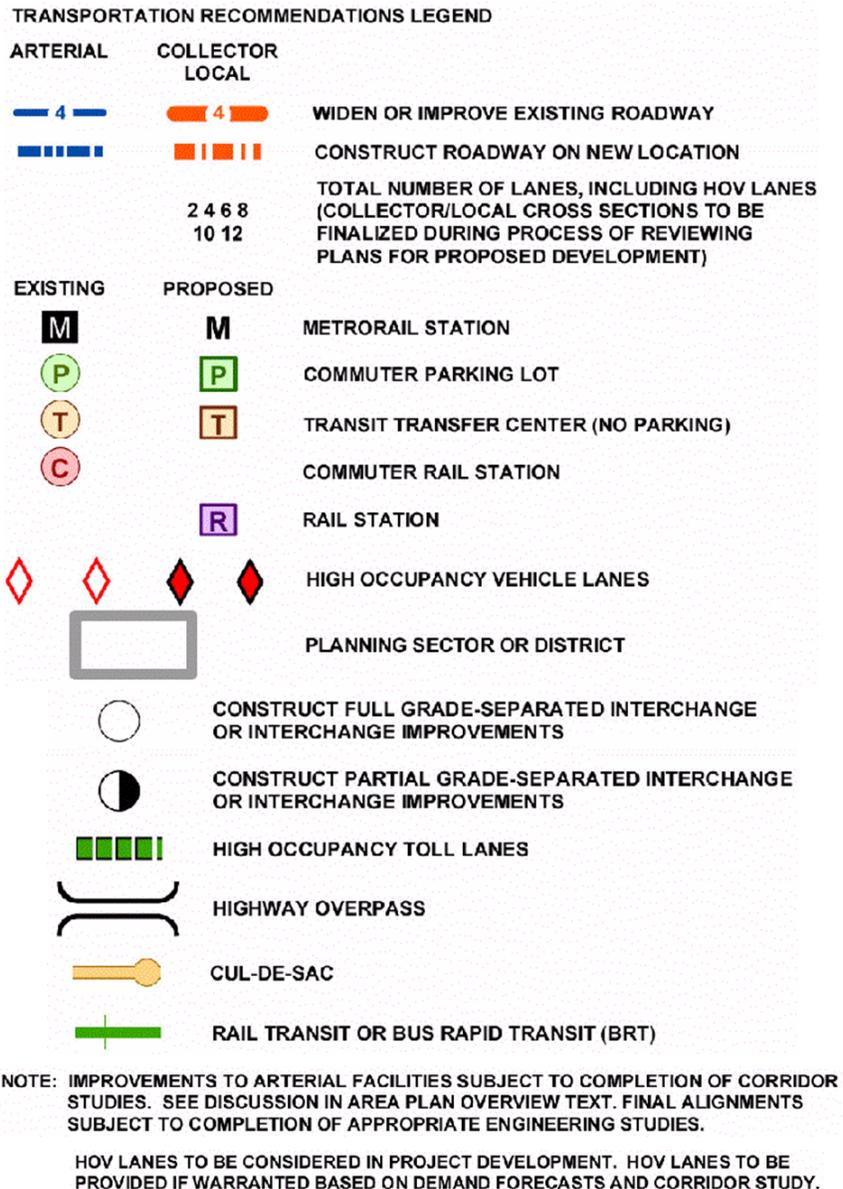
A list of existing, under construction, and proposed assisted housing for the Upper Potomac Planning District is shown in Figure 3. This list includes housing developments which, to the County's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from Federal, State, or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;
- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;
- Federal Section 8 project based rent subsidy units, which are usually privately owned;
- Units subsidized under Federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;
- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;
- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;



COUNTYWIDE TRANSPORTATION RECOMMENDATIONS
UPPER POTOMAC PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS) FIGURE 2



TRANSPORTATION RECOMMENDATIONS LEGEND

FIGURE 2

RESTON-HERNDON SUBURBAN CENTER AND TRANSIT STATION AREAS

OVERVIEW

The Reston-Herndon Suburban Center represents one of the County's premier employment locations. The Center, which surrounds the Dulles Airport Access Road from Hunter Mill Road to Centreville Road, varies in character of development from areas almost completely developed as medium intensity office to the Reston Town Center which is planned as a high intensity mixed-use area. The proximity of the Washington Dulles International Airport and the excellent regional access make this area appropriate for a variety of residential and employment land uses.

The area surrounding the Reston-Herndon Suburban Center consists primarily of residential development, including many stable low and medium-density residential areas within the planned community of Reston. Very low density residential development occurs to the east of the Reston-Herndon Suburban Center. These communities help to form a low density residential transition between the Reston-Herndon Suburban Center and the Tysons Corner Urban Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies the Reston-Herndon Suburban Center as one of several mixed-use employment centers located in Fairfax County. The intention of the Suburban Center designation is to capitalize on the opportunity to provide future housing and employment locations, while still maintaining the integrity of existing, nearby land uses. The Suburban Center is developed primarily with office uses, although there are a few areas within the Suburban Center where industrial "flex" and research and development uses remain.

The Reston-Herndon Suburban Center also encompasses three of the four Transit Station Areas in the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with transit stations while maintaining the stability of existing, nearby land uses. In addition, these areas should allow a mixture of residential, office and retail uses and provide opportunities for joint public-private development.

LOCATION AND CHARACTER

The Reston-Herndon Suburban Center is located in the northwestern quadrant of Fairfax County along the north and south sides of the Dulles Airport Access and Toll Road (DAAR) and is bounded generally by Centreville Road on the west; areas along Sunrise Valley Drive on the south; Hunter Mill Road on the east; and areas adjoining Sunset Hills Road on the north including the Town Center at Reston. The Reston-Herndon Suburban Center consists of three Transit Station Areas (TSAs) and the areas outside of the TSAs, which are divided into separate "land units" for the purpose of organizing Plan recommendations.

The Suburban Center can be characterized as a mix of older, relatively low-intensity suburban office parks in 2- and 3-story buildings with surface parking and an increasing number of larger office buildings (6-12 story buildings) with structured parking, most of which have been developed in the past five years or are in the process of being constructed.

The planning objective for the Transit Station Areas is to encourage mixed-use developments with a more urban character in the areas closest to the transit station locations. It should be noted that two of the station areas (Wiehle Avenue TSA and Herndon-Monroe TSA) will have parking facilities to serve commuters using the transit system. The third station area (Reston Parkway TSA) is envisioned to be a destination station without commuter parking facilities and should be developed in a manner that is supportive of the existing Reston Town Center Core area.

Since the Reston Master Plan designates much of this area for industrial use, the recommendations for the Reston-Herndon Suburban Center will need to be reconciled with the Reston Master Plan which is incorporated into the Comprehensive Plan by reference. It should be noted that the Reston Industrial and Commercial Area Covenants, which govern the use of most of the land not zoned Planned Residential Community (PRC) in the Wiehle Avenue and Reston Parkway Transit Station Areas contain limitations on residential uses. Implementation of the residential mixed-use recommendations for these TSAs will need to include amending the covenants.

SUBURBAN CENTER AREAWIDE RECOMMENDATIONS

The purpose of the planning recommendations for the Reston-Herndon Suburban Center is to guide and direct development by recognizing both future opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area, and preserving the existing stable neighborhoods in the vicinity of the Reston-Herndon Suburban Center.

The following recommendations are intended to help achieve broad planning objectives for the four Transit Station Areas in the Dulles Corridor (the three in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area in the Dulles Suburban Center). This guidance establishes a general framework for the specific Transit Station Area land unit recommendations.

Development Pattern

The planning objectives for the Transit Station Areas seek to change the pattern of development that has shaped the Suburban Center area over the last three decades. The previous plan guidance encouraged low and medium intensity office development in a suburban setting throughout most of the Suburban Center, with a more concentrated node of development at the Reston Town Center. The new plan recommendations encourage a more urban and transit-oriented development pattern. The objective is the creation at each Transit Station Area of a pedestrian-oriented core area consisting of mixed-use development that includes support services while maintaining transitional areas at the edges of the TSAs. The plan recommendations, together with the urban design guidelines seek to improve pedestrian and bicycle circulation throughout the Transit Station Areas to encourage non-vehicular trips to and within the TSAs.

- *Protecting Existing Low Density Residential Areas* – It is important that future development does not negatively impact the surrounding residential communities. The majority of the existing communities are low density residential neighborhoods comprised largely of single-family detached homes. In most instances, these communities are separated from the Transit Station Areas by major roadways. However, it is important that adequate screening, buffering and other design measures be incorporated into new

development to mitigate any adverse impacts and to maintain an “edge” to define the limits of the Transit Station Areas.

- *Housing Diversity* – To ensure that housing is provided in the Transit Station Areas that meets the needs of a wide variety of residents, affordable housing strategies should be integrated into development proposals with a residential component in order to achieve the maximum development potential under the Plan. Such housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and/or other Board-adopted policies regarding affordable housing.
- *Parcel Consolidation* – For all development proposals involving increased intensity/density above the baseline recommendation, substantial parcel consolidation should be encouraged. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed and efficient manner. In general, any unconsolidated parcels should be able to develop in conformance with the Plan or should represent stable development.
- *Coordinated Development Plans* – To facilitate coordination of design, pedestrian circulation, and transit-oriented amenities, development plans should depict the proposed development’s relationship to, compatibility and integration with actual or potential development of surrounding areas through the provision of pedestrian linkages, open space, and other urban design amenities including plazas and courtyards.
- *Interparcel access* – Pedestrian, bicycle, and when appropriate, vehicular access among parcels should be provided to facilitate movement throughout the Transit Station Areas and reduce the number of curb cuts required on the major streets in the Transit Station Areas.
- *Retail and Hotel Uses* – Free-standing retail uses are prohibited in all mixed-use projects proposed involving increased intensity/density. Retail uses should be integrated into buildings containing other uses, such as office, hotel or residential uses. In addition, retail uses should be designed and developed in a manner such that pedestrians are encouraged to remain on-site as the retail uses found within the development provide a full range of services to both the area’s residential occupants and office tenants. By allowing residents and employees within a mixed-use node to have a number of their needs satisfied on-site, the need to travel off-site is reduced, and in-turn, the number of vehicle trips generated during the day is decreased. Support retail uses may include, but are not limited to dry cleaners, banks, delicatessens, child care facilities, and other similar support goods and services uses.

Hotel uses are encouraged as part of the mixed-use options because they have less of an impact on the road network, they generate potential pedestrian traffic and they provide a source of transit system riders.

- *Child Care and Other Support Institutional Uses* – Child care and other institutional uses of a support nature are appropriate for all mixed-use areas planned within the Transit Station Areas of the Reston-Herndon Suburban Center. The incorporation of a diversity of uses in close proximity to one another is instrumental to creating vibrant, mixed-use areas. By providing needed services within a concentrated area, convenience as well as accessibility to these uses is increased, and as such, there is a greater likelihood that individuals will make the decision to use transit rather than the private automobile. Convenience and accessibility to a mix of uses will also lead to an improved quality of life.

- *Noise Attenuation* – The mixed-use options identified in the Transit Station Area recommendations below may result in residential and associated recreational uses being located in close proximity to the Dulles Airport Access and Toll Road. As a result, appropriate measures should be taken to attenuate the noise inside residential buildings and where appropriate, provide barriers for outside recreation areas to minimize the impact of highway noise on these uses.
- *Air Rights* – The location of the proposed transit stations in the median of the Dulles Airport Access Road impacts the opportunity to take full advantage of the transit system. Air rights development may, in the future, provide a means to bring people and activities in closer proximity to the transit station platform. Although no specific land use recommendations are included in this Plan for air rights development, the County and private development community should explore the appropriate level of land use planning for future air rights development.
- *Joint Public/Private Development of Publicly Owned Properties* – The County owns two parcels in the Suburban Center that are used for parking facilities to support existing transit in the Dulles Corridor. Consideration should be given to future redevelopment of these sites to allow continued parking in the Transit Station Areas but also to maximize the use of the sites for transit-oriented development to take advantage of the proximity these parcels have to the proposed station platform locations.
- *Educational Institution(s)* – An educational institution would be an appropriate complementary use to the other uses planned for the Transit Station Areas in the Reston-Herndon Suburban Center and should be encouraged in one or more of the Transit Station Areas. Buildings housing an educational institution should, whenever possible, include support retail and/or support service uses to encourage transit use by students and staff.

Accessibility

- *Pedestrian/bicycle access* – Pedestrian-friendly sidewalks and paths should be provided throughout the Transit Station Areas to facilitate non-vehicular circulation in, through, and around the Transit Station Areas. Additional guidance is provided in the Urban Design Guidelines for the Transit Station Areas. Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR.
- *Feeder bus/circulator shuttle service* – Development along the major streets in the Transit Station Areas should be designed to facilitate access to the area by feeder bus service.
- *Station Access* – In order to maximize access to station platforms, connections should be provided from the station to all four bordering land quadrants. These connections should include pedestrian amenities and features, such as bridges and/or tunnels across major roadways and moving sidewalks, to help span the distance between existing development and the station platform.

DEVELOPMENT REVIEW GUIDELINES

Land Use

The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and nonresidential components. This requires that the residential and nonresidential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and nonresidential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for nonresidential use.

Transportation

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals. The transportation recommendations for the Reston-Herndon Suburban Center are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4) and Reston Community Planning Sector (UP5). In addition, the following transportation recommendations should be addressed:

- *Planned Roadway improvements* – The planned roadway improvements in and around the Transit Station Areas should be completed in a timely fashion. These improvements are necessary to ensure the continued functioning of the road network in the vicinity of the transit station areas.
- *Feeder Transit Service* – A feeder transit system, whether it be bus, light rail, monorail or some combination of transit types, should be provided which collects passengers from the surrounding communities and transports commuters and other riders to the transit stations.

A feeder service of this nature is critical to reducing vehicle trips into each Transit Station Area and decreasing the need for parking at each transit station.

- *Land Use/Transportation Balance* – The Comprehensive Plan recommendations for the Transit Station Areas are designed to encourage transit-supportive development and redevelopment in the Dulles Corridor. In order for this effort to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, at such time as 50% of either or both nonresidential or residential development potential has been reached within a Transit Station Area, the land use and transportation needs of the Transit Station Area will be re-evaluated by the County. Second, to ensure transportation system adequacy as the corridor continues to develop, conditions will apply to development above the baseline Comprehensive Plan recommendation in each TSA. The conditions include: 1) provision of a detailed transportation analysis during the development review process which will determine transportation improvements needed to support the development and 2) provision of developer contributions for Transportation Demand Management (TDM) programs and/or roadway improvements above those planned for area roadways.
- “*Non-degradation*” Policy – Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, should demonstrate that the transportation system is not adversely affected by the application after the development is completed than it would under the baseline recommendation of the Plan. This performance based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split objectives.
- *Transportation Demand Management (TDM)* – Both individual TDM measures, as administered through commitments that are made as part of the zoning process, as well as an areawide TDM program, are needed in the Dulles Corridor as components of a successful public transportation improvement program. A Transportation Management Association (TMA) such as the Dulles Area Transportation Association (DATA) and LINK should administer a comprehensive areawide program and coordinate the TDM actions of individual employers. Further, the County, in association with the TMA should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies.

The implementation of a successful comprehensive areawide TDM program may require adoption of an ordinance governing such actions so that all property owners will be required to participate, not just properties committing to participation through the zoning process. Ordinance requirements may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. TDM measures that could be considered are shown on Figure 9.

FIGURE 9: EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures

Alternative Transportation Services

- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs

- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation

- CEO Commitment
- Proffers/Negotiated Agreements
- Participation in TMA

Areawide TDM Measures

Alternative Transportation Options/Services

- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs

- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development

- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs

- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation

- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

- *Transportation System Monitoring Program* – The County, in cooperation with a TMA, should develop a system to monitor and analyze the relationship between development and supporting transportation facilities and services to evaluate whether the Transit Station Areas transportation objectives are being met. If it becomes clear that the road network is being overburdened and a 15% transit/HOV mode split goal is not being achieved, then existing policies and recommendations should be re-evaluated and appropriate modifications should be made to ensure that these transportation policies are implemented effectively.
- *Reduced/shared parking* – Mixed-use developments should provide a mix of uses that can utilize shared parking to the maximum degree possible. Parking reductions for nonresidential uses adjacent to transit stations are desirable as a means to encourage transit usage. Projects that provide reduced parking or utilize parking controls, such as fee-based parking, are more likely to be able to satisfy the “Non-degradation” Policy and achieve the maximum intensities recommended in the Plan.
- *Consolidation of Access Points* – Vehicular access points should be consolidated to minimize interference with arterial roadways.

Urban Design

Providing for good urban design exemplified by high quality site design that is both pedestrian-friendly and transit-oriented is a major objective of the Transit Station Areas Plan recommendations. Through redevelopment and new development on vacant parcels, there are opportunities to implement the vision for future development of the Transit Station Areas through coordinated development incorporating high quality design. Consideration should be given to providing a better interrelationship among buildings and sites, implementing areawide open space and pedestrian circulation systems, and providing for plazas and other elements that characterize a pedestrian- and transit-friendly environment. Urban design guidelines that apply specifically to the Transit Station Areas and generally to the other areas in the Suburban Center are provided after the land unit recommendations. They should be used in evaluating all development proposals in the three Transit Station Areas in the Reston-Herndon Suburban Center (as well as the Route 28/CIT Transit Station Area), which involve new development or redevelopment that increases intensity/density above the baseline recommendation, increase height or substantially change the design of previously approved development projects.

Public art has been a component of the effort to achieve quality urban design in Reston since the community’s inception. In order to continue to realize the goal of making Reston a vibrant place to live, work and play, public art should be encouraged in future development in Reston.

The Reston community under the leadership of the Initiative for Public Art in Reston (IPAR), developed a Public Art Master Plan which establishes a process for planning and commissioning public art including community roles as well as collection management. The Plan also suggests working zones on where to focus efforts. The IPAR Plan should be used as a guide for public art efforts in the establishment of public art and as a resource for the review of new development and redevelopment proposals within the Master Plan area.

LAND UNIT RECOMMENDATIONS

The Reston Herndon Suburban Center and Transit Station Areas are divided into land units as shown on Figure 10 for the purpose of organizing site specific recommendations. Within each land unit, the Plan describes its location and character. Generally, each land unit is further subdivided into sub-units. Within each sub-unit, the Plan provides specific recommendations that establish a planned use and intensity or density. For most land units or sub-units, particularly those that are in close proximity to planned rail stations, development options are provided that encourage uses and intensities that are above the base of the Plan. Site specific recommendations for parts of the Suburban Center may be included with the Plan text for Sector UP5.

Land Unit A

This Land Unit is located on the south side of the Dulles Airport Access Road, between Centreville Road on the west and Monroe Street on the east (see Figure 10). Sunrise Valley Drive is the southern boundary of this Land Unit. The Land Unit contains several office buildings.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit A should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

*Note: At the time the Reston-Herndon Suburban Center's plan text was adopted in 2001, Land Unit A was located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east. Under an agreement reached in 1987 between Fairfax County and the Town of Herndon, this Land Unit A was annexed by the Town as part of a larger Town boundary adjustment. As part of this agreement Fairfax County retained planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities reverted to the Town of Herndon. Under the Town of Herndon's Draft 2030 Land Use Map dated January 7, 2008 the area is planned for regional corridor mixed use.

Sub-unit A-1 (west of Herndon-Monroe Transit Station Area)

The area which is located west of the Herndon-Monroe Transit Station Area is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition. This area along the Dulles Airport Access Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreational facilities and other amenities for residents. Residential development should be sited away from the Access Road and towards Sunrise Valley Drive. Support retail and service uses may be appropriate in nonresidential or mixed-use development if they are located within office, hotel or residential buildings.

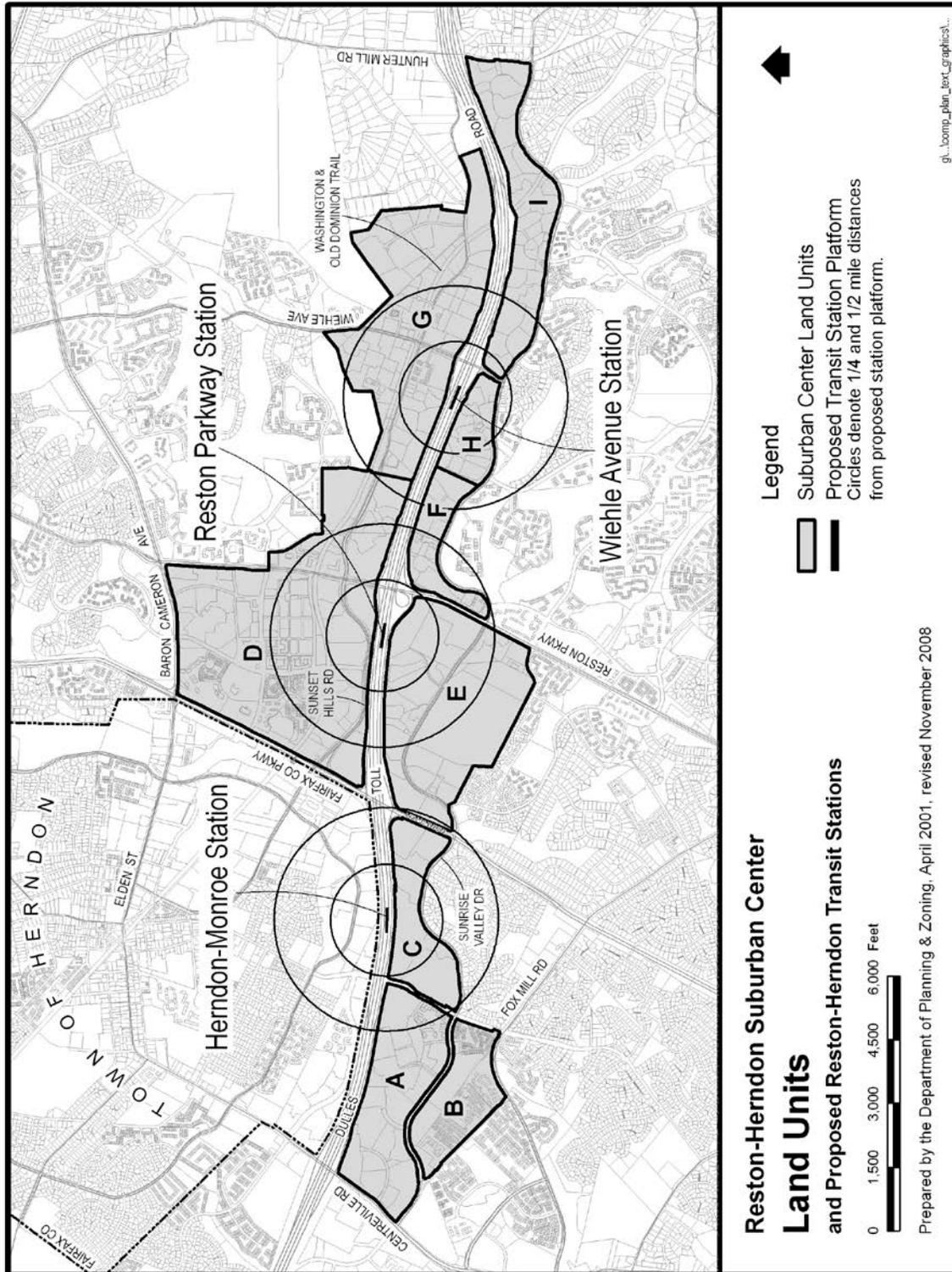


FIGURE 10

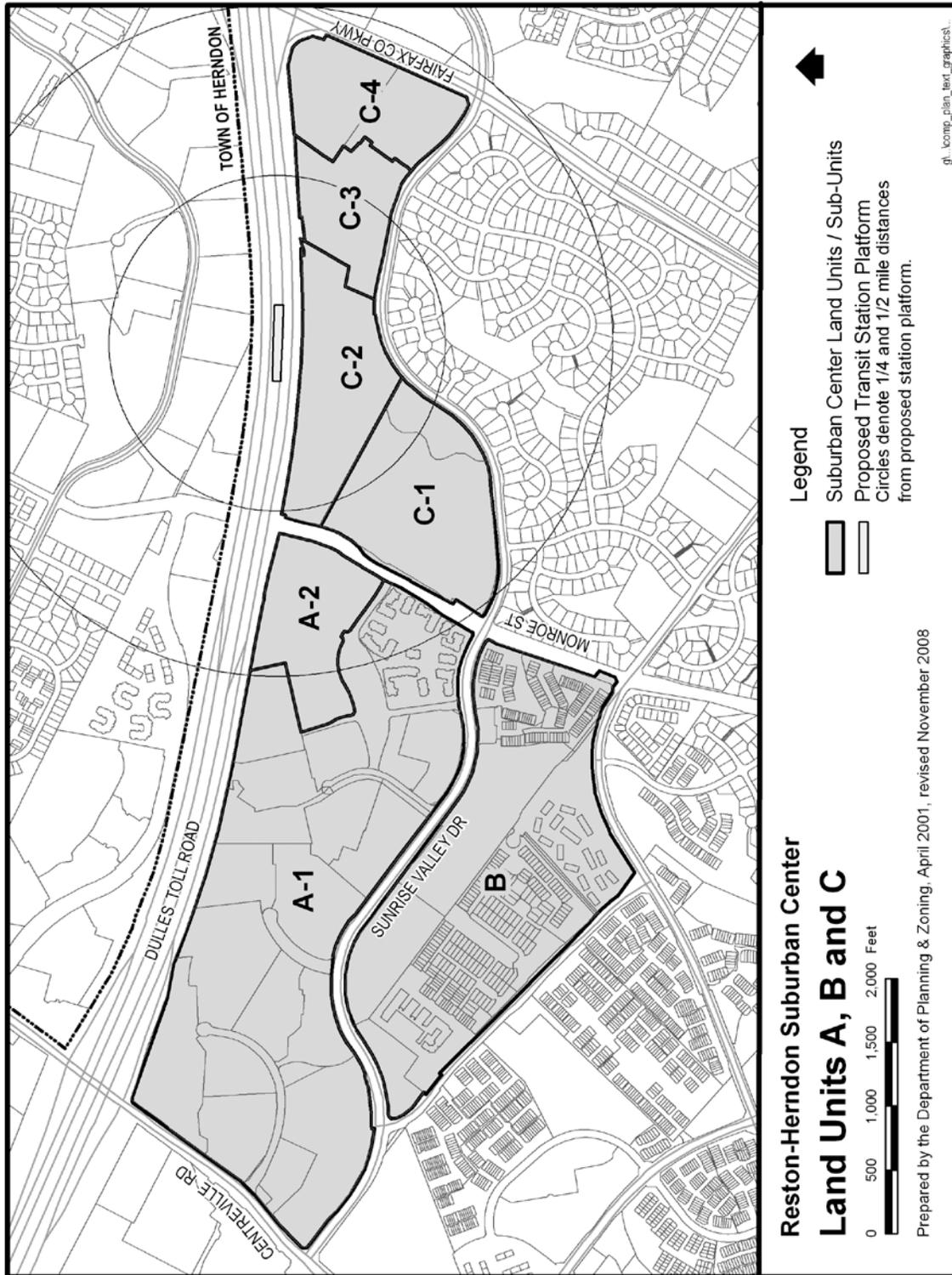


FIGURE 11

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to possible rail transit service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future if rail service is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and pleasant outdoor spaces for employees.

The development of this sub-unit should incorporate recreational amenities for future employees (and residents if residential development is included) such as jogging paths, exercise stations and volley ball courts that are appropriate to the mix of employees/residents and their needs. The development of this area should incorporate a vehicular circulation system that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The portion of the sub-unit that is adjacent to the Herndon-Monroe TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit A-2 (part of Herndon-Monroe Transit Station Area)

Sub-unit A-2 is located in the southwest quadrant of the DAAR and Monroe Street. It is a part of the Woodland Park development, a large mixed-use development.

This land unit is planned for mixed-use, with any combination of office, hotel, residential and support retail uses up to .70 FAR.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit A-2 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 12 acres within Sub-unit A-2 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The

residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Grade-separated pedestrian access (bridge or tunnel) across Monroe Street should be provided to facilitate access to the rail station;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible;
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit B

This Land Unit is located on the south side of Sunrise Valley Drive between Fox Mill Road and Monroe Street, north of Frying Pan Road (see figure 9). The Land Unit contains the Great Oak subdivision, a development consisting of townhomes and single-family detached houses. Previously the Great Oak subdivision was developed as the Greg Roy residential subdivision, an area that was planned at 1-2 dwelling units per acre.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit B should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Fox Mill Station Condos, and the Great Oak subdivision. Woodland Park Apartments are located north and west of the Great Oak subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 25D3, 25D4, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, F1, 16-4((17)) 45-49, and 16-4((17))110-204 within Woodland Park, were planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Under an option for the entire area occupied by the Woodland Park Apartments, tax map parcels 16 3((1))25D1, 25D2, 25D3, 25D4, 16 4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B, C, D, F, F1, 16-4((17))45-49 and 16-4((17))110-204 were developed in multifamily, residential use, including garden apartments, at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets Zoning Ordinance requirements should be provided along the area adjacent to the Great Oak subdivision. Enhanced vegetation within this buffer is recommended.

Tax Map 16-3((18))1-165 located to the east of the Great Oak subdivision (Fox Mill Station Condos), are planned and developed for residential use at 8-12 dwelling units per acre. Active recreation facilities to serve the residents should be provided on-site.

The Great Oak subdivision and the adjacent residential parcel to the northwest (Metropolitan of Fairfax Apartments) were planned for residential use at 1-2 dwelling units per acre. Under an option, the Great Oak subdivision and the adjacent residential parcel (Metropolitan of Fairfax Apartments) were developed for residential use at 8-12 dwelling units per acre after complete parcel consolidation.

Mixed-use development up to .50 FAR is appropriate for Land Unit B upon the complete consolidation of parcels in this area, including the entire Great Oak subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

All development proposed for Land Unit B should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.

Land Unit C

This land unit is located on the south side of the Dulles Airport Access Road with Monroe Street on the west, Sunrise Valley Drive on the south and the Fairfax County Parkway on the east (see Figure 11). This land unit is developed primarily in office use. The entire land unit is located within the Herndon-Monroe Transit Station Area.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

For development in this land unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Sub-unit C-1 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-1 is located in the southeast quadrant of the DAAR and Monroe Street. The land unit includes office uses and the Sunrise Valley Park Wildlife Habitat and Nature Preserve. It is planned for office use up to .50 FAR.

Sub-unit C-2 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-2 is located along the north side of Sunrise Valley Drive and includes the County-owned and operated Herndon-Monroe Park-and-Ride facility, which serves as a major transit transfer point for the Fairfax Connector Bus service.

This sub-unit is planned for a commuter parking facility. The Herndon-Monroe Park-and-Ride parking structure and bus-dropoff area are presently located in this sub-unit. As of 2001, the parking structure includes approximately 1,700 parking spaces. The County-owned parcel is large enough to accommodate an expansion of the parking structure in the future if necessary to accommodate additional commuter parking facilities.

The County should encourage a public-private partnership that would result in the provision of support retail uses in this sub-unit, such as child care, a dry cleaners, and a newsstand. To minimize the impact of an expanded parking facility on the nearby residential areas, screening should be provided that exceeds the minimum standards required by the Zoning Ordinance.

Sub-unit C-3 (part of Herndon-Monroe Transit Station Area)

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Nonresidential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along SunriseValley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development at up to a 1.5 FAR may be considered for the 9 acres within Sub-unit C-3 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 55% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-45% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should be located within ¼ mile of the station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged;
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible;
- Building heights should be limited to 150 feet along the DAAR and 35 feet along Sunrise Valley Drive;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible; and
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit C-4 (part of Herndon-Monroe Transit Station Area)

Sub-unit C-4 is bounded by the DAAR on the north, the Fairfax County Parkway on the east and Sunrise Valley Drive on the south. The sub-unit is currently developed as an office park, with three office buildings.

This sub-unit is planned for office use up to .50 FAR.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-4 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel use is encouraged. In addition, the following conditions should be met:

- Appropriate transitions in the height and bulk of buildings should be provided to minimize the impact on the neighboring residential area to the south. Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive. In addition, appropriate buffering should be provided. Specifically, the existing berm along Sunrise Valley Drive should be preserved and extended if appropriate.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit D

The general boundaries of Land Unit D are Baron Cameron Avenue on the north, the Dulles Airport Access Road on the south, and the Bowman Distillery property on the east, as shown on Figure 12.

Land Unit D encompasses the Reston Town Center and the Bowman Distillery site. There are presently large areas of vacant land in this land unit, but a wide variety of uses already exist as part of this planned urban mixed-use center including major retail and office uses, public housing, a regional library, a homeless shelter, a nursing home, a hospital, an emergency medical facility, medical offices, human services offices, a major hotel and conference center, the Northern County Governmental Center, and local-serving retail uses at the intersection of Sunset Hills Road and Old Reston Avenue. The southern portion of Land Unit D encompasses the northern half of the Reston Parkway Transit Station Area (TSA).

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit adjacent to the Reston Parkway TSA is subject to the pedestrian access guidelines detailed in the General Transit Station Area Recommendations shown at the beginning of the Suburban Center text.

Town Center Portion of Land Unit D

The Reston Town Center is the designated higher intensity node within the Reston-Herndon Suburban Center. The Reston Town Center represents the major focal point for the Suburban Center and integrates pedestrian-scaled mixed-use projects that have substantial retail, office, commercial and residential components. Reston Town Center portion of Land Unit D consists of sub-units D-1, D-2, part of D-3, D-4, D-5, D-6 and the most western part of D-7. The central portion of the Town Center consists of the approximately 85 acres known as the Town Center Urban Core, located in Sub-unit D-2.

The Reston Town Center should develop as planned in order to provide a viable residential and commercial mix. It is presently planned for a maximum development program of 8,415,000 square feet. Development is planned to be phased in as transportation capacity is available. The proposed composition of this development is as follows:

- Office/research and development - 7,100,000 square feet;
- Retail - 315,000 square feet; and,
- Hotel - 1,000,000 square feet.

The proposed Town Center development will also include hospital uses and a minimum of 1,400 dwelling units, incorporating a mixture of multifamily and single-family housing unit types at up to 50 dwelling units per acre. Additional housing units are encouraged as they would contribute to and enhance the mixed-use character planned for this area.

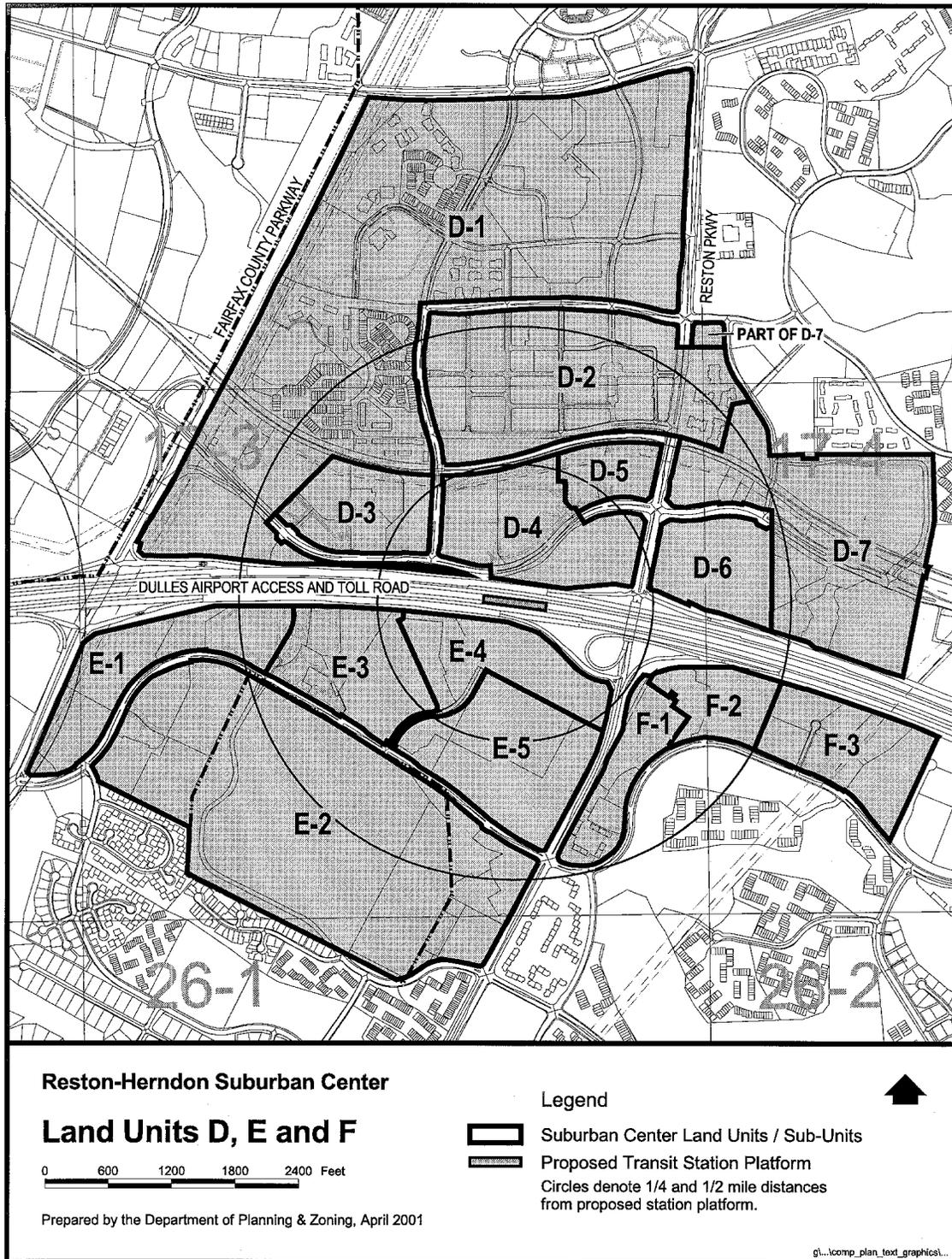


FIGURE 12

Development within the Reston Town Center is contingent upon the implementation of transportation improvements in the area. Projects developed under the mixed-use options should participate in satisfying transportation commitments that are linked to specific development levels in the Town Center. The intensity of development within the Reston-Herndon Suburban Center should generally taper down outside of the Town Center, in order to maintain and highlight this area as the major focal point.

Sub-unit D-1 (part of Reston Parkway Transit Station Area)

Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital Center and associated medical office buildings, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center.

As an option, the Reston Hospital Center campus (approximately 30 acres in size) located northwest of the intersection of New Dominion Parkway and Town Center Parkway may be developed with a mix of medical office and hospital uses at up to a 1.0 FAR. This additional development will be focused in the area to the south and east of Town Center Drive, provided that the following conditions are met:

- A quality site layout should be provided, with consolidated vehicular access, appropriate pedestrian connections linking the medical campus to existing sidewalks, transit amenities such as bus shelters, landscaped seating and picnic areas for employees and visitors to the hospital, and appropriate screening and buffering against neighboring residential uses;
- A Transportation Demand Management (TDM) program consistent with the traffic management system for the Reston Town Center should be formulated and implemented to mitigate traffic associated with additional development on the property. The TDM program should include the following elements:
 - a) Installation and maintenance of on-site bus stops, bus shelters or other similar facilities associated with bus and shuttle service to, through and from the property;
 - b) Financial or other incentives to facilitate employee use of alternative modes of transportation, including incentives to utilize ride sharing programs;
 - c) Contributions for any increased bus service demand that results from additional development on the property;
 - d) Any other elements necessary to mitigate the traffic impact of additional development on the property;
- Expansions of or additions to the existing hospital facility should be completed within or adjacent to the building footprint of the existing structure to the extent feasible;
- Building heights should be limited to 120 feet, and utilize architectural treatments or designs that minimize the mass and bulk of those structures located closest to existing residential uses north of the property;

- New above-grade parking structures should be designed and/or screened to minimize the appearance of mass and bulk;
- Medical office use should not exceed 50 percent of the development's total square footage, unless it can be demonstrated that the traffic impact of a higher percentage of medical office uses can be appropriately mitigated; and
- Within the Reston Hospital Center campus, individual parcels may exceed 1.0 FAR provided the entire Reston Hospital Center campus does not exceed the 1.0 FAR intensity.

Sub-unit D-2 (part of Reston Parkway Transit Station Area)

Sub-unit D-2 is the Town Center Urban Core of the Reston Town Center and consists of approximately 85 acres. In the Town Center Urban Core, a commercial intensity of up to .95 FAR may be appropriate and is consistent with the Town Center rezonings of March 1987 and subsequently approved Proffered Condition Amendments. Individual blocks or parcels may exceed this intensity, so long as the overall intensity of .95 FAR is not exceeded. In addition, it may be appropriate to allow up to 500,000 square feet of approved nonresidential intensity from outside the Town Center Urban Core but from within the larger Reston Town Center area to be transferred to the Urban Core if it can be demonstrated that such square footage is available within the Reston Town Center as a whole and appropriate amendments to the approved 1987 rezonings can be achieved.

Sub-unit D-3 (part of Reston Parkway Transit Station Area)

This sub-unit is planned for office use at the intensities shown on the approved development plan for the parcels (between .80 - .90 FAR) or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-3 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel uses are encouraged. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-4 (part of Reston Parkway Transit Station Area)

Sub-unit D-4 is part of the Reston Town Center and is located south of the Town Center Urban Core. It is planned and approved for a variety of uses including office, retail, residential, and community-serving uses at intensities between .70 and 1.0 FAR. Parcels within Sub-unit D-4 may be appropriate for development as residential uses up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Nonresidential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 10 acres within Sub-unit D-4 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The

residential component should be at least 50% but no more than 60% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 40-50% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A public pedestrian link to Reston Town Center is provided.

Sub-unit D-5 (part of Reston Parkway Transit Station Area)

Sub-unit D-5 consists of Discovery Square, a two building office development in the northwest quadrant of Reston Parkway and Sunset Hills Road. A significant pedestrian link to the Reston Town Center Urban Core is planned from Sub-unit D-5 to Sub-unit D-2, connecting Sunset Hills Road to an overpass over the W&OD Trail and to the Town Center Core area.

The two parcels in this land unit are planned and approved for office use at .70 and 1.0 FAR. Residential use at up to 30 dwelling units per acre is also appropriate for this land unit. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit D-5 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or

residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- The two parcels should be consolidated to achieve the option level of development.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-6 (part of Reston Parkway Transit Station Area)

Sub-unit D-6 is the site of the Oracle development, is located in the northeast quadrant of Reston Parkway and the DAAR and is currently approved for a four building office park.

This sub-unit is planned for office use at .70 FAR. In addition, residential use at up to 30 dwelling units per acre is appropriate. The active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-6 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 5 acres within Sub-unit D-6 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.

- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit D-7 (Outside of Town Center)

1. The property at the intersection of Old Reston Avenue and Reston Parkway, Tax Map 17-2((1))20C, is planned for low-rise office use up to .50 FAR and with a maximum three story building height along Reston Parkway that achieves architecturally harmonious development with the adjacent residential houses originally known as Jonathan's Keepe. The FAR and height limit should only be achievable with substantial preservation of tree cover and excellence in site planning.
2. The approximately five acres of land not included in the Reston Planned Residential Community located on the northwest quadrant of the intersection of Old Reston Avenue and the W&OD Regional Park (Tax Map 17-4((1))1) is planned and approved for office, conference, and training facility uses up to .64 FAR. These uses should be compatible in use and architectural style with surrounding planned and existing development in Reston. As an option, existing and approved office/training center buildings may be converted to residential use, and the historic house may be appropriate for use as a restaurant and inn, provided the following conditions are met:
 - The overall development does not exceed .64 FAR;
 - All residential units are to be housed within the two existing office buildings or parking structures and generally within the approved but unbuilt third office and training center, and parking structure footprints on the site. Some flexibility in building location may be appropriate if it leads to better protection of the historic resources on the site and open space preservation;
 - The height of any new residential building(s) shall not exceed 45 feet and shall not be located any closer to the historic house than was approved for the structures in 1999 (PCA 78-C-098);
 - The A. Smith Bowman house may be appropriately used as an eating establishment of 7,500 square feet or less and as an inn with 8 rooms or less for overnight lodging of less than 30 days; and
 - Any exterior modifications on the site should be of compatible architectural style with the existing structures on the site and must be submitted to the Fairfax

County Architectural Review Board for review and comment as part of the development review process.

The property owner is encouraged to prepare a report documenting the history, significance and treatment of the property and to explore preservation and protection options such as listing on the National Register of Historic Places.

3. The land known as the Bowman Distillery property (Tax Map 17-4((1))35D, 36A and 36B), is planned for office use with a maximum FAR up to .50. Because of the character of committed development on adjacent properties, appropriate urban design and public facilities should be provided for any office use to make this intensity of development compatible with planned and existing development in the immediate vicinity. If this site develops in office uses, the following should be provided:

- All parcels should be developed as a single unit;
- Urban design techniques should be used for development on this site. The architecture should be cohesive and development should be related well to surrounding development. The pond should be preserved and integrated into the site design so that it becomes a pedestrian-oriented amenity. The W&OD regional trail park should be incorporated into the site design and it should be buffered from the more intense development features and pedestrian access should be provided to it. Buffering should also be provided on the northern and eastern periphery of the site to protect the adjacent residential community; and
- It is desirable to maintain the heritage and character of Old Reston Avenue and adjacent structures (the A. Smith Bowman House, now known as the Arthur S. DeMoss House, and the Wiehle Town Hall). Prior to development of this site, an effective means of achieving this objective should be identified. Old Reston Avenue is a Virginia Byway and subject to improvements to provide enhanced safety for vehicular and pedestrian access and improved traffic flow, should retain the aesthetic elements of its present character from north of the W&OD Trail to the old location of Temporary Road.

An overall FAR of up to .70 may be appropriate if an office/residential mixed-use concept is employed and provided that a maximum ratio of office to residential use of 2:1 is maintained. In order to achieve this level of development, the conditions specified above for development must be met. Access for nonresidential uses should be provided primarily via Sunset Hills Road. Access for residential uses can be oriented to either Sunset Hills Road or Old Reston Avenue, but not both.

Office use with an overall FAR up to .65 may be appropriate if the conditions specified above for office development are met. In addition, this development should incorporate secondary uses of benefit to the employees which will reduce extra trips. Such uses might include day care, a health club, a cafeteria and the like. The following transportation conditions should also be met:

- Additional traffic generated under this option should be offset by implementation of appropriate traffic mitigation/demand management measures;
- The primary entrance to the site from Sunset Hills Road should be designed as at least a 4-lane section. Turn lanes and other appropriate improvements should be

included to accommodate site-generated traffic along the Sunset Hills Road frontage;

- Secondary access to the site from Old Reston Avenue should be provided, but should be restricted to possible delivery or emergency vehicle use, executive parking lot access, carpool or visitor parking area access, with primary access to the site continuing to be provided at the Sunset Hills Road entrance;
 - Pedestrian connections from the adjacent W&OD trail system and the Old Reston Avenue scenic byway should be provided; and
 - Improvements to Old Reston Avenue in substantial conformance with its proffered two-lane cross section and include a pedestrian walkway on the site on the east side of Old Reston Avenue.
4. The A. Smith Bowman House (1856 Old Reston Avenue; Tax Map 17-4((1))1) should be preserved, its present exterior retained and new buildings should be sensitively sited in relationship to the house. Other scenic assets and natural features such as the pond and gazebo should be preserved as much as possible. Because of the A. Smith Bowman House and the need for development compatible with the adjacent Planned Residential Community uses, a preliminary site plan should be submitted for approval in the same way as Reston Planned Residential Community applications. The development and architectural plans should be reviewed by the County Architectural Review Board and be in conformance with their recommendations.
5. The portions of Land Unit D that are part of the Reston Town Center located east of Reston Parkway and both north and south of Sunset Hills Road [Tax Map 17-3((1))parts of 5 (north and south of Sunset Hills Road), 6, 15 and 17-4((1))7] are planned for mixed-use development up to .70 FAR. The remaining parcels of this portion of Land Unit D are planned for mixed-use development up to .50 FAR.

The portions of the land unit adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines detailed in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Land Unit E

Land Unit E is located south of the Dulles Airport Access Road between the Fairfax County Parkway to the west and Reston Parkway to the east (see Figure 12). The southern boundary is formed by Sunrise Valley Drive, the southern lot lines of Sunrise Technical Park II and III and South Lakes Drive.

A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit that is adjacent to the Reston Parkway TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit E-1

This sub-unit is located north of Sunrise Valley Drive and is planned for office use up to .50 FAR.

Sub-unit E-2

This sub-unit is located south of Sunrise Valley Drive and contains office and industrial uses, as well as the offices of the U.S. Geological Survey (USGS). The area west of USGS is planned for light industrial use up to .35 FAR, while office use up to .50 FAR is appropriate for the area east of USGS.

Sub-unit E-3 (part of Reston Parkway Transit Station Area)

Sub-unit E-3 is located on the south side of the DAAR, along Sunrise Valley Drive. The sub-unit is currently developed with office uses.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-3 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-4 (part of Reston Parkway Transit Station Area)

Sub-unit E-4 is located in the southwest quadrant of Reston Parkway and the DAAR, with access from Edmund Halley Drive. The sub-unit is currently developed with office uses, including the Carr America property, currently approved for 3 office buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;
- The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Nonresidential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to

be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 8 acres within Sub-unit E-4 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit E-5 (part of Reston Parkway Transit Station Area)

Sub-unit E-5 is located in the northwest quadrant of Reston Parkway and Sunrise Valley Drive. It is currently developed with office uses, including the Reston Crescent office park, which is approved for 3 buildings up to a .70 FAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Due to their proximity to the Reston Town Center and a potential rail station, as an option Tax Map 17-3((8))1A, 1B and 2A may be developed with office uses up to .70 FAR, subject to the following conditions:

- To the extent possible, development plans for the three parcels should provide for coordinated vehicular and pedestrian access to and circulation among the parcels, as well as consolidated or linked open space areas;
- An acceptable detailed transportation analysis is performed that identifies transportation improvements required to support the development;
- Transportation improvements, support for transit services and/or transportation demand management strategies, which may include but are not limited to frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network be provided, as determined during the development review process;

The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.0 FAR may be considered for the 5 acres within Sub-unit E-5 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should provide direct pedestrian access to the station be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.

- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit F

This land unit is located south of the Dulles Airport Access/Toll Road between Reston Parkway on the west and Association Drive on the east (see Figure 12). Sunrise Valley forms the southern boundary of Land Unit F. The Reston International Center is a major visual feature of this land unit.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portions of the land unit that are adjacent to the Reston Parkway and Wiehle Avenue TSAs are subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

For all recommendations in this Transit Station Area, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Transit Station Area Urban Design Guidelines, located at the end of this section of the Plan.

Sub-unit F-1

Sub-unit F-1 is located in the southeast quadrant of Reston Parkway and the DAAR. Development in the land unit includes the landmark International Center office building, several retail uses including restaurants and a gas station, and an office condominium.

The parcels zoned Planned Residential Community are planned for the uses and intensities (if applicable) approved for the individual parcels. The other parcels in the land unit are planned for office use at .35 FAR. All of the parcels in Sub-unit F-1 are also planned for residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major

streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit F-1, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- The site should have direct pedestrian access to an area adjacent to the station with direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- Parcel consolidation should be substantial.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Appropriate transportation improvements should be provided to mitigate the impact of development, such as interparcel access between Sub-units F-1 and F-2, direct access to the DAAR ramp, right turn access to Reston Parkway, and improvements to the intersection of Sunrise Valley Drive and Colts Neck Road.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit F-2

Sub-unit F-2 is located in the southeast quadrant of Reston Parkway and the DAAR, along the DAAR. Development in the land unit consists of the Sheraton Reston hotel. The sub-unit is planned for Convention/Conference Center.

Option for Focal Area Within Land Unit F (15 acres): Tax Map 17-3((3))1

Within the area planned for Convention/Conference Center uses, it may be appropriate to create a focal area of 15 acres by enhancing the existing hotel/conference center use on Tax Map 17-3((3))1 with hotel, office, residential and support retail uses. The focal area should develop under a single unified development plan that addresses the specific conditions outlined below. The focal area should be urban in character with a high-quality design that is pedestrian- and transit-oriented to complement the existing office use on parcel 1C (Reston International Center) and other developments in the vicinity. Intensities up to 1.07 FAR may be appropriate provided

that between 300,000 and 360,000 square feet are developed as hotel use, between 100,000 and 140,000 square feet are developed as office use, and between 10,000 and 25,000 square feet are developed as support retail use, which should be developed as an integral part of principal buildings on the site. Residential uses provided should be between 200,000 and 240,000 square feet of the total development. Total nonresidential development should not exceed a .76 FAR. While the ranges given above allow flexibility in determining the mix of uses, the total amount of development within the 15 acre focal area should not exceed 697,000 square feet.

Residential use in this focal area is an essential component and should be provided in mid-rise to high-rise buildings, up to a maximum of 240 dwelling units. A quality living environment should be created which provides recreational facilities and other amenities for residents.

In the development proposal for the focal area, granting of the maximum FAR shall be conditioned on achievement of the following objectives, provided:

Land Use and Design Elements

1. That support commercial and retail uses that serve the Convention/Conference Center are developed as an integral part of principal buildings on the site; freestanding retail uses are not appropriate.
2. That small scale gathering places such as an auditorium, pavilion, amphitheater, or multipurpose meeting rooms be provided, together with unique open spaces with traditional gardens, sculptures, and monument space to be used by the public and the residents and employees in this area to hold concerts, art shows, welcoming ceremonies presentations and oratorical presentations.
3. That architectural style, scale, and building materials, as well as extensive landscaping and coordinated signage be used to create an integrated design that complements the existing hotel development. The buildings are encouraged to be designed with pitched roofs to provide a more friendly residential character. Omnidirectional and directional antennas should be of a material or color which matches the exterior of the building on which they are mounted and satellite and microwave dish antennas should be screened so as not to be visible from the adjacent residential neighborhood.
4. That pedestrian linkages and urban design amenities such as plazas, seating areas, and open-space be provided throughout the focal area with pedestrian connections coordinated with other parcels in the area.
5. That activities, retail, entertainment, amenities, and services in an urban space on the site be arranged in such a manner that people will be attracted to the focal point.
6. That efforts be made to facilitate retention of some of the mature trees along the south side of the Sheraton property. The ingress/egress and right turn lane on Sunrise Valley Drive should be located so as to minimize the removal of trees. In the event that retention is not practical, a landscape plan incorporating a substantial number of trees of a minimum caliper of 2.5 inches should be used to create an attractive view into the site from Sunrise Valley Drive. The Sheraton guest loading/unloading area should be appropriately landscaped to maintain an attractive appearance along Sunrise Valley Drive.

7. That building heights in the focal area not exceed 140 feet; that the tallest buildings be situated on the North boundary of the site at the maximum distance from Sunrise Valley Drive, stepping up, with the lowest buildings situated along Sunrise Valley Drive; that the structures on the East side of the site terrace up from South to North in a similar manner; and that the buildings on the South have a maximum height of no greater than 70 feet above Sunrise Valley Drive as measured from the finished grade at the existing entrance to the Sheraton Reston Hotel.
8. That the majority of the parking at full development be provided in parking structures below grade, be screened from Sunrise Valley Drive and at no time during the development process will large areas of structured parking or at-grade parking be visible from Sunrise Valley Drive.
9. That exterior parks/plazas on the property be public spaces, accessible to and usable by the community, with the same access rights as the tenants.
10. That all loading docks and utility elements be effectively screened so they are not visible from Sunrise Valley Drive or the Dulles Airport Access and Toll Road.
11. That noise attenuation measures, setbacks and vegetative buffers, adjacent to the Dulles Airport Access and Toll Road, be provided as part of the development.
12. That the project lighting be designed to minimize its impact on the neighboring residential communities.

Transportation Elements

1. That the peak hour operating conditions at critical intersections in the vicinity of the site are at acceptable levels of service or no worse after the project is developed than they were prior to development. If any adverse impact attributable to the development is identified, provide improvements which may include but are not limited to:
 - an additional westbound lane on Sunrise Valley Drive between Colts Neck Drive and Reston Parkway, through the provision of a new dedicated right turn lane and the conversion of the existing right turn lane to a through lane, with construction of the new right turn lane to commence upon issuance of a building permit for any development other than renovation of or an expansion of up to 25,000 square feet to the existing hotel;
 - a separate left turn lane at the main site entrance;
 - separate right turn lanes at both site entrances;
 - a traffic signal at the main site entrance; and
 - implementing improvements to reduce delays for turning movements from access points to properties between Reston Parkway and Wiehle Avenue.
2. That convenient crossing of Sunrise Valley Drive by pedestrians to and from the site be provided.
3. That site design accommodates future pedestrian connection to transit facilities in the immediate vicinity of the site.
4. That the pathway system should be designed to link with existing neighborhoods.

5. That transportation improvements, support for transit services and/or transportation demand management strategies, which may include, but are not limited to, frequent shuttle service to a transit facility, sufficient to mitigate adverse impacts on the adjacent roadway network, be provided.
6. That facilities (i.e., bus stops, shelters, and convenient access) for bus services (commuter, local circulation, and airport access) in the near term, before rail transit is built, be provided.
7. That pedestrian connections to a rail transit station pathway system be provided when it is built.

Sub-unit F-3 (Remainder of the Land Unit)

The portion of the land unit that is not within the Reston Planned Community, generally located east of Roland Clarke Place, is planned for and developed with office uses up to .35 FAR.

Land Unit G

This land unit is generally located north of the Dulles Airport Access Road along both sides of Sunset Hills Drive between the Bowman Distillery site on the west and Lake Fairfax Business Park on the east. Figure 13 shows the boundaries of Land Unit G.

This land unit is planned for a mix of office, R&D, and industrial "flex space" uses up to .50 FAR. Any future development or redevelopment in this land unit should be consistent with these uses and intensity. A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit that is adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit G-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-1 includes Isaac Newton Square and is located in the northwest quadrant of Wiehle Avenue and Sunset Hills Road. Development in the sub-unit includes office, retail, and community-serving uses, including several day care facilities.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

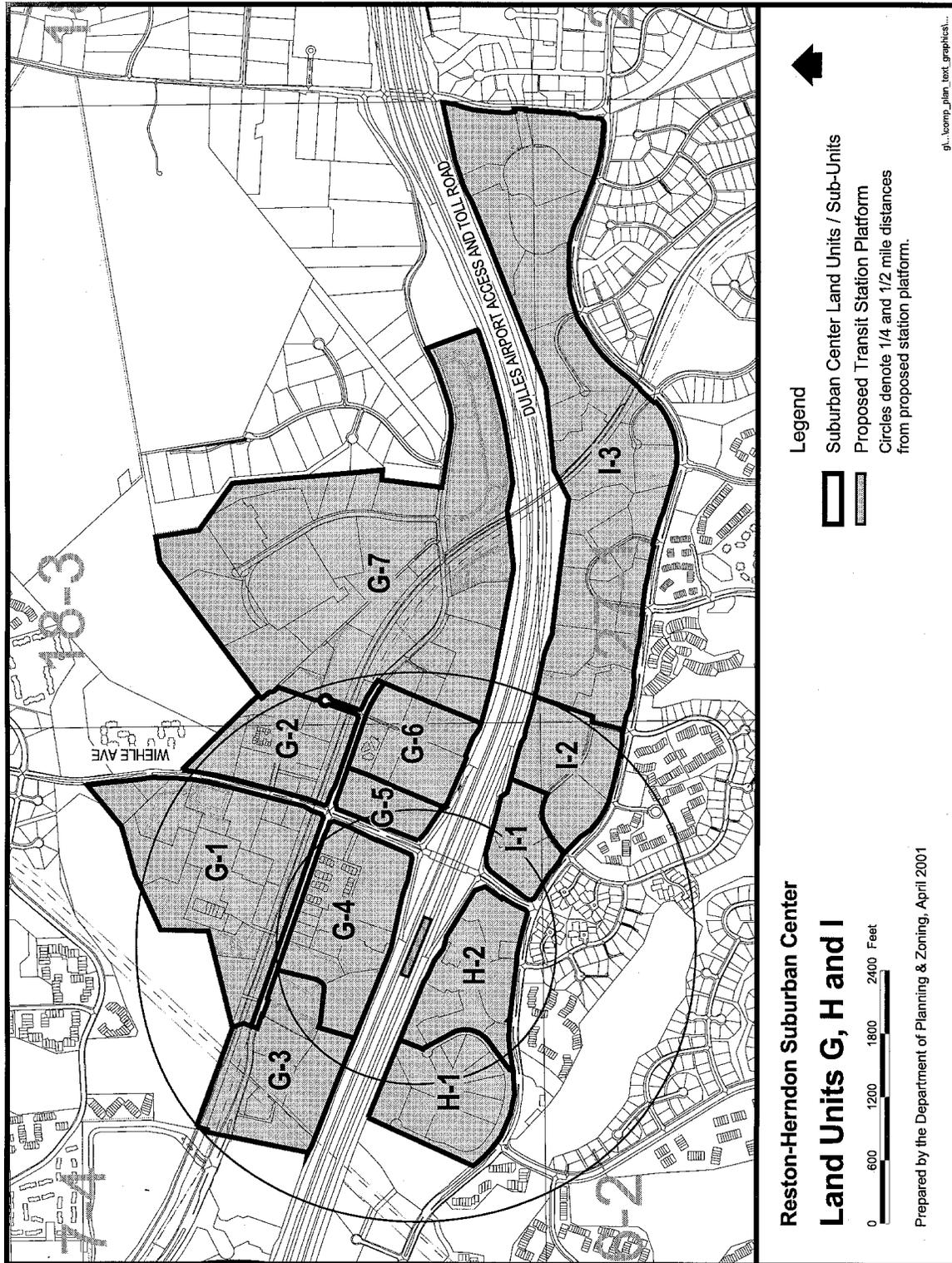


FIGURE 13

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-1 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-2 is located in the northeast quadrant of Wiehle Avenue and Sunset Hills Road and includes office and retail uses, including the SCS Engineers Building and a “restaurant park” with several fast food restaurants located on adjacent parcels with access from Wiehle Avenue and Roger Bacon Drive. The sub-unit also contains The Atrium, an office condominium development.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

The 4.21 acre parcel at 1775 Wiehle Avenue (Tax Map 17-4((15))1) may be considered for infill office use up to .70 FAR so as to have a similar intensity to that of the adjacent office development to the south, provided that the site design is compatible with existing development and it can be demonstrated that any impacts to the road network can be appropriately mitigated. Mitigation measures may include interparcel access from the south to improve traffic flow to points south of the subject property.

[A portion of this Sub-unit is located along Michael Faraday Court (Tax Map 18-3((5))6 and 7). See Sub-unit G-7 for additional Plan guidance.]

Sub-unit G-3 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-3 is located on the south side of Sunset Hills Road, to the east of the Plaza America shopping center. It is currently developed primarily with office uses.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to 1.0 FAR may be considered within Sub-unit G-3 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-4 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. The uses in the sub-unit include office, a self-storage facility, a bank and a County-owned and operated park-and-ride facility.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

The Department of Transportation is conducting a feasibility study (to conclude in Spring 2001) of expanding the Reston East parking lot. It is preferred that this parking be provided through a joint use arrangement with adjacent transit-oriented development, rather than as a single, stand-alone parking structure. To implement this concept, consideration may be given to development proposals that utilize the existing Reston East parking lot as well as adjacent parcels, in order to concentrate transit-oriented development in close proximity to the station, while providing additional parking in Sub-unit G-4 to meet anticipated demand.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Nonresidential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional

and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Substantial parcel consolidation within the sub-unit should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 140 feet.

- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.
- A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.

Sub-unit G-5 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-5 consists of a two-building office park and is bounded on the north by Sunset Hills Road, on the west by Wiehle Avenue and on the south by the DAAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-5 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for Sub-unit G-5 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 75% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 25-60% of the total gross floor area of the development with the office component comprising no more than 40% of the total. In addition, the following conditions should be met:

- Both parcels in the sub-unit should be consolidated.

- Grade-separated pedestrian access (bridge or tunnel) across Wiehle Avenue should be provided to facilitate access to the rail station.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-6 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-6 is located along the south side of Sunset Hills Road, east of the Wiehle Avenue intersection. It is currently developed with office and limited support retail uses.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-6 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit G-7

Sub-unit G-7 is located along Sunset Hills Road, east of the Wiehle Avenue TSA. Development in the sub-unit includes office uses and a US Post Office facility. This sub-unit is planned for a mix of office, R&D, and industrial “flex space” uses up to .50 FAR.

The westerly portion of the approximately 120-acre tract of land north of Sunset Hills Road immediately east of the Reston boundary is considered appropriate for industrial uses provided that:

- a. The industrial portion of the 120-acre tract, which is approximately 55 acres in area and located on the western portion of the tract, is planned for medium intensity industrial research and development and similar uses;
- b. The approximately 65-acre residential area of the tract (Equestrian Park subdivision) has been developed as residential use at .2-.5 dwelling unit per acre. This residential area ensures that low density residential use is maintained to the east of the industrial area located on the western portion of this tract. This line of demarcation establishes the boundary between industrial and residential use and the current development on both sides of the line is consistent with this intent;
- c. The dividing line between the industrial and residential uses should accommodate and follow the swale commencing on the northerly side of the property at its boundary with Lake Fairfax Park and running southerly towards Sunset Hills Road, following the tree line as it approaches Tax Map 18-3((1))10 and continuing towards Sunset Hills Road to the northwesterly corner of Tax Map 18-3((1))10. Tax Map 18-3((1))12B and the eastern portion of 18-3((8))2 and 3 should be retained as a buffer to the low density residential area. The above line of demarcation will establish the boundary between industrial and residential uses by relating the transition and land use to physical features of the land, i.e., the tree line and swale;
- d. The applicant should install approved plantings to close the gap, which is approximately 50 feet wide, between the tree line running north from Sunset Hills Road to where it most closely approaches the existing trees and tying into the treed swale running south from Lake Fairfax Park. In the event that such plantings are inconsistent with good site planning and land use as determined in the final site planning of the property, the Reston Community Association and the applicant should work out a suitable compromise;
- e. Stringent environmental controls should be applied to the industrial portion of the tract. These include extensive landscaping on Sunset Hills Road, buffering for the residentially planned area to the east, and sedimentation control measures to assure the environmental integrity of Lake Fairfax.

The area located south of Sunset Hills Road and directly east of the W&OD Regional Trail (Tax Map 18-3((1))11B and 11C) is on the outer fringe of Reston. It is the transitional property between that portion of Reston planned for nonresidential uses and the low density residential area to the east which extends to Hunter Mill Road. This site is planned for office use up to .35 FAR. However, the maximum intensity should only be achievable if the following conditions are met:

- Maximum building heights on the site should not exceed 80 feet; and,
- Effective screening and buffering is provided along Sunset Hills Road.

As an option, the parcel at 11091 Sunset Hills Road (Tax Map 18-3((6))10) may be considered for office use up to a .70 FAR to facilitate the completion of the Sunset Corporate Plaza office complex and to achieve a similar character and intensity as other development in the complex on the adjacent parcel to the west. To achieve the optional level of development, the following conditions should be met:

- Coordinated vehicular and pedestrian access to the adjacent parcel to the west;

- Orientation of the office building(s) toward the existing development on the adjacent parcel to the west;
- Compatibility of building design and materials with the existing development on the adjacent parcel to the west; and
- Demonstration that any impacts to the road network can be appropriately mitigated.

The northern portion of Michael Faraday Court (Tax Map 18-3((5))6, 7, 8 and 9) has older, low-rise buildings that are prime redevelopment sites that can promote mixed-use, transit-oriented development in the Wiehle Transit Station Area. In particular, an important private community recreational facility - the Reston Ice Arena - should be preserved in any such redevelopment.

In order to provide an incentive for this facility to continue operation after redevelopment of this area, a 1.0 FAR option is recommended provided these parcels are consolidated, pedestrian access to the W&OD trail and to a pedestrian network in the Transit Station Area are provided, and the ice rink, or a similar private recreation use, is a component of the redevelopment.

Land Unit H

This land unit is located south of the Dulles Airport Access Road between Association Drive and Wiehle Avenue, as shown in Figure 13. Sunrise Valley Road is the southern boundary of this land unit.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

Sub-unit H-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-1 comprises the buildings along Association Drive and is located between the Sunrise Valley Drive and the DAAR. Development in the sub-unit consists primarily of one to three story office buildings.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide

Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-1 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit H-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit H-2 consists of Commerce Executive Park and is located in the southwest quadrant of Wiehle Avenue and the DAAR. The sub-unit is developed with office and support retail uses, including three new 6-story office buildings and associated parking structures along the DAAR.

This sub-unit is planned for office use at .50 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Nonresidential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station, provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 65% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 35-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Substantial parcel consolidation within Land Unit H should be achieved.
- The site should be adjacent to the rail station and provide direct pedestrian access to the station or be a part of a larger project, approved under a consolidated site plan or as concurrent applications, that provides direct pedestrian access to the station.
- Grade-separated pedestrian links to the rail station are encouraged.
- A quality site layout should be provided with consolidated vehicular access to the site, parking structures that do not front on pedestrian areas, and shared parking to the maximum extent possible.
- Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive.
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit I

This land unit is located south of the Dulles Airport Access Road between Hunter Mill Road and Wiehle Avenue (see Figure 13). Sunrise Valley Road is the southern boundary of this land unit. Land Unit I is almost fully developed in office use. It is planned for office use up to .35 FAR.

A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.

The portion of the land unit adjacent to the Wiehle Avenue TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit I-1 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-1 is located in the southeast quadrant of Wiehle Avenue and the DAAR. The sub-unit consists of two parcels, which are currently developed with office uses.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit I-1 provided that the mix of uses includes a residential component and a nonresidential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Sub-unit I-2 (part of Wiehle Avenue Transit Station Area)

Sub-unit I-2 is located on the south side of the DAAR and north of Sunrise Valley Drive, east of the intersection with Wiehle Avenue. The sub-unit is developed as an office park with low and mid-rise office buildings.

This sub-unit is planned for office use at .35 FAR or residential use at up to 30 dwelling units per acre. In addition, the active recreation needs of the residents should be met either through provision of appropriate facilities on-site or a written agreement with another nearby residential development allowing use of their facilities.

For development in this sub-unit, including all baseline recommendations and options, pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Sub-unit I-3

Sub-unit I-3 is almost fully developed in office use. It is planned for office use up to .35 FAR.

URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS

Urban design applies to the entire built environment, both physical and natural, and includes aspects such as the appearance of buildings, relationships between buildings, open spaces, roadways, pedestrian paths, vegetative plantings, and signage. In general terms, it includes anything that a person sees and uses to inform themselves about where they are, how to move about an area, and where various activities take place. These urban design guidelines apply specifically to the four Transit Station Areas located within the Dulles Corridor (the Wiehle Avenue, Reston Parkway, and Herndon-Monroe Transit Station Areas located in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area located in the Dulles Suburban Center and the UP 4 Greater Herndon Community Planning Sector). They encourage future projects to be designed to take advantage of the benefits associated with transit-oriented development. In addition, these guidelines apply generally to the areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas to encourage continuity in design between the Transit Station Areas and adjacent areas in the Suburban Center.

Urban Design Objectives

The Transit Station Area Plan recommendations for the Transit Station Areas within the Dulles Corridor seek to encourage the creation of a land use environment which is supportive of mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. They provide the foundation for the creation of transit-oriented development (TOD) centers. Transit-oriented development can be described as pedestrian-friendly, mixed-use developments within walking distance of a transit station. The design, configuration, and mix of buildings and activities emphasize pedestrian-oriented environments and encourage use of public transportation. The Plan recommendations provide opportunities for compact, mixed-use development at higher densities/intensities at locations close to transit station platforms, as well as opportunities to move safely and conveniently about the community by foot or bicycle. The intent of the following design objectives are twofold. First, to create a pedestrian-friendly environment which will complement the plan recommendations. Creating an environment at a pedestrian scale requires thoughtful consideration of the proportion of spaces that people use, and the types of features within an environment found pleasing to a pedestrian. Success in attracting people to walk depends upon the quality of the walkways, types of destinations, perceptions of safety, and obstacles encountered along the way.

The second objective is to protect the existing high-quality built environment and natural environment which exists within the Dulles Corridor, and ensure the compatibility of future development. The age of development and the maturity of the landscaping and vegetation varies throughout the four Transit Station Areas. Generally, the eastern part of the Corridor has older development and mature landscaping, while the built and landscaped environment in the western portion is more recent, with some parts not yet developed. It is important that the quality of development that has occurred in the eastern portion of the Corridor be continued throughout the entire length of the Corridor.

The following are general urban design objectives that should be achieved throughout the four Transit Station Areas within the Dulles Corridor.

- Create high quality development which is functionally integrated, orderly, identifiable and attractive.

- Create a pedestrian environment that is enjoyable and provides an experience which is visually diverse and stimulating.
- Design development to allow for public pedestrian access between the transit station and employment and residential destinations.
- Minimize conflicts between vehicular and pedestrian circulation.
- Provide open space for active and passive recreation and visual relief.
- Protect and enhance environmental and historic resources.
- Ensure a more efficient use of the land through strategies such as allowing shared parking for uses which have different peak demand periods.
- Protect adjacent residential neighborhoods from the impact of new development through use of landscaped buffers, berms and/or other landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.
- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles.
- Create highway corridors that function well, are visually appealing, and provide linkages throughout the four Transit Station Areas within the Dulles Corridor.

Urban Design Guidelines

The design guidelines outlined below have been organized into two categories: general guidelines applicable to all areas within the four Transit Station Areas, and specific guidelines which apply to those areas within one-quarter mile of the transit station platform. In addition, the general guidelines apply to those areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas. The guidelines developed for all areas within Transit Station Areas address the character and form of development, with specific guidelines developed for areas on the periphery of the Corridor to address key issues such as the transition between nonresidential and residential areas and maintaining the integrity of existing, nearby land uses. The guidelines developed for areas within one-quarter mile of the transit station platform focus on creating developments which are pedestrian-friendly and supportive of the transit facility.

As noted previously, the built and landscaped environment varies across the Dulles Corridor. To maintain the existing high quality built and natural environments within this corridor, which are particularly evident in the eastern portion of the corridor, it is important that consistency be achieved in the design of future development and redevelopment.

Within the four Transit Station Areas there are two distinct areas that require different types of urban design guidelines - those areas at the edge of a Transit Station Area and those areas internal to the Transit Station Area. In order to preserve the integrity of existing development adjacent to Transit Station Areas, and particularly areas of transition between nonresidential and residential areas, special consideration needs to be given to future developments on the periphery of each Transit Station Area. For example, the form of development and extensive landscaping that has occurred along Sunrise Valley Drive between the Washington & Old Dominion park cross-over to just west of the Fairfax County Parkway is a good example of the type of environment that should be created along the edge of a Transit Station Area when adjacent to an existing residential neighborhood. Design features along this stretch of road include low to mid-rise buildings, buildings constructed at grades below street level, sidewalks (for the most part) along both sides of the road, heavily landscaped yards with berms used to assist in the transition between nonresidential and residential uses, and parking

structures with significant landscaping either surrounding the structure or incorporated into the structure design.

Reston Town Center provides a good example of the type and form of development that is envisioned to be found internally to the four Transit Station Areas within the Corridor. The core area of the Town Center can be described as having wide sidewalks, public open spaces, ground-floor storefront uses such as shops and cafes with multiple windows for pedestrians to view into, and buildings constructed to the sidewalk edge. It is also envisioned that this form of development be created along some of the major north-south roads within the four Transit Station Areas such as Wiehle Avenue, Reston Parkway, Centreville Road and Horse Pen Road.

There are a number of major roadways which provide east-west connections across the Reston-Herndon Suburban Center and Transit Station Areas, such as Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road. Since some of these roads when traveled in tandem extend from one end of the corridor to the other, it is important to maintain a level of consistency in the urban design throughout the corridor.

Design Guidelines for Transit Station Areas

Building Design, Height and Mass

- Building heights should be greatest closest to the Dulles Airport and Access Road, transitioning to lower heights at the outer edge of transit station areas. See specific height limitation in the land unit recommendations.
- Buildings at the outer edge of transit station areas should be sensitive to neighboring development with regard to height and mass.
- Varied building heights and roof lines are encouraged to create interest.
- Building facades should be interesting and varied, with an absence of blank walls. Buildings should be designed with features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be mitigated with landscaping, screening and buffering. Long expanses of blank walls along major roads should be avoided.
- To encourage a more urban environment and pedestrian scale, the bulk and mass of buildings should be minimized through the articulation of the building form, step backs from the building base, and plane changes within the building elevations.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets by large parking lots.
- Free-standing retail establishments are prohibited. Retail uses should be integrated into the design of the lower floors of nonresidential and residential buildings.

Design Compatibility

- Development on the periphery of transit station areas adjacent to existing residential areas should be maintain or create an effective transition to the surrounding community in terms of layout, design and appearance.

Open Spaces

- Small plazas and/or courtyards should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of local employees and visitors. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited.
- Public art/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design when possible.
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.
- Significant landscaped and/or natural streetscapes, as well as street trees should be provided along all roadways, in particular roadways which form the periphery of the Suburban Center and Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road).

Pedestrian and Bicycle Access and Connections

- Site designs should balance the needs of both the pedestrian and the automobile; however, the circulation systems for pedestrians and automobiles should remain separate.
- Pedestrian/bicycle access should be provided to facilitate circulation within, to, around, and between each transit station area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian access between buildings is essential to ensure opportunities are available for people to walk to nearby uses.
- Pedestrian/bicycle paths of any one development or site should interconnect with pedestrian/bicycle paths of any adjacent development or site, to create a highly-connected transit station area. In addition, pedestrian/bicycle access should connect to the countywide and regional trail systems, connecting local sites with the larger community.
- Safe and convenient pedestrian street crossings should be designed, and include good lighting as well as access elements (e.g. ramps for persons with disabilities).
- Secure and convenient bicycle storage should be provided as part of all nonresidential development.

Transit Access and Connections

- Safe, convenient and direct pedestrian pathways should be provided between all types of transit stops and buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof.

Vehicular Access and Connections

- Avoid direct access from parking structures onto major arterial roads.

Parking Areas

- Parking should be provided in either above or underground structures, with limited parking areas at the sides or back of buildings. If it is not possible to accommodate parking structures behind or beside buildings, minimize parking in front of buildings.
- Locate priority parking spaces for car/vanpools close to the employee entrance of the building or parking structure to encourage ride-sharing.
- Integrate the design of parking structures with that for the building served.
- Parking structures, as well as adjacent areas, should be landscaped to create a visually attractive environment.
- Parking lots should be screened to control the view and visual impact from the street right-of-way, adjacent development, and buildings being served by the lot. Plant materials, walls, fences or earth berms should be used.
- Interior parking lot landscaping should be provided. Large parking lots should be subdivided into smaller lots by using planting areas as dividers.

Buffers

- Use natural landscaping to create edges and provide a buffer to define developments.
- Provide significant vegetated buffers in situations where nonresidential development on the periphery of the Suburban Center or Transit Station Area is adjacent to existing residential neighborhoods.
- Screen from public view rooftop mechanical equipment, materials storage, utility substations and other similar items.

Lighting

- Develop coordinated lighting plans for all development complexes, in order to reinforce the complex's identity and provide a congruent appearance.
- Provide exterior lighting that enhances nighttime safety and circulation, as well as highlights key landmark features.
- Design lighting in a manner that focuses lighting directly onto parking/driving areas and sidewalks, such that lighting for a development does not project beyond the development's boundary. Utilization of fully shielded lighting fixtures is desirable in order to minimize the occurrence of glare, light trespass, and urban sky glow.

Signage

- Coordinated signage plans for all developments are encouraged to emphasize the complex's identity and provide a harmonious appearance.
- Signage should be appropriate for its location and purpose.
- Similar types of signage should be used for developments within a Transit Station Area to facilitate "way-finding" within the TSA.

Design Guidelines for Areas Within One-Quarter Mile of Station Platforms

The design guidelines below apply to those properties within one-quarter mile of the station platform that are the subject of new development or redevelopment. The primary purpose of these guidelines is to create compact developments which foster a lively pedestrian-friendly environment and ensure the access to various uses, in particular transit stations, is convenient, walkable, pleasant and safe.

Building Design, Height and Mass

- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment. Buildings should incorporate features such as

multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be avoided, particularly for walls along pedestrian walkways.

- Building heights should be greatest closest to the transit station platform and transition to lower heights at the outer edge of the one-quarter mile area, particularly for areas that are adjacent to established residential neighborhoods.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting pedestrian walkways, and give deliberate form to the sidewalk areas, and where appropriate vehicular drives and/or streets.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting pedestrian walkways/streets by large parking lots.
- Retail uses should be incorporated into the design of the lower floors of nonresidential and residential buildings, and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.

Design Compatibility

- Within the one-quarter mile area, the design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.

Open Spaces

- Public art should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Pedestrian and Bicycle Access and Connections

- Pedestrian/bicycle access should be provided to facilitate circulation within the ¼-mile area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian connections across major roadways such as Wiehle Avenue, Reston Parkway, and Monroe Street should be provided as grade-separated connections, preferably as above-ground connections (i.e. bridges) due to their perception of being safer.
- Secure and convenient bicycle storage should be provided at points close to the pedestrian bridges which lead to the station platform.

Transit Access and Connections

- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged.
- Safe, convenient and direct access should be provided between transit station pedestrian access bridges and all buildings within the ¼-mile area

Parking Areas

- Parking should be provided in either above or underground structures. Above ground parking should be integrated into the design of the building served and located preferably at the sides or back of buildings. Parking in the front of buildings should be minimized.

Transit Facility Parking Structures/Areas

- Encourage public-private partnerships to facilitate provision of a mix of uses (i.e. retail uses (dry cleaners), child care centers, and similar uses), in County-owned parking structures.
- Parking structures should be landscaped to create a visually attractive environment. Structures adjacent to residential uses that are outside of the Transit Station Areas should be heavily screened and/or berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Design 'Park-n-Ride' lots to be compatible with adjacent development.

Buffers

- Provide significant vegetated buffers in situations where nonresidential development on the periphery of the 1/4-mile area is adjacent to existing residential neighborhoods.

Signage

- Signage should be provided which illustrates walking directions to transit station access points.

DULLES SUBURBAN CENTER AREA-WIDE RECOMMENDATIONS

LAND USE

The Plan for the Dulles Suburban Center recommends baseline and optional land uses to guide development in the area. To obtain the development flexibility afforded by the optional uses, applicants must demonstrate that all applicable performance criteria, as outlined in the implementation approach, are met. All land uses should reinforce the overall goals and objectives of the Plan in both their type and arrangement and should relate positively to the transportation system, as well as to one another, in order to achieve the highest collective development quality for the area.

Development should be consistent with the need to maintain and enhance the economic viability of the Route 28 Tax District. Where the Plan specifies residential use as an option, the appropriateness of this use is contingent upon a mechanism being established by the County to allow for contributions from residential development or the Tax District legislation being amended to allow for the taxing of residential development, to permit residential development without increasing the financial burden on other Tax District landowners or the County without their consent. This modification should involve the collective participation of property owners and local officials and community representatives from Loudoun and Fairfax Counties. Under no circumstances should residential use be considered for areas that are impacted by noise from Dulles Airport as set forth in the environment recommendations for Area III.

Existing stable neighborhoods within the Dulles Suburban Center that are planned for continued residential use should be preserved. Infill development in these areas should be of a compatible use, type and intensity in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Two residential communities, Rockland Village and Dulles Meadows are planned for future redevelopment. Until such time as a change in land use consistent with the Plan occurs, every effort should be made to protect these communities from any negative impacts caused by adjacent nonresidential development. Any attempts to consolidate Rockland Village for redevelopment should be in accordance with the Guidelines for Neighborhood Redevelopment as set forth in the Land Use section of the Policy Plan and should not result in new residential development in areas with projected aircraft noise exposures exceeding DNL 60 dBA.

Urban Design Principles

The principles of urban design to be followed in the Dulles Suburban Center are represented by four words: Function, Order, Identity and Appeal. Below is a brief discussion of these terms:

Function. If an area is designed well, it generally works well; it serves its purpose. Function can be achieved if:

- People can conduct their business easily, efficiently and safely, usually resulting in higher economic return; and
- The area has all the needed linkages (i.e., good access for pedestrians and vehicles) and has a clear and easily understood circulation system which reduces reliance on the auto.

Order. Good design is logical and well organized. It presents a coherent, clear image for the

area. If an area has good order, it addresses the following:

- The average user can understand where he/she is and how to get around easily. There is a pattern or layout to the area that can be recognized and remembered; and
- The area displays visual unity that is manifested through a cohesive use of design elements. This cohesiveness is carried out through themes in landscaping, architecture, paving, building materials, and signage. This does not mean that everything looks the same, but that there are some common elements with variety when appropriate.

Identity. Good design helps an area take on a special character or strong image that provides a sense of place, or a pattern that makes it easy to distinguish it from other areas. An area with good identity exhibits the following characteristics:

- It uses landmarks or focal points to give the entire area a special focus or character (e.g., Dulles Airport);
- It strongly defines the area as a whole, as well as areas of special character, using gateways, edges, parks, buffers, and/or natural features as boundaries; and
- It uses special land use patterns, such as mixed-use districts, historic areas, and special shopping areas to achieve a separate identity for small areas within the larger area.

Appeal. Defining appeal is subjective, but an area which is visually appealing usually displays some of the following characteristics:

- The economic return of the area is high because people are attracted to it. The image of the area is positive, and human interaction is encouraged. A high level of activity exists, because users enjoy being there;
- A high degree of visual unity exists, not to the point of monotony, but with harmony of style, color and scale; and
- Visual diversity also exists, resulting from interesting differences and contrasts, such as unique building forms or skylines, views, or vistas.

Urban Design Objectives

The quality of the built and natural environment is an important consideration in planning for the Dulles Suburban Center because recent development has, for the most part, established a high standard for design. The intent of the following design objectives is to achieve the goal of protecting the existing high-quality built environment and the natural environment, while ensuring the compatibility of future development. Specific guidelines to be used in implementing these objectives are found in the section titled "Design Guidelines for the Dulles Suburban Center" after Land Unit K in the Suburban Center Plan text.

Design Objectives

1. Provide high-quality development that is functionally integrated, orderly, identifiable and attractive.

2. Create a positive and easily recognizable identity for the Dulles Suburban Center as a whole, and also for individual development units. Establish a sense of place and assist in orienting people to find their way to the area's workplaces, stores, and other facilities.
3. Design development to allow for pedestrian access between buildings, thus reducing reliance on the auto; provide open space for active and passive recreation, and visual relief; allow opportunities for shared parking; and generally make more efficient use of land, a valuable resource.
4. Create vehicular and pedestrian/non-motorized vehicle circulation systems that minimize conflicts between these different modes of travel, and that are clearly identified for easy use.
5. Protect adjacent residential neighborhoods from the impacts of new development by establishing landscaped buffers and other landscaping features, as well as maintaining high standards for architectural quality. Keep noise, glare and traffic intrusion at a minimum.
6. Protect and enhance environmental and heritage resources, integrating these features into development to the greatest extent possible.
7. Encourage parcel consolidation in order to realize the benefit of comprehensive urban design and circulation/access principles.
8. Create highway corridors that function well, are visually appealing, and provide clear linkages to the rest of the Dulles Suburban Center.
9. Promote a positive image for the Dulles Suburban Center in keeping with the high architectural and design standards for development of the area as a whole.

TRANSPORTATION

Transportation recommendations for the Dulles Suburban Center are shown on Figures 3 and 4. Travel within and through the Dulles Suburban Center is affected by land uses and transportation facilities in adjacent areas as well as throughout the Northern Virginia region. Therefore, the transportation network for this area is comprised of many elements which relate to the more extensive countywide facilities, services, and policies. Transportation planning must consider how state roads and other means of transit can be integrated with similar facilities inside the Dulles perimeters. In all future corridor and transportation studies particular attention should be paid to the possibility of rail transit.

General

The 1991 Fairfax County Transportation Plan for this area is largely dependent on completion of an improved highway network and extension of two radial rail transit lines. While these facilities are essential to satisfying future requirements, the capacity of the system is inadequate to accommodate at acceptable levels of service the transportation demand of planned and zoned development. This is particularly the case when demand projections rely principally on conventional

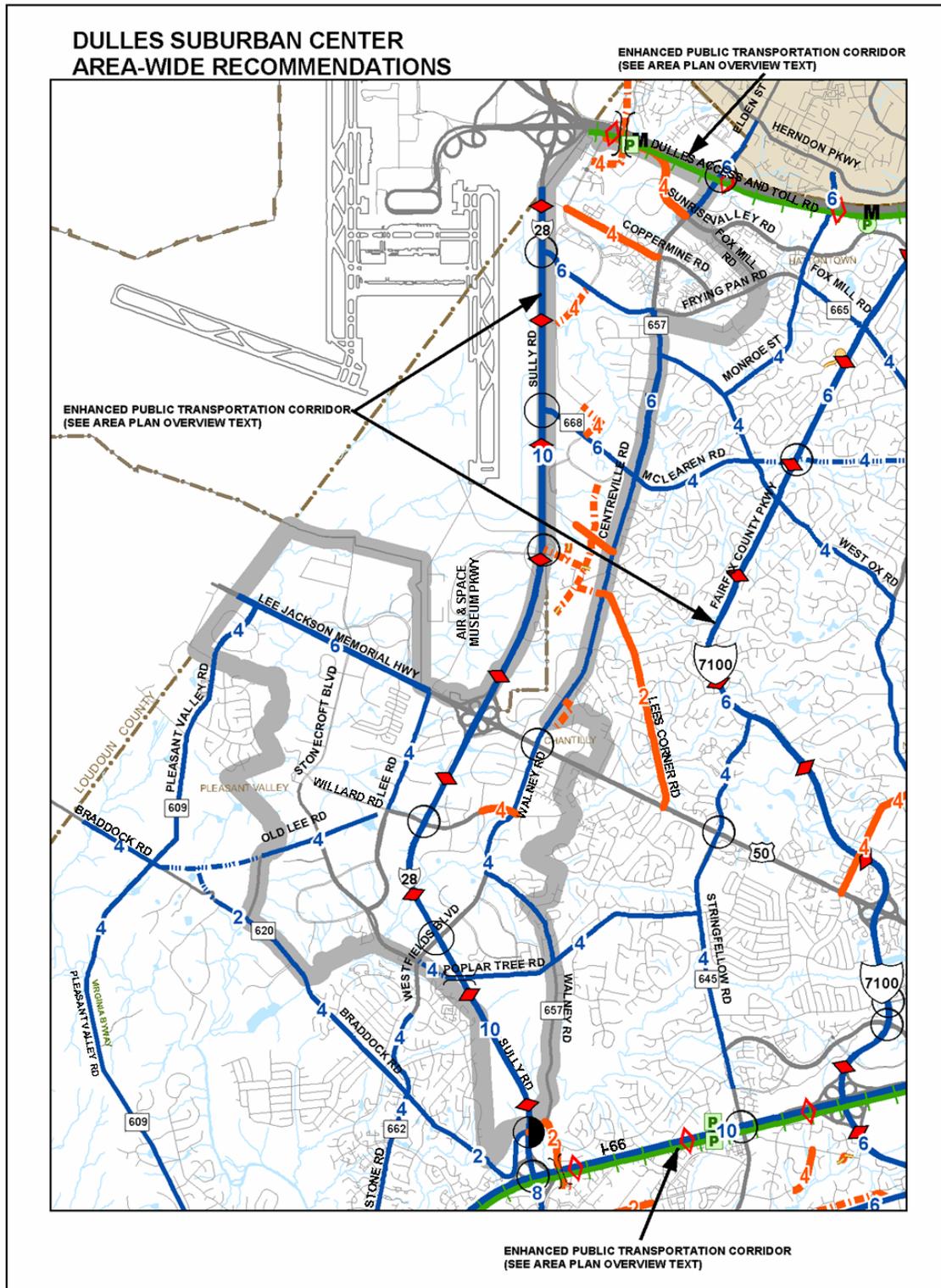
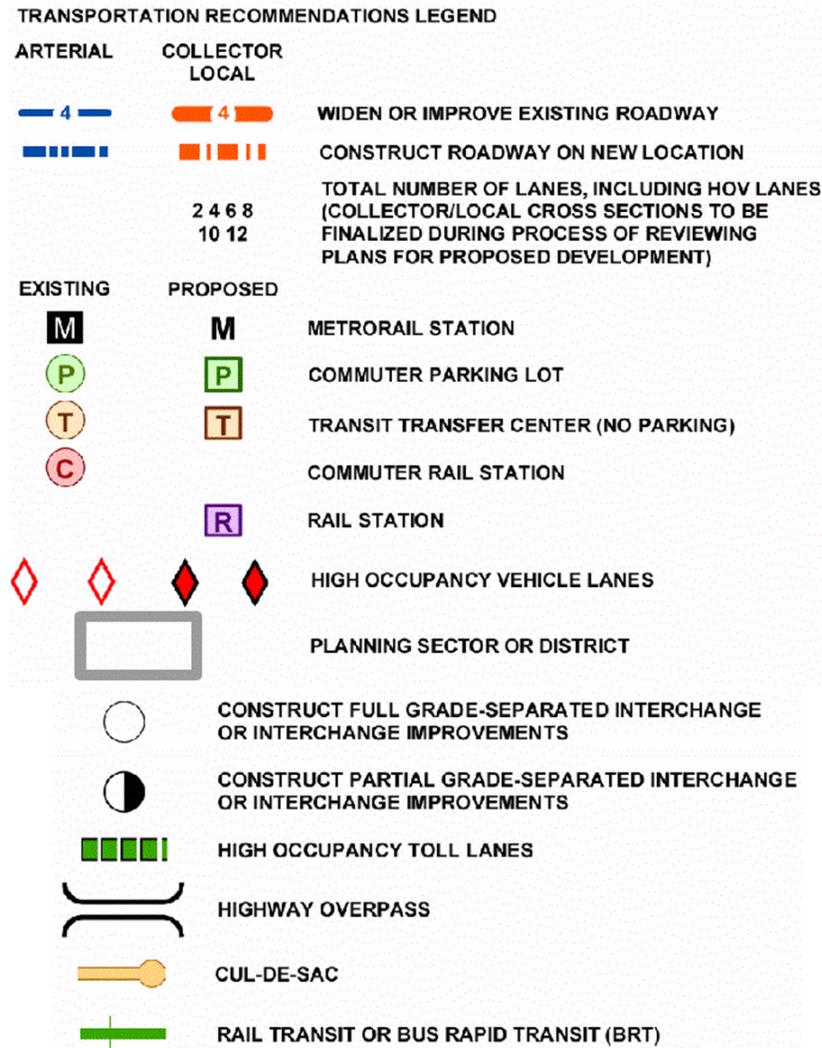


FIGURE 3

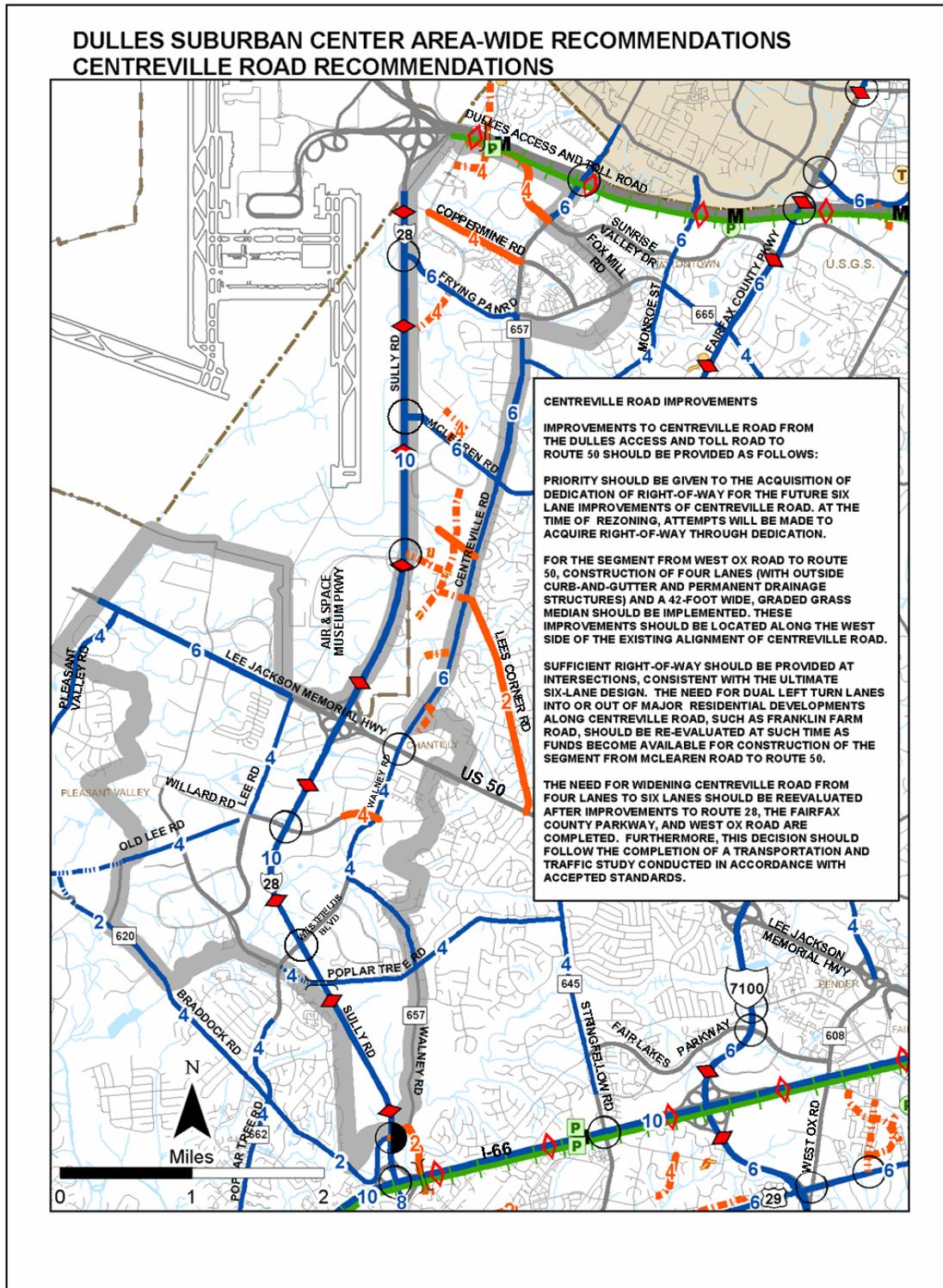


NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

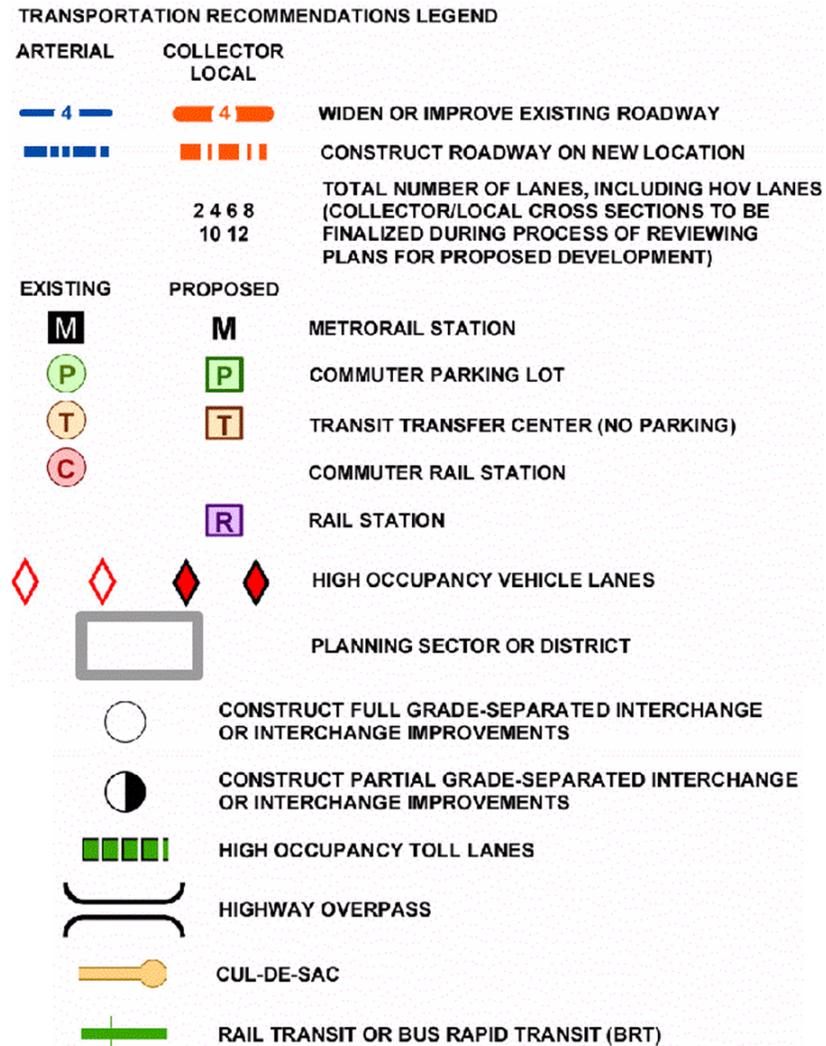
HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS LEGEND

FIGURE 3



CENTREVILLE ROAD RECOMMENDATIONS **FIGURE 4**



NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS LEGEND

FIGURE 4

and historical suburban trip generation rates that reflect a high percentage of single occupant vehicle (SOV) travel. Therefore, to fulfill quality of life and economic development objectives, it is essential to fashion a transportation system that can support the likely level of demand that will be generated by the improved pattern of transit-friendly land uses envisioned.

Special Requirements

1. A regional corridor analysis should evaluate the most promising systems now available, identify feasible routes and specific station sites for mass transit facilities, and estimate approximate system costs.
2. Public and private commitments essential for right-of-way acquisition and project design must be identified. Redesign of proffered development plans at already approved intensities should be encouraged and undertaken on a voluntary, no-fee, cooperative basis as a measure of public and private commitment.
3. A monitoring system is needed to evaluate actual and projected transportation demand against existing capacity and programmed expansion. Part of the monitoring system should be a triggering mechanism that will signal the need for additional capacity or other options to keep demand and capacity synchronized.
4. Procurement and/or preservation of right-of-way and station sites should be initiated in accordance with the Plan through the development process, once a general alignment for a rail transit system has been determined.
5. Maintenance facilities may be required for an integrated transit system. Such facilities should be designed to be compatible with existing and planned land use in the vicinity by using such techniques as buffering and screening.
6. A ring road on the Dulles Airport property should be considered as part of the master plan in order to provide the opportunity for more than one potential access point to the future Smithsonian Air and Space Museum Annex. This will help mitigate potential traffic congestion in adjacent areas and on Route 28.
7. Bus service linking residential, commercial and employment areas should be provided throughout the day to encourage residents and the workforce to shop and do business via transit.

Concept

The transportation system proposed for the Dulles Suburban Center should have the following characteristics:

- Be multi-modal in nature, employing an appropriate mix of rail, light rail, and buses;
- Be phased to provide necessary capacity as demand increases;
- Provide area transportation within the Dulles Suburban Center; linkage to adjacent employment and residential sectors; and ties to the radial system connecting to more distant destinations via connections to other roadway and transit facilities;

- Incorporate technological advances which facilitate transportation system management in order to obtain the most effective use of available capacity; and
- Feature an effective transportation demand management program that will encourage public-private cooperation in activities that reduce overall demand on the system.

Potential Transportation Strategies

The following text discusses possible strategies to implement the transportation concept. Effectiveness of the transportation plan requires some policy changes and amendments to County ordinances and regulations to allow Fairfax County to benefit from successful transportation programs employed by other comparable jurisdictions around the nation.

Implementation of this transportation plan should begin at once with authorization of a Route 28 corridor analysis conducted in conjunction with adjacent jurisdictions along the corridor. The analysis should be designed to identify means of adapting these concepts to the corridor, to evaluate the economic feasibility of employing the systems proposed, to lay a foundation for creating a phasing mechanism to relate demand to capacity, and to outline a procedure for effectively monitoring plan implementation.

Phased Multi-Modal System

The current and programmed capacity of the 1991 Transportation Plan provides adequate capacity to accommodate projected growth for up to 20 years. The Transportation Plan has limited capability for expanding roadway capacity without extensive and community disruptive land acquisition and/or significant change in travel behavior. Therefore, it is essential to evaluate potential revisions to the Transportation Plan to accommodate projected demand.

Construction of new transportation capacity should be triggered by projected demand in a timely manner to allow infrastructure to keep pace with demand. Because the highway network serving the Dulles Suburban Center will likely become inadequate over time, other transportation modes and measures will be needed to meet demand. Increased reliance must be placed on mass transit (bus, rail, light rail), HOV, and transportation demand management. The ultimate system must serve local community transportation needs, serve employment locations throughout the Dulles Suburban Center, as well as provide connections to the Metro transit system serving the greater metropolitan area.

Evolving Technology

The numerous evolving technologies for moving people should be closely monitored for potential efficient and cost effective adaptation within the Dulles Suburban Center. In view of the significant commitment made by the federal government to transit and the Intelligent Vehicle Highway System (IVHS) in the adopted Intermodal Surface Transportation Efficiency Act of 1991, serious effort must be expended to secure federal funding for transportation and land use studies and implementation programs authorized by the Act. Many of these measures could expedite traffic flow for both transit and automobile.

Transportation Demand Management (TDM)

Most transportation demand management programs require behavior modification on the part of some of the commuter population. TDM programs are aided most significantly by making available clean, reliable, affordable alternatives.

Current rideshare matching programs can be improved and expanded. Evaluation should be based on results. Car pool, van pool, and bus pool ridership can be enhanced by an appropriate mix of rideshare incentives and single-occupant vehicle (SOV) disincentives. Incentives include preferential treatment by employers, e.g. reserved parking, flextime, fare subsidies, and guaranteed ride home. Disincentives for SOV commuting may include paid or taxed parking and congestion pricing. Employers may also be offered incentives through reduced capital costs stemming from reduced parking requirements.

Improved project planning can also reduce travel demand. Affordable housing integrated with or proximate to employment is a significant and much needed measure. Longer distance commuters can benefit from transit-friendly project design. All employees can benefit from improved pedestrian-oriented urban design that features clustered office buildings and retail, service, and leisure amenities.

By the time additional transportation capacity is needed, active encouragement of telecommuting in the work place could also greatly reduce travel demand. The federal and state governments are setting a good example that Fairfax County should emulate for its own employees and encourage in the private sector.

Policies and Regulations

There are a multitude of actions in this area that could aid travel in the County. Some of these are:

1. Adoption of a Transit Zone District in the Zoning Ordinance to provide a new classification for areas within a one-half mile radius of a transit station. Increased intensity in mixed-use developments are needed here to make mass transit more economically viable. An associated ordinance equitably framed to permit density transfer from more distant parcels to the Transit Zone would help achieve the preferred pattern of land use. The objective of increased density around transit stations and reduced intensity between stations might also be achieved under the proffer system without new enabling legislation but is more cumbersome.
2. Parking regulations need further amendment. Consideration might be given to making a parking maximum out of today's minimum parking requirements as has been done elsewhere. Permanent parking reductions should be permitted for binding TDM commitments and for airport-oriented hotels and similar tourist-oriented enterprises.

Transit Guideway System

In order to meet the transportation demands that are anticipated for the Dulles Suburban Center and to address the imbalance between the zoned development potential of the area and the planned roadway capacity, a fixed-guideway transit system is recommended for consideration. An illustrative fixed-guideway transit system is shown on Figure 5. This illustration depicting various route options is provided as a basis for inclusion in the recommended Route 28 corridor analysis. A station should be considered at the Smithsonian Air and Space Museum Annex during the detailed

corridor analysis associated with this system. Dedication of right-of-way for such a system should be sought once a more specific alignment for such a system has been determined. In order to serve a greater number of people, this system could extend beyond the boundaries of the Dulles Suburban Center and Fairfax County. The regional aspects of this transit system should be incorporated into any future consideration of the feasibility of this proposal.

ENVIRONMENT

The western quarter of Fairfax County, including the entire Dulles Suburban Center, is located within a geologic feature known as the Culpeper Basin, an ideal landform for a major airport. The area is characterized by relatively level terrain, sluggish streams in broad, shallow floodplains and siltstone and sandstone bedrock located at or near the surface. Given the absence of mountain barriers or urban high-rises, the environment for aviation is almost ideal. It may be said that the geology of the Dulles Suburban Center area, which is also the cause of the area's environmental constraints, including broad floodplains, poorly drained wetland areas and shallow soils, also provides an ideal site for the most significant land use determinant in the Suburban Center, the Airport itself.

Within the Dulles Suburban Center, airport noise and environmental quality corridors (EQC) are the primary environmental constraints to development. The floodplain areas and areas of freshwater wetlands, which account for most of the environmental quality corridor areas in the Dulles Suburban Center, are the primary environmental resources which should be protected and incorporated into the development pattern. The Chesapeake Bay Preservation Ordinance should not have a significant impact on planning within this area. The Ordinance's Resource Protection Areas in which development would be restricted are contained within the EQC boundaries.

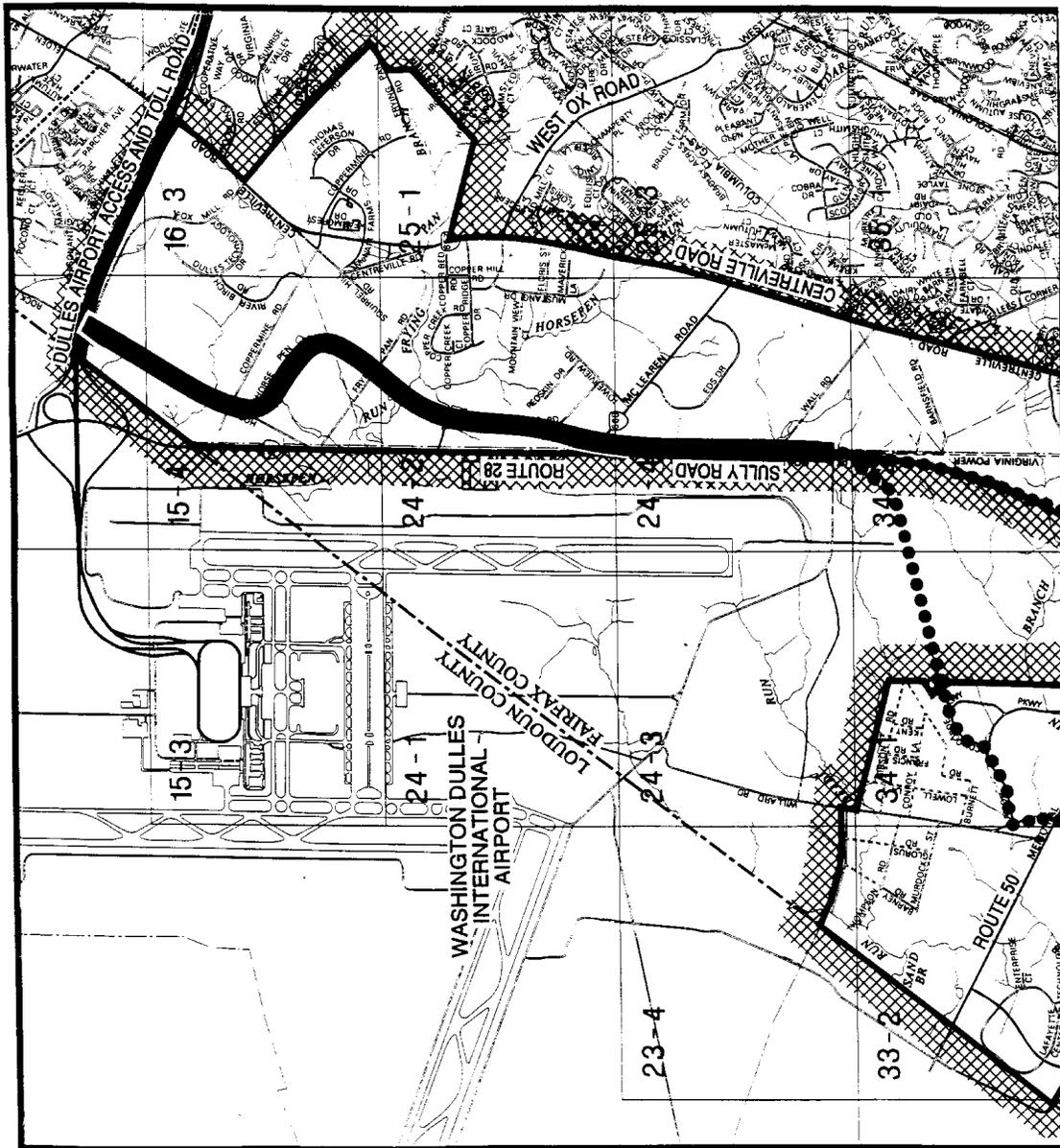
Environmental Quality Corridors

Most of the environmentally sensitive land within the Dulles Suburban Center is included within the Cub Run, Flatlick Branch, Frying Pan Branch, Cain Branch and Horse Pen Run Stream Valley Environmental Quality Corridors. One objective contained in the Policy Plan is to "Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County." Policy A under this objective reads "For ecological resource conservations, identify, protect and restore an Environmental Quality Corridor system (EQC)."

Because most of the land within the Dulles Suburban Center is characterized by low relief, the stream valleys have broad floodplains and poorly drained wetland areas. Areas of 15 percent slope are uncommon. In general, the boundary of the floodplain is also the boundary of the EQC. Much of the wetland area is also located within the floodplains. There are also areas of isolated wetlands which do not qualify as components of the EQC system because they are not directly connected to a stream valley. Nevertheless, these isolated wetland areas, which are common south of the Airport, constrain development because they are subject to the requirements of the Federal Clean Water Act. Activities that result in destruction of these wetlands are regulated by the United States Army Corps of Engineers and the Environmental Protection Agency.

Airport Noise

Much of the Dulles Suburban Center is included within the Airport Noise Impact Overlay District (ANIOD) of the Zoning Ordinance. The ANIOD was established to ensure the achievement



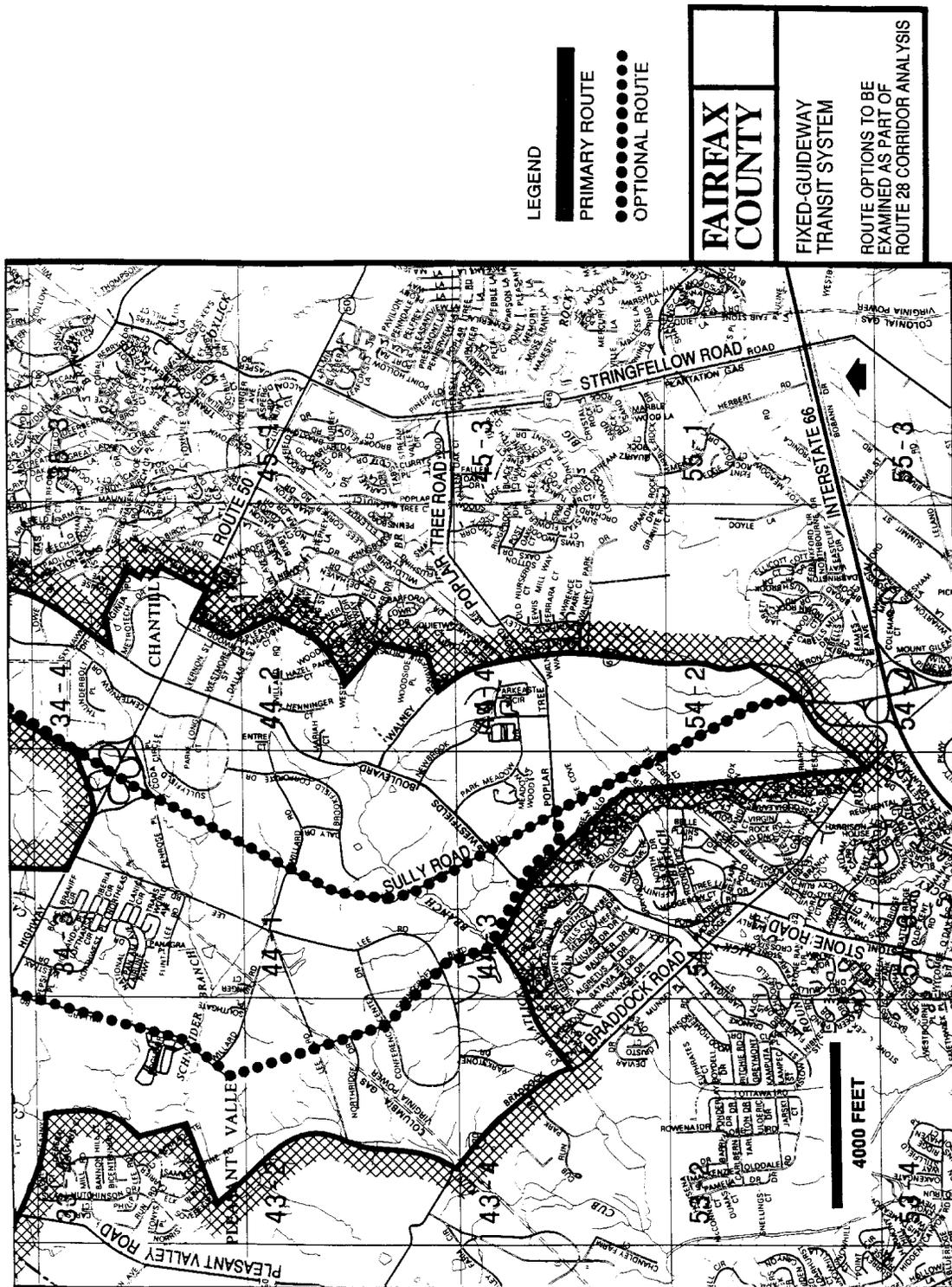


FIGURE 5

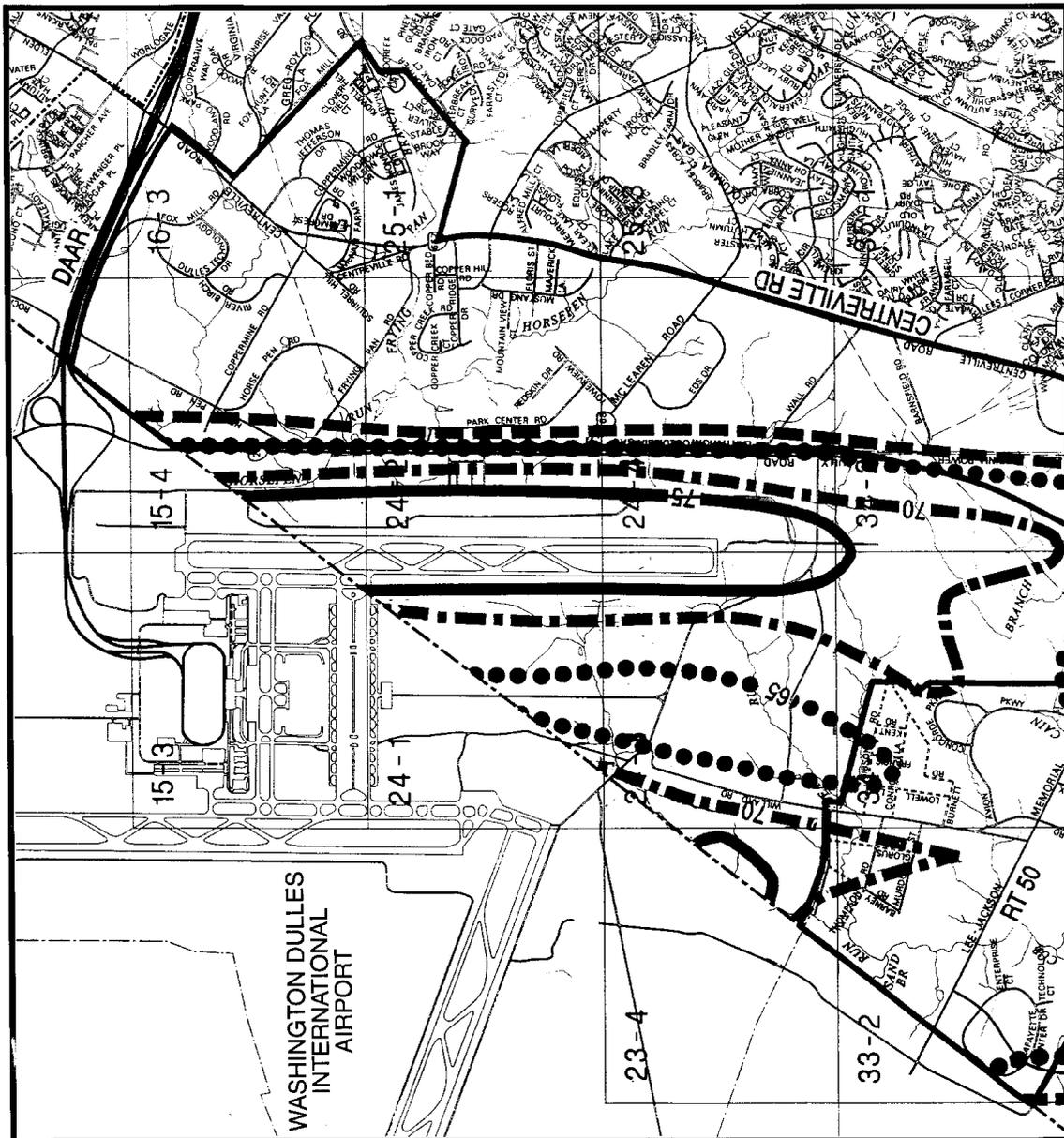




FIGURE 6

of interior noise guidelines suggested within federal noise compatibility documents for residential and other uses that are constructed within ANIOD and to prohibit residential and certain other noise sensitive uses from areas subject to particularly severe impacts from aircraft noise. While new residential development is permitted within ANIOD, such development is not recommended in areas with projected aircraft noise exposures exceeding DNL 60 dBA. Where new residential development does occur near Washington Dulles International Airport, disclosure measures should be provided. Figure 6 presents a map of the Dulles Airport noise contours as they relate to the boundaries of the Dulles Suburban Center. The DNL 65 dBA, DNL 70 dBA, and DNL 75 dBA contours reflect the greatest extent of these contours as displayed on several noise contour maps within the March, 1993 Addendum: FAR Part 150 Noise Compatibility Program, Washington Dulles International Airport prepared for the Metropolitan Washington Airports Authority (MWAA). The DNL 60 dBA contour was taken from the long-term potential DNL 60 dBA contour map provided to the County by MWAA.

A more extensive discussion of noise compatibility planning and Dulles Airport noise impacts is contained in the Area Plan Overview for Area III under the heading "Land Use Planning Within the Dulles Airport Noise Impact Area."

Additional area-wide environmental recommendations are as follows:

1. Preserve the Horse Pen Run and Frying Pan Branch Stream Valleys through dedication to, or acquisition by, the Fairfax County Park Authority.
2. Water quality recommendations presented at the beginning of the Area III section of the Plan should be applied to those lands within the Occoquan Basin.
3. The clustering of development, where compatible, is strongly advised because it increases open space and has a beneficial effect on water quality in the Occoquan Basin.
4. Aircraft noise mitigation recommendations presented at the beginning of the Area III section of the Plan should be applied to those lands within the Dulles Airport Noise Impact Area.
5. Highway noise mitigation should be provided for noise-sensitive land uses to ensure a healthful living and working environment in which speech and activity interference is minimized in both interior and exterior areas.

HERITAGE RESOURCES

The Dulles Suburban Center contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is listed on Figure 7. Maps of those resources are shown in the Bull Run Planning District on Figure 5 and the Upper Potomac Planning District on Figures 5 and 6. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning.

There are numerous heritage resources in this sector including standing structures as well as both prehistoric and historic archaeological sites. The Horse Pen Run drainage area has been occupied almost continuously since 8,000 B.C.

FIGURE 7
INVENTORY OF HISTORIC SITES
DULLES SUBURBAN CENTER
(Inventory as of 2012)

| Name | Location | Planning Sector | Parcel Number | Date |
|--|--|------------------------|----------------------|--------------|
| Bailey House* | 13825 Sunrise Valley Drive Herndon | UP6 | 15-4 ((2)) 15A | c. 1903 |
| Bowman Store* N, V | 2628 Centreville Road Herndon | UP6 | 25-1 ((1)) 13 | c. 1893 |
| Cabell's Mill | 5235 Walney Road Centreville | BR3 | 54-2 ((1)) 2 | c. 1800 |
| Cabell's Mill Miller's House/Middlegate | 5235 Walney Road Centreville | BR3 | 54-2 ((1)) 2 | c. 1800 |
| Floris Colored School, New * | 2525 Squirrel Hill Road Herndon | UP4 | 15-4 ((1)) 32 | 1932 |
| Floris Presbyterian Church | 2472 Centreville Road Herndon | UP6 | 16-3 ((1)) 7 | 1906 |
| Hutchison, John, House | 4201 Pleasant Valley Road Chantilly | BR2 | 33-2 ((11)) 300 | c. 1757-1785 |
| Hutchison, John, Cemetery | 4201 Pleasant Valley Road Chantilly | BR2 | 33-2 ((11)) | c. 1757 |
| Hutchison, Silas, Saw and Grist Mill Dam and Ruins | 15012 Old Lee Road Chantilly | BR2 | 43-2 ((1)) 1 | c. 1852-1862 |
| Keyes House* | 2516 Squirrel Hill Road Herndon | UP7 | 15-4 ((1)) 28 | 1884/1885 |
| Manassas Gap Railroad Independent Line* | Western corner of county at Bull Run | BR3 | 52-3 ((1)) 3 | 1854-1862 |
| Manassas Gap Railroad Loudoun Branch* | 3650 Historic Sully Way Chantilly | UP6 | 34-2 ((1)) 14 | 1854-1862 |
| Middleton, John, Farm* | 13801 Frying Pan Road Herndon | UP6 | 24-2 ((1)) 1 | 1871 |

FIGURE 7
INVENTORY OF HISTORIC SITES
DULLES SUBURBAN CENTER
(Inventory as of 2012)
 (continued)

| Name | Location | Planning Sector | Parcel Number | Date |
|-------------------------------|------------------------------------|------------------------|----------------------|--------------------------|
| Mosby's Rock | 2525 Squirrel Hill Road Herndon | UP6 | 15-4 ((1)) 32 | Significant 1863-1865 |
| Murphy, Hazel, Farm* | 13900 Frying Pan Road Herndon | UP6 | 15-4 ((1)) 25 | 1852-1854 |
| Old Ox Road Trace* | Near Squirrel Hill Road Herndon | UP6 | 15-4 ((1)) 32 | 1729 |
| Peck House* | 3106 Centreville Road Herndon | UP6 | 24-4 ((1)) 6C2 | c. 1853 |
| Ratcliffe-Hanna House N, V | 2346 Centreville Road Herndon | UP6 | 16-3 ((1)) 39A4 | c. 1820 |
| Sully N,V,H | 3601 Sully Road Chantilly | BR1 | 34-2 ((1)) 13 | From 1794 |
| Turley Hall* | 3318 Centreville Road Chantilly | UP6 | 34-2 ((1)) 10A | c. 1821 |
| Walney | 5040 Walney Road Centreville | BR3 | 44-4 ((1)) 3 | c. 1780 |

- * Indicates demolition: potential remains for archaeological site.
- N National Register of Historic Places
- V Virginia Landmarks Register
- H Historic Overlay District

Basic countywide heritage resource preservation policies are applicable throughout the Dulles Suburban Center. Site designs that minimize the disturbance and avoid the destruction of significant heritage resources are desired. It is expected that property owners will consult and work with Fairfax County staff to determine the presence or absence of significant heritage resources and take appropriate preservation, recovery and recordation action in accordance with the countywide policies before development plans are approved.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National Register of Historic Places or the Virginia Landmarks Register are also shown on Figure 7, and may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The County Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the County's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the County's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the County's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

The Virginia Landmarks Register and National Register of Historic Places also officially recognize properties meeting specific criteria. Like the County Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by Federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register of Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The County's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the County's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Section of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

PUBLIC FACILITIES

Existing public facilities located within the Dulles Suburban Center and those for which a future need has already been identified and prior approval received are included on Figure 8. Major expansions of existing facilities (with the exception of Federal or State facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the County Planning Commission through provisions outlined in Section 15.2-2232 of the Code of Virginia. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

- An adequate water supply and water distribution system should be provided for fire protection services.
- The Regional Stormwater Management Plan should be implemented as identified by the Department of Public Works.

Additional public facilities may be identified as future needs in the Suburban Center. Such facilities are included for informational purposes and in most cases will require a 2232 Review public hearing before the County Planning Commission prior to being established unless they are specifically identified in the Plan text. Those facilities for which a specific location for future construction has been identified are also listed in the land unit recommendations and are considered a feature of the Comprehensive Plan upon review of the Planning Director and concurrence by the Planning Commission. If a feature shown determination is made, these projects will not require a future 2232 Review public hearing.

PARKS AND RECREATION

Existing parks are shown on Figure 9. Parklands located within, or close to, the Dulles Suburban Center currently provide over 1000 acres of public open space with diverse natural, cultural and recreational resources. Three large Countywide Multiple Purpose Parks -- Ellanor C. Lawrence, Frying Pan, and Richard W. Jones -- "anchor" the area on the southern, northeast and southwest corners. Two Heritage Resource Parks -- Sully Historic Site and Frying Pan Meeting House -- are both listed on the Virginia Landmarks Register and the National Register of Historic Places.

The Cub Run Stream Valley, on the western boundary of the Suburban Center, contains some of the most extensive and sensitive natural and cultural resources to be found in the County and is a major wildlife and recreational corridor to the Occoquan River shoreline. The extensive public parkland along this stream valley underscores its importance in the preservation of biological diversity, heritage resources and recreation opportunities. Within the designated Suburban Center area, however, a critical segment in Land Unit H remains vulnerable to the impacts of future adjacent development. Significant archaeological resources are also known to exist within the Cain Branch tributary.

The Dulles Greenway System

The location and distribution of existing open space resources within the Suburban Center provide the framework for a "Dulles Greenway" system of environmental and recreational corridors to conserve and connect valuable natural, cultural, historic and recreational resources at both the local and regional level and to facilitate non-vehicular access to these resources. The Dulles Suburban Center is positioned to become the keystone of a planned Northern Virginia Regional

FIGURE 8
DULLES SUBURBAN CENTER
EXISTING PUBLIC FACILITIES

| Schools | Libraries | Public Safety | Human Services | Public Utilities | Other Public Facilities |
|--------------------------------|------------------|-----------------------------------|--|--|--------------------------------|
| Floris Elem., Carson Middle | | Chantilly Fire Station Co. 15 | A New Beginnings Northwest Mental Health Center | Upper Cub Run Treatment Plant (abandoned) | |
| | | Frying Pan Fire Station Co. 36 | | Flatlick Treatment Plan (abandoned) | |

*Federal and State facilities are not subject to the 2232 review process.

FIGURE 9
DULLES SUBURBAN CENTER
EXISTING PUBLIC PARKS

| Neighborhood | Community | District | Countywide | State/Federal |
|--------------|-----------------------|----------|---|---------------|
| | Floris School Site | | Ellanor C. Lawrence Sully Historic Site Cub Run S.V. Flatlick S.V. Frog Branch S.V. Cain Branch S.V. Frying Pan Branch S.V. Horsepen Run S.V. Schneider Branch S.V. | |

Greenway system connecting the Potomac and Occoquan River shorelines and extending westward through Loudoun County and eastward through Fairfax and Arlington Counties.

The Greenways concept has gained national attention as a result of the recommendation of the President's Commission on Americans Outdoors that "communities identify and establish corridors of private and public lands and waters to provide people with access to open spaces close to where they live and to link together the rural and urban spaces in the landscape." Establishment of Greenways is also a priority in the Virginia Outdoors Plan, which is the basis for allocation of state and federal funding for parks and recreation projects.

Specific objectives of the Dulles Suburban Center Greenway, to be comprised of both public and private lands and waters, are to:

- a. Provide people with access to open spaces and recreational opportunities close to where they live and work;
- b. Protect and enhance ecological and heritage resources;
- c. Provide a continuous pedestrian and open space network linking the places where people live, work and play, both within and adjacent to the Suburban Center; in particular, provide local trails as part of countywide and regional trails and greenway plans; and
- d. Incorporate urban design features where appropriate.

The Greenway as shown on Figure 10 includes the following components:

Major Public Parks within or adjacent to the Dulles Suburban Center include Frying Pan Park, Floris Community Park, Frying Pan Meeting House, Sully Historic Site, Richard W. Jones Park and Ellanor C. Lawrence Park. Stream Valley Park components are discussed below. Additional properties acquired by the Fairfax County Park Authority (FCPA) in the future may be incorporated within the Greenway. Design and development of these properties will be in accordance with FCPA park planning policies and procedures.

Stream Valley Parks include designated Environmental Quality Corridors which, in accordance with County policies, are intended to serve several purposes. Management objectives are defined as follows:

Sensitive Area Corridors. Some or all of a stream valley component may constitute a "genetic corridor" which should be managed primarily to protect and enhance biological diversity and wildlife movement. Contiguous archeological sites should also be incorporated within this component. Disturbance of land should be limited to pedestrian trails located to minimize impacts on sensitive resources. Major portions of the Cub Run and Cain Branch Stream Valley Parks are designated as Sensitive Area Corridors.

Multiple Use Corridors. This component is intended to provide a buffer for designated Sensitive Area Corridors and to afford expanded passive recreation opportunities within the EQC or adjacent to it. Developed facilities may include walking and bicycle trails, seating areas, small picnic or open play areas, interpretive wayside exhibits and landscaping, provided there is no net degradation of water quality or loss of habitat value. Within the Suburban Center, portions of the Frying Pan, Horse Pen, Schneider Branch, Flatlick Stream Valley Parks and Cub Run Stream Valley Park outside the genetic corridor are included in this component.

Countywide Trails: Countywide trails include Stream Valley Park trails which primarily serve a recreational function and Bicycle Transportation/Pedestrian Walkways, which are the principal non-vehicular transportation corridors located adjacent to public roads. These two types of trails are more particularly described in the Trails section.

Urban Parks: Plazas and mini-parks oriented to use by Suburban Center residents, workforce and visitors. Informal activities and programmed events in these areas are intended to enhance leisure opportunities and social interaction. Dulles Corner Central Park is an example of this component; similar facilities are planned for the Westfields complex.

Development of such a greenway system, comprehensively integrated with other land uses, can return significant benefits to both the public and private sector in the Dulles Suburban Center. The positive impacts of carefully and imaginatively planned open space on real estate values, public health, resource preservation, and energy and infrastructure investments make development of the proposed Greenway system an important element in the total environment of this Suburban Center.

Active Recreation

Despite the relatively extensive amount of parkland in the vicinity of the Dulles Suburban Center, there are currently major deficiencies in active recreation facilities in this area of the County. Athletic fields are available at only two locations within the Suburban Center: the planned six field complex at Ellanor C. Lawrence Park and two fields at Floris Elementary School. These facilities are already scheduled to maximum capacity and there remains a large unmet demand from the surrounding residential communities.

The type and intensity of development envisioned for the Suburban Center will generate a strong demand for facilities to serve the adult workforce. Research indicates that:

- Walking and jogging consistently rate as the most popular outdoor adult recreation activity.
- Typically 10-15 percent of the corporate workforce will participate in organized sports activities such as adult softball, football/soccer, and volleyball; and on a daily basis the same proportion of the workforce will utilize a diversified range of indoor and outdoor active and passive recreation facilities. Hence, approximately 20-25 percent of the entire workforce may be expected to utilize recreation facilities if available in proximity to the workplace.
- According to the National Golf Foundation, the Washington D.C. area is among the most poorly served areas in the country when it comes to public golf course holes per capita. The Dulles Suburban Center area represents one of the last areas of Fairfax County with sufficient undeveloped land to meet the existing and projected demand for golf. The proximity of business development further supports the potential for golf facilities in this area and there are numerous indirect benefits that can be gained by including golf in Suburban Center planning. The provision of a public/private golf course would, for example, preserve open space, help reduce a documented recreational deficiency and possibly increase the value of other properties within the immediate area.

The advantages of integrating outdoor recreation facilities into employment centers are numerous:

- Increased employee satisfaction and productivity as a result of easy access to facilities;

- Potential reduction in peak hour traffic congestion/transportation demand, as employees stay after work hours to play;
- Reduction of impacts from evening active recreation on adjacent residential areas by siting lighted facilities within areas planned for commercial and industrial development;
- Reduced public land acquisition and development costs through cooperative use of parking facilities and interim use of vacant land held for future development; and
- A "critical mass" of users is present to support public and private revenue generating recreation facilities.

The projected levels of growth and development for the Dulles Suburban Center require additional public parkland and facilities to serve this population. In accordance with Policy Plan recommendations, properties are identified within some land units as "pooled sites". These are defined as community serving recreation sites created through public-private land dedication and acquisition to serve residents and workers and to protect significant natural and heritage resources.

The private sector has made a substantial commitment to providing corporate recreation facilities within the Dulles Suburban Center. The urban park developed at Dulles Corner and the extensive trails incorporated within the Westfields development are the types of facilities that are essential to the development of a greenway system. If additional residential land uses are introduced into the Dulles Suburban Center, there will be a need to develop more residentially-oriented Neighborhood and Community Park facilities as well as the Urban Park plazas and other public open spaces prescribed by urban design guidelines.

Recommendations

In view of constraints on public funding for the acquisition and development of park lands in the 1990s, an expanded "toolkit" of joint public and private sector mechanisms for the provision of recreation opportunities and resource protection and enhancement should be explored. These include, but are not limited to, purchase of development rights, wetlands mitigation funds, purchase of land with leaseback arrangements, development of negotiated bidding arrangements and other appropriate mechanisms.

Site specific recommendations for parks and recreation are contained in the Land Unit Recommendations section. Area-wide recommendations for parks and recreation are summarized as follows:

1. Public, private and corporate interests within the designated Dulles Suburban Center and adjacent Fairfax and Loudoun Counties and the Town of Herndon should cooperate in the development of a Greenway system that serves recreation, environmental and historic preservation, transportation and tourism, and economic vitality in the Dulles area.
2. To insure that long term recreation and resource protection needs will be met, the Fairfax County Park Authority should seek acquisition of additional properties located in Land Units A, D1, D2, D4 and H. A variety of acquisition mechanisms should be utilized to optimize the use of public funding and provide appropriate incentives to property owners to negotiate the transfer of identified properties.
3. The potential for joint public/private sector development of recreation facilities should be

- explored wherever feasible. These projects could include golf courses, interim and/or permanent athletic fields, and indoor recreation and leisure services facilities in leased space within commercial or industrial structures.
4. Land should be identified and set aside for future public or public/private golf course development; this land could be an integral part of the envisioned Greenway system. Feasibility studies should be conducted to determine the optimum number of, and location for, golf facilities in the Dulles Suburban Center.
 5. Private sector development and operation of athletic fields and other active outdoor recreation facilities for employee use should be encouraged in cooperation with the Park Authority.
 6. Master planning and detailed site design for outdoor recreation facilities (public and private) should be coordinated with appropriate transportation officials in order to mitigate the impacts of external noise to the extent possible.
 7. Phase I Archeological Surveys should be required for all new development in the vicinity of identified and/or likely heritage resource areas.
 8. The present Sully Historic District boundaries should be retained except that all of Sully Historic Site property managed by the FCPA should be included within the historic district.
 9. The Countywide Trails Plan within the Dulles Suburban Center and surrounding areas should be revised in accordance with the proposed Greenway network of pedestrian trails and walkways.
 10. The Fairfax County Park Authority should develop a Parks and Recreation Facilities Requirements Plan for implementation in the Dulles Suburban Center.

TRAILS

Trails planned for the Dulles Suburban Center are delineated on Figure 10 as part of the Dulles Greenway, the Countywide Trails Plan and the proposed regional greenway system. While some of the segments have already been constructed, the figure portrays the ultimate generalized system for the area. It is expected that development within each land unit will incorporate pedestrian and bicycle access to these main trail routes consistent with urban design guidelines.

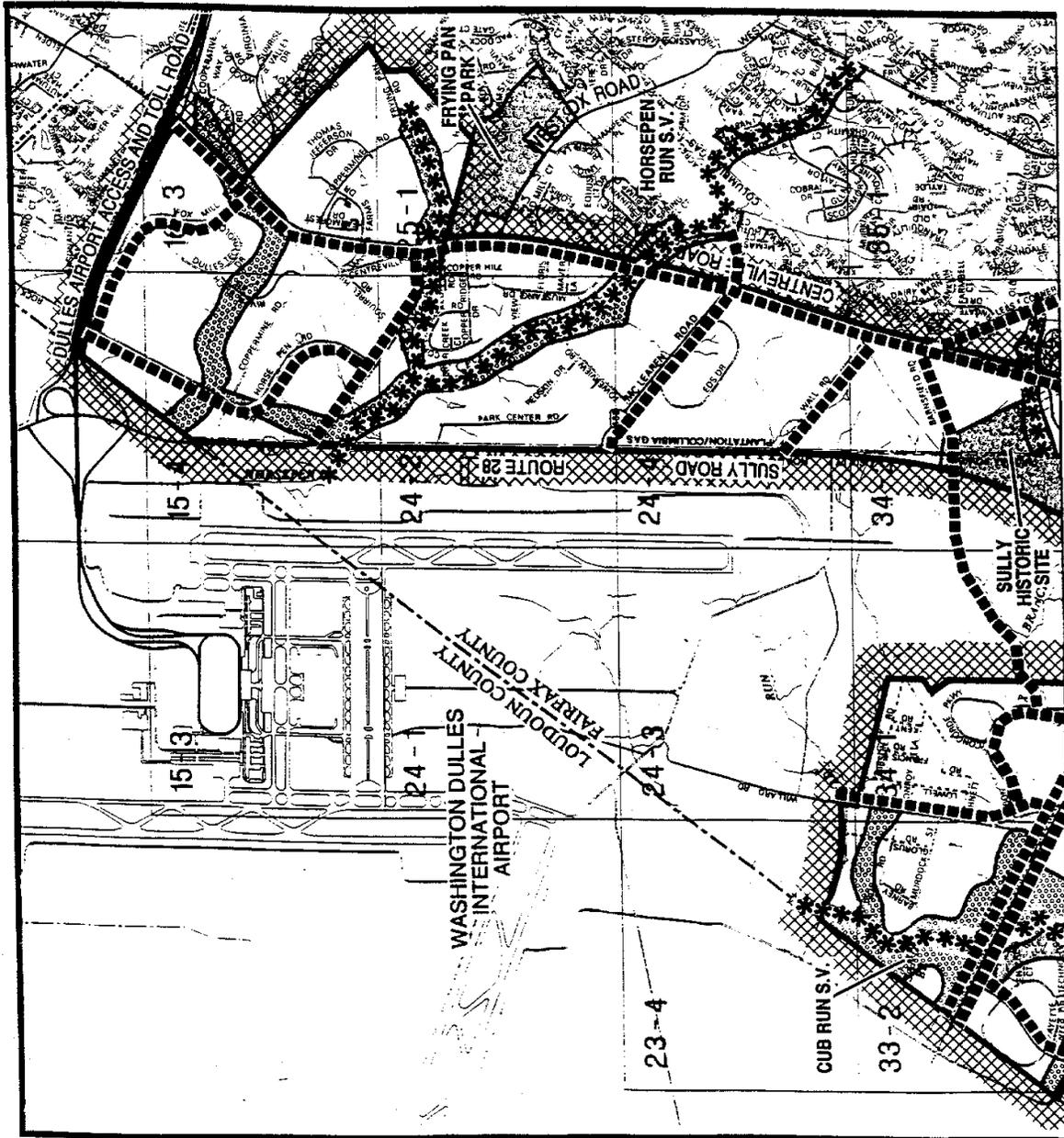
Figure 10 specifies the classification for each trail segment which represents the primary function of that trail. Two categories of trails are identified:

Stream Valley Recreational Trails primarily serve a recreation function, providing non-vehicular access to public parklands and other points of interest. Multiple-purpose trails for both pedestrian and bicycle use may be developed in Multiple Use Corridors. The Fairfax County Park Authority is only responsible for maintenance of trails within public park boundaries.

Bicycle Transportation/Pedestrian Walkways primarily serve a non-vehicular transportation function, linking together employment centers, retail uses and transit areas and nearby public and private open space and recreation facilities. In high density residential and office settings, these trails may therefore serve a dual transportation and recreation function. These "urban pathways" may be developed within VDOT rights-of-way or on private property with public access easements.

To the greatest extent possible, urban design features should be incorporated into the development of this Greenway component to provide high quality, visually attractive and functional transportation routes.

An implementation program is included for specific land units, where appropriate, to encourage employees and employers to consider the benefits of short range commuting by cycling or walking to promote such programs. There is an opportunity to provide a definitive character and identity for the Dulles Suburban Center by incorporating a variety of urban design features into the development of this trail classification, provided that mechanisms for their maintenance can be devised.



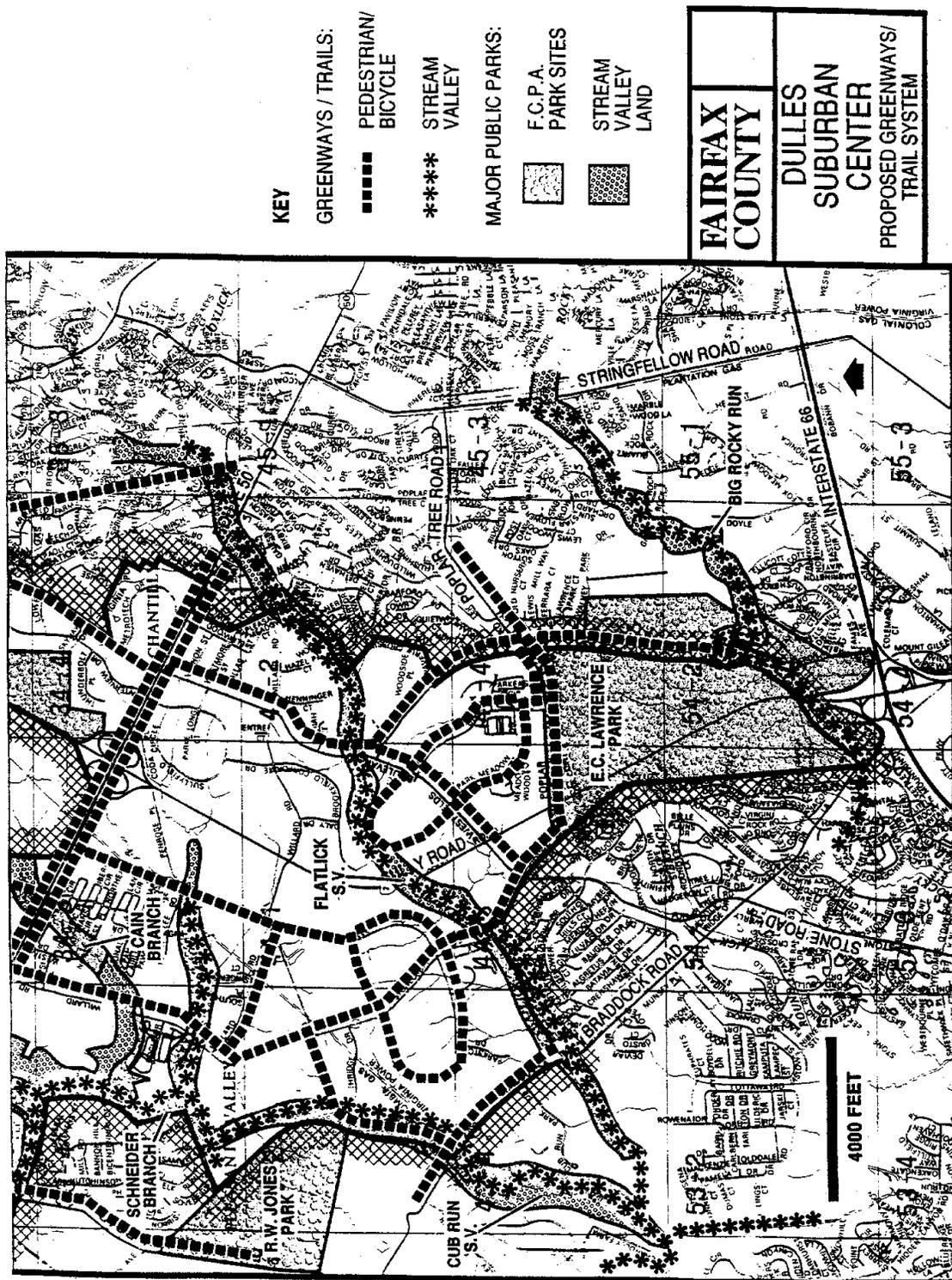


FIGURE 10

DULLES SUBURBAN CENTER LAND UNIT RECOMMENDATIONS

The recommendations which follow provide site-specific guidance for development of the Dulles Suburban Center, over the next 10-20 years and beyond.

In order to fully achieve the vision for the long-term development of the Dulles Suburban Center, implementation mechanisms must be developed to allow for residential development without reducing the tax base of the tax district in the short and long-term; to permit and enhance mixed-use development; and to permit transfer of density within the district without an increase in the overall zoning envelope. Density transfer mechanisms, which could include transfer development rights, concurrent rezonings to affect recommended Plan intensities or other mechanisms not yet identified, are crucial for implementing the envisioned land use pattern of higher intensity nodes of development focused around transit stations and the containment of "suburban sprawl". Exploring options to allow for contributions from residential development in the Tax District or amending the Tax District legislation to do this both in a manner that will not increase the financial burden on other Tax District landowners or the County without their consent, should proceed expeditiously. Development of Zoning Ordinance Amendments to allow for mixed-use development should also proceed. Enabling legislation to allow transfer of development rights should be sought immediately so that this mechanism can be considered as one option, among others, for creating higher intensity nodes of development. Other density transfer mechanisms should also be evaluated for use and enabling legislation sought when needed. This work should proceed to coincide with or follow soon after the completion and adoption of the Enhanced Public Transportation Corridor Study for Route 28 which should identify more specific transit station locations in the Dulles Suburban Center. Since the development of these implementation mechanisms must, of necessity, be a careful and deliberate process, the recommendations that follow do not attempt to outline specific mechanisms or processes.

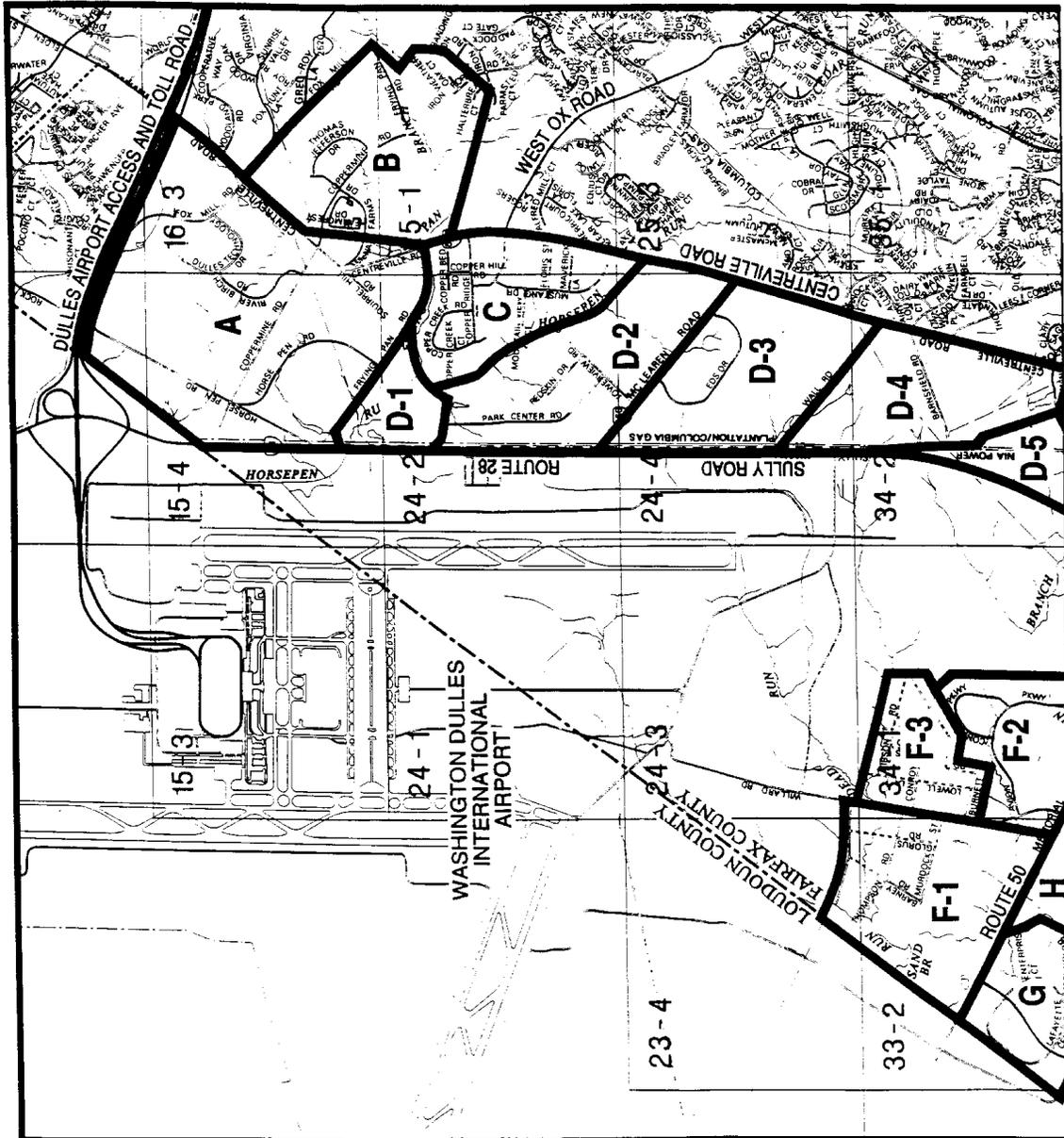
For the purpose of organizing land use and other site-specific recommendations, the Dulles Suburban Center has been divided into a series of land units. These land units are lettered A through K and are shown on Figure 11. Individual land unit maps are included with the text for each land unit.

In order to achieve the planning objectives for the Dulles Suburban Center it is necessary that new development and redevelopment be responsive to general criteria and site-specific conditions which focus on mitigating potential impacts. Development proposals at the baseline or optional levels must be responsive to the following development criteria, which apply to all sites in the Dulles Suburban Center:

1. Provision of a development plan that provides high quality site and architectural design, streetscaping, urban design and development amenities. High quality site and architectural design will be evaluated in terms of the ability of the proposal to meet the Design Guidelines for the Dulles Suburban Center.
2. Provision of a phasing program which includes on- and off-site public road improvements, or funding of such improvements to accommodate traffic generated by the development. If, at any phase of the development, further mitigation of traffic generated by the development is deemed necessary, provision and implementation of a plan which reduces development traffic to a level deemed satisfactory to the Office of Transportation through Transportation System Management (TSM) strategies and Transportation Demand Management Programs (TDMs).

3. Provision of design, siting, style, scale, and materials compatible with adjacent development and the surrounding community, and which serves to maintain and/or enhance the stability of existing neighborhoods.
4. Provision of affordable housing as a part of any mixed-use project or residential development either through compliance with the Affordable Dwelling Unit Ordinance, if applicable, or an appropriate proffer of units or land or a contribution to the Housing Trust Fund, if the Affordable Dwelling Unit ordinance is not applicable. Affordable housing provided pursuant to such a proffer should be located within the Dulles Suburban Center. Any funds provided in lieu of actual units should be placed in a separate fund for use only within the Dulles Suburban Center.
5. Parcel consolidation and/or coordination of development plans with adjacent development to achieve Comprehensive Plan objectives. Parcel consolidations should be of sufficient size to insure projects that function in a well-designed efficient manner, meet all Plan and Zoning Ordinance requirements for setbacks, screening and buffering and do not preclude the development of unconsolidated parcels in conformance in the Plan.
6. Provision of the highest level of screening and landscaping for all parking.
7. Consolidation of vehicular access points to minimize interference with arterial roadways.
8. Provision of stormwater management by the use of Best Management Practices which contribute to Objectives of this Dulles Suburban Center Plan calling for design of stormwater detention systems that blend with and augment features of the natural environment and contribute to the aesthetics of their sites.
9. Provision of active and passive recreation facilities and specified components of the Greenway system.

In addition to these general development criteria, site-specific conditions may be identified as part of the following recommendations for each of the land units within the Suburban Center.



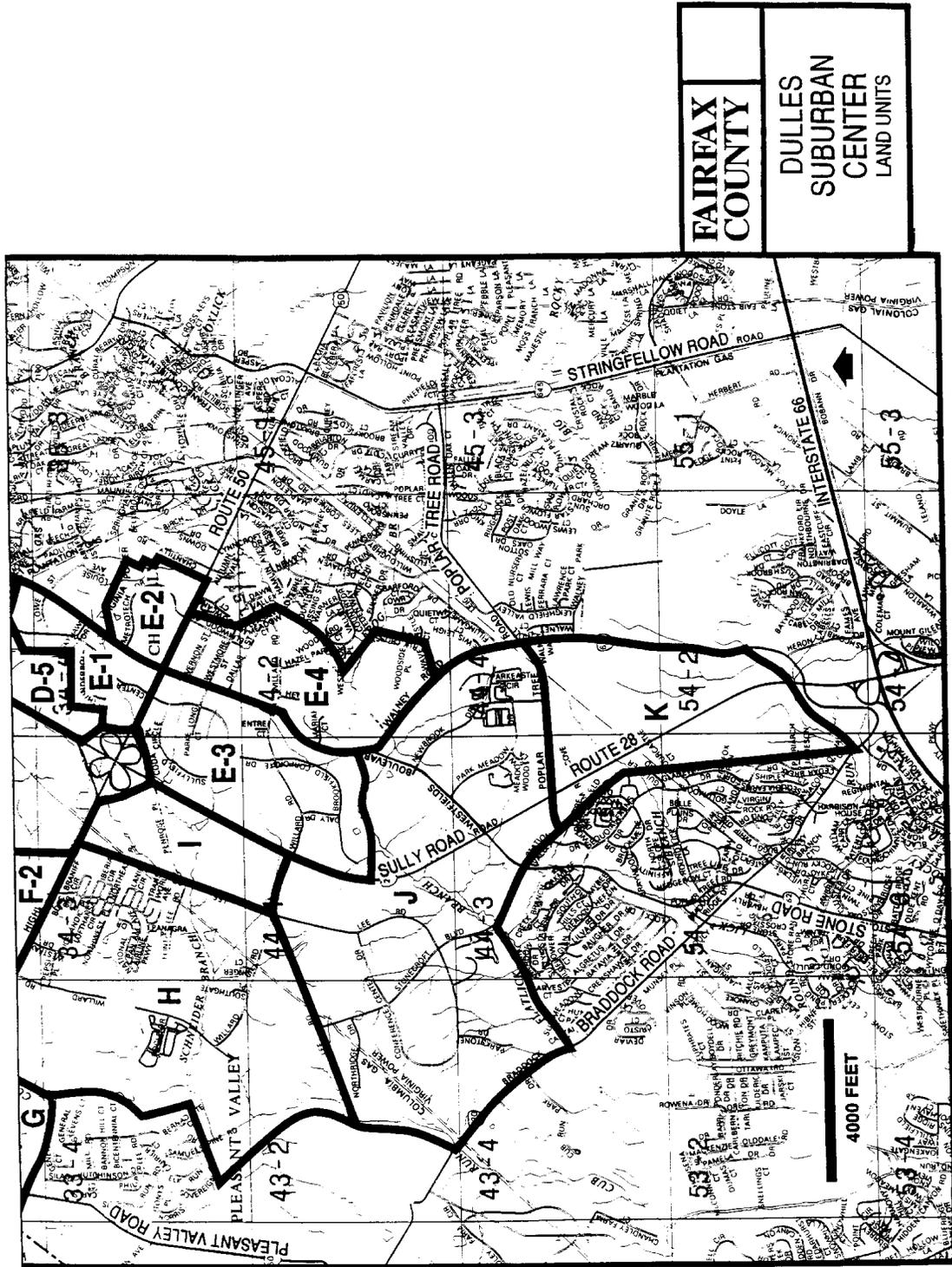


FIGURE 11

LAND UNIT A

CHARACTER

This land unit is bounded on the north by the Dulles Airport Access and Toll Road (DAAR), on the east by Centreville Road, on the south by Frying Pan Road, and on the west by Route 28, Washington Dulles International Airport and the Loudoun County line. Land Unit A encompasses the highest planned intensities in the Dulles Suburban Center (Figure 12). Figure 13 illustrates the relationship of the proposed transit station platform, and ¼ and ½ mile distances from this station platform, to Land Unit A.

This land unit consists of approximately 645 acres. Existing development includes Dulles Corner, developed with mid- and high-rise office and hotel uses; the low- and mid-rise office uses of the Dulles Technology Center; multifamily residential uses; and a number of single-family attached communities. There is also a substantial amount of vacant land, including a large area of farm land which was formerly in an agricultural and forestal district. The Merrybrook Run Stream Valley traverses the land unit and represents a constraint upon development and a natural open space amenity for the adjacent properties.

Transit improvements are proposed for the DAAR corridor. An Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. The extension would be carried out in two phases with the first phase proceeding to the west of Wiehle Avenue in Reston, and the second phase proceeding to Route 722 in Loudoun County. A transit station location is recommended in Land Unit A near the Route 28/DAAR interchange as part of the Route 28/CIT Transit Station Area (as shown in Figure 13).

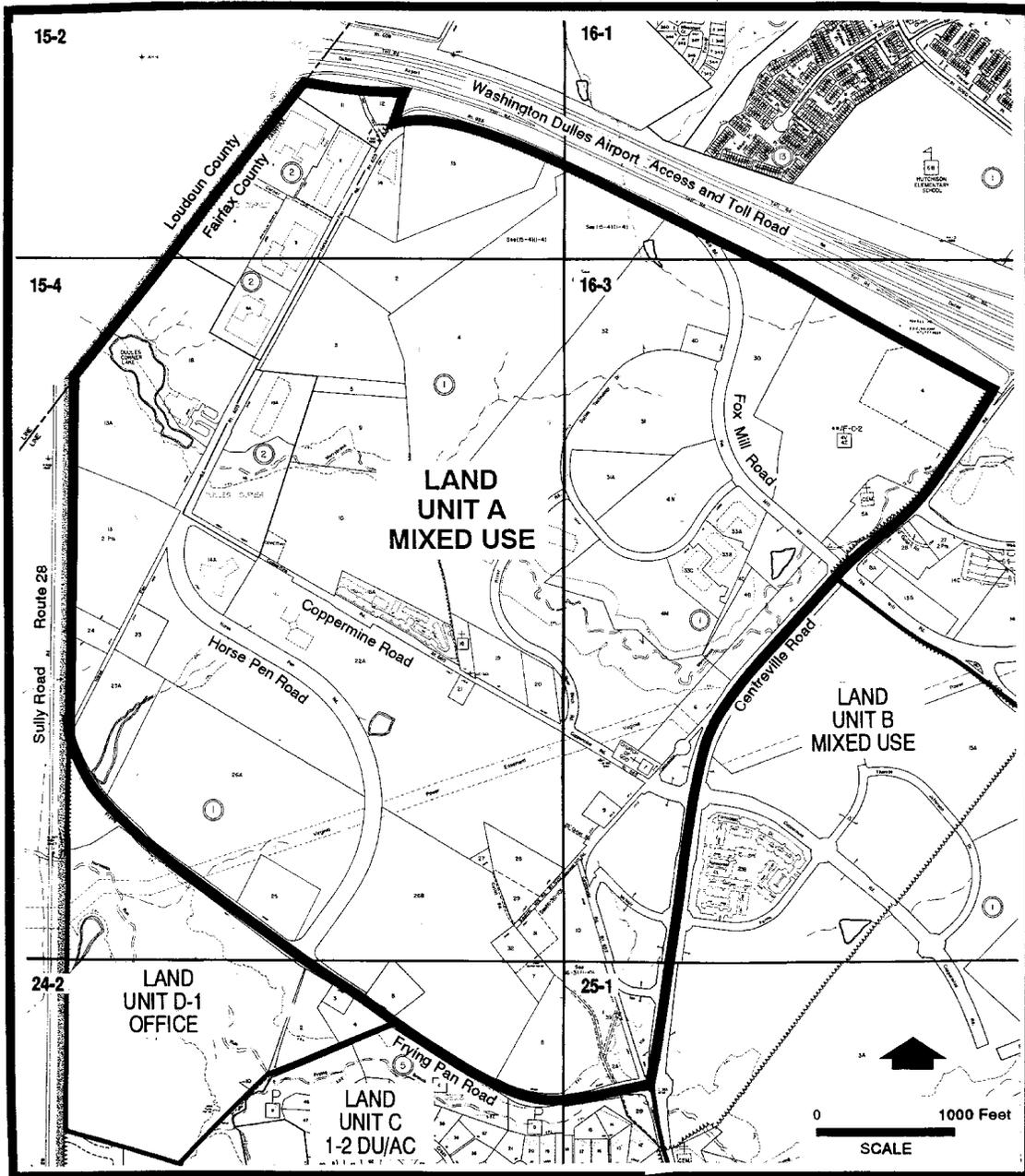
RECOMMENDATIONS

Land Use

General Land Unit Recommendations

This land unit is planned for a complementary mix of land uses including office, hotel and support retail at .50-1.0 FAR, except as may be described in "Other Recommendations." Optional residential uses should be considered as part of mixed-use projects or in accordance with the site-specific and other recommendations set forth below. A cohesive mixture of residential and nonresidential uses should provide convenience to those who live and work in the area. Development in this land unit should provide for the incorporation of possible future transit related facilities and pedestrian access to transit.

A core area within Land Unit A is envisioned as a transit station mixed-use area and has been designated as part of the Route 28/CIT Transit Station Area. It includes high density residential uses, of relatively greater land use intensity and urban scale than most other areas in the Dulles Suburban Center. In addition to the higher intensities, the highest urban design standards are envisioned for this area. As planned, this core is large enough for the development of an urban concentration of uses, yet small enough to promote pedestrian circulation throughout the area. The pedestrian network should link the residential areas, community facilities and employment centers to any future transit site. The Urban Design Guidelines in the Reston-Herndon Suburban Center and



LAND UNIT A
LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION

FIGURE 12

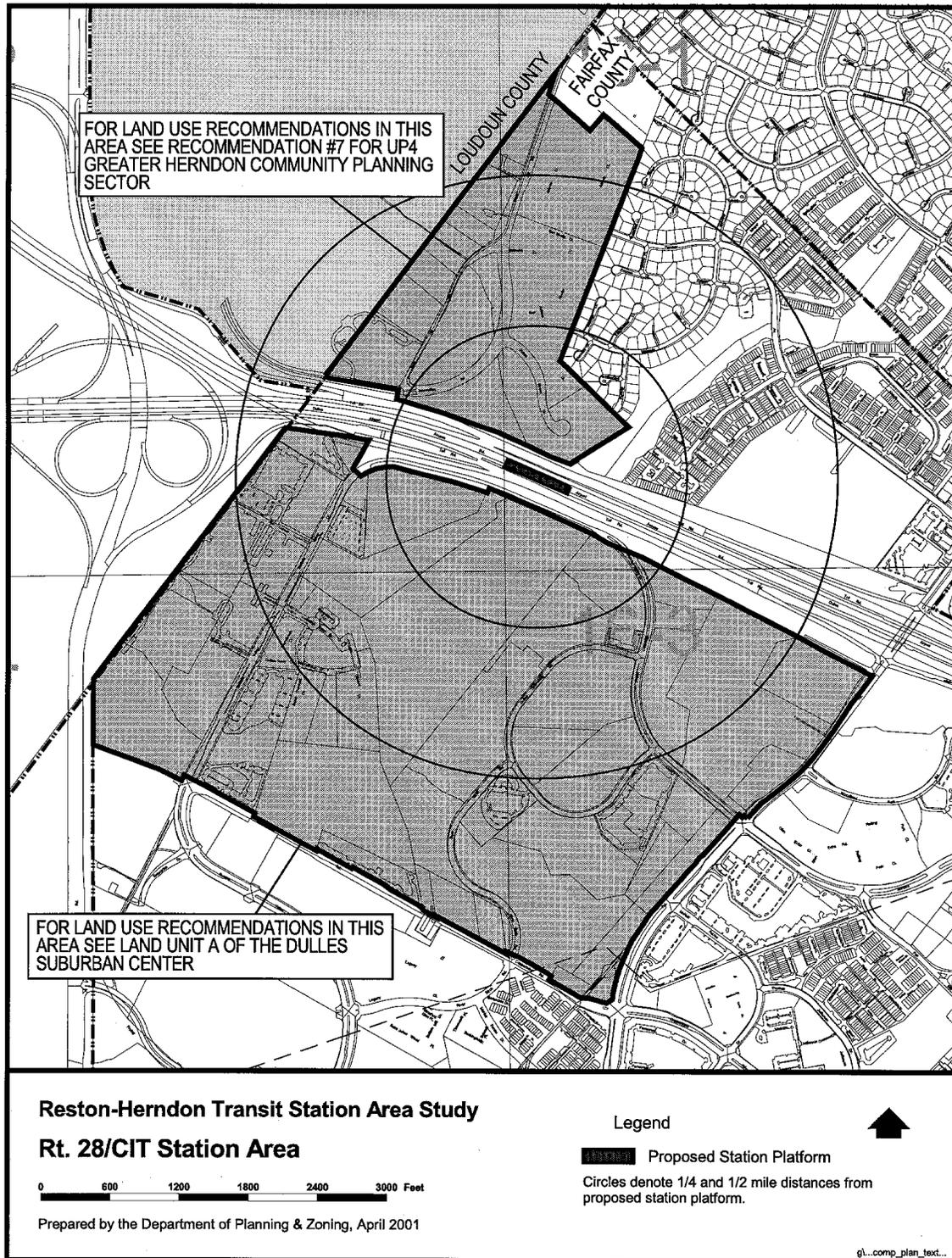


FIGURE 13

Transit Station Areas section of the Plan apply to development in the portion of Land Unit A located north of Coppermine Road.

It is important that mixed-use projects that include residential use be phased to ensure the development of both the residential and nonresidential components. This phasing requires that the residential and nonresidential components be developed at the same time or that a substantial portion of the nonresidential development be in place prior to residential development. All residential components should be of sufficient size to create a viable residential community and to ensure that a high quality living environment can be created through the provision of a well-designed project with active recreation and other site amenities.

In general, development intensities should be highest along Horse Pen Road, the central spine road, and should transition down both at the southern periphery of the land unit defined by Frying Pan Creek and transition toward the northeast to maintain campus office densities in those areas outside of the Route 28/CIT Transit Station Area core.

Core Area Recommendations

Higher intensity development, envisioned as being served by Metrorail, is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once construction of the rail extension in the vicinity of this transit station area has been fully funded for the rail phase. The evaluation of development proposals under this option will be based on the degree to which the following criteria are met:

1. One transit-oriented core should be developed on land that is generally within one-quarter mile of the future transit station. The core of Land Unit A should provide a focal point for development in this land unit.
2. High density residential use should be developed as integral elements of the core. Residential projects should be developed adjacent to the commercial uses, and should help transition into medium density uses away from the core.
3. Land uses supporting day and nighttime activities in the core should be encouraged.
4. Consolidation of parcels or integrated development should be achieved to provide high quality development.
5. Merrybrook Run should be preserved as an integrated element of the Dulles Greenway Open Space system. It should function as a linear park. It may include water features and trails that facilitate pedestrian traffic through the land unit, and which link to the countywide trail system.
6. Supporting retail should be developed as integral elements of developments within the land unit.
7. High urban design standards should be achieved, to include high quality architecture, landscaping and buffering, both internally and along peripheries. Visually attractive streetscapes and other amenities should be provided. Parking facilities should be well screened and buffered.

8. Pedestrian connections between all developments, transit stations and other transit access points should be provided.
9. Provisions for a transit system, including rights-of-way, station(s) and stops, with originating terminus integrated with the DAAR Transit Station, should be made, once a general alignment for a rail transit system has been determined.
10. Development should be phased to transportation system capacity.
11. Land should be allocated for rail transit facilities.

Under this option, mixed-use development, centered around the transit station, is planned to help support the transit system through increased ridership. Within a one-quarter mile radius of the transit station platform, an intensity of 1.5 FAR for mixed-use projects (including office, multifamily residential and support retail) is appropriate. Within a one-half mile radius of the transit station platform, an intensity of 1.25 FAR for mixed-use projects is appropriate. Office use is limited to a .75 FAR under this option. Hotel uses are encouraged.

Should a mechanism be established allowing for the permanent transfer of development rights between parcels, a second option is planned to allow for an overall FAR of up to 3.5 within a radius of a one-quarter mile radius of the transit station platform when the added development is permanently transferred from land already zoned for commercial or industrial development and located in areas between transit nodes in the Route 28 Tax District where lower intensity is planned. The additional intensity should be equally divided between commercial and residential uses.

Development at the optional levels should be allowed only as follows:

- The quality of development, when evaluated using Plan design guidelines, will reinforce the showplace standards envisioned for the Dulles Suburban Center;
- A parking maximum for commercial development in the core should be established at the number of spaces required by office uses at 1.0 FAR in conventional development without public transportation;
- Mixed-use development that includes residential uses should be phased to ensure the development of all uses;
- Residential developments should ensure that a high quality living environment can be created through the provision of well-designed projects with active recreation and other site amenities, and to ensure that small isolated pockets of residential use do not develop within an area planned predominantly for nonresidential uses;
- Residential development should be well-buffered from adjoining properties so as not to reduce the feasibility of developing adjacent land in accordance with the nonresidential recommendations of the Plan for this area;
- New development should minimize human exposure to unhealthful levels of noise in accordance with the guidance provided by the Policy Plan under Environment Objective 4; and
- Development in Land Unit A should provide for adequate public or privately-owned recreational facilities to serve both employment and residential uses.

Within these areas or adjacent to them, services such as child care facilities may be appropriate to serve these communities.

For both residential and nonresidential development, excellence in site planning and design is desirable and expected. It is recommended that usable open space and/or urban parks be incorporated into the design scheme for development in this area. These urban park areas should be oriented to pedestrian and bicycle use by the local work force and residents and provide space for informal or programmed lunchtime and after work events. These areas should be well-landscaped and provide furnishings such as seating and gazebos for public use.

Development within the core area of Land Unit A should be consistent with the Urban Design Guidelines for the Suburban Center Core found at the end of the land unit text for the Dulles Suburban Center.

Other Recommendations

1. Intensities should generally decrease at the eastern and southern edges of this land unit to form appropriate transitions between Land Unit A and the planned and existing development densities of surrounding land uses. Buffering and screening measures should be implemented to protect the integrity of adjacent neighborhoods. Higher intensity development should be oriented away from the stable, single-family residential development in Land Unit C.
2. The approximately 20 acres between Centreville Road realigned and Old Centreville Road in the vicinity of Squirrel Hill Road are planned and approved for office or light industrial use for intensities up to a maximum of .45 FAR. The development provides for substantial off-site road improvements. In addition, properties along existing Centreville Road that are affected by its realignment have been provided with coordinated access to realigned Centreville Road. [See Recommendation #4 for additional guidance pertaining to this area.]
3. Parcel 16-3((1))39, located west of Centreville Road, north of Fox Mill Road and south of the Dulles Airport Access Road, was formerly located within an Agricultural and Forestal District which expired in 1997. It is desirable that this land be acquired for use as a community park to provide active recreation opportunities for employees and residents of the area. Land acquisition and facility development may be achieved through a variety of mechanisms including dedication, donation, or purchase. If the land is not acquired as a park, it is recommended that this land and any adjacent parcels submitted under a common development plan be developed under the conditions outlined above in the General and Core Area Recommendations, and that a minimum of 10 acres be dedicated to the Fairfax County Park Authority to serve the active recreation needs of the employees and residents of the area. As an option, all of the density associated with these parcels may be permanently transferred to the core area of Land Unit A provided that the entire site is dedicated to the Park Authority for Community Park use.
4. Should a mechanism be established by the County to permit residential development within the Tax District or the Tax District be 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, then as an option, Parcels 15-4((1))22E, 22F, 22G, 22H, and all of 16-3((5)) and 25-1((21)) located south of Coppermine Road, east of Horse Pen Road and west of Centreville Road may be appropriate for a mix of multifamily and townhouse residential development within a density range of 12-16 dwelling units per acre. Residential development should be well-buffered to adjoining properties so as not to reduce the feasibility of adjacent

land developing in accordance with existing zoning and the recommendations of the Plan for this area. Site design should incorporate buffering to the south and west, taking advantage of the existing tree cover for this purpose. To ensure efficient and adequate circulation for this area, a public street connection between Coppermine and Horse Pen Roads should be provided.

Should this optional use be approved through a rezoning to allow for residential use, then similar residential development may be appropriate for adjacent parcels to the south between Horse Pen Road and Old Centreville Road, under the provisions specified above.

5. Parcels 15-4((1))3A, 3B, and 3C are planned for office use at .50-1.0 FAR. Should a mechanism be established by the County to permit residential development within the Tax District or the Tax District be 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, then as an option, these parcels may be considered for multifamily residential use at 16-20 dwelling units per acre. This option is appropriate only if all three parcels are consolidated and all applicable conditions regarding residential use and the general recommendations for Land Unit A are met, except that transit does not have to be programmed and designed. Residential development should be well-buffered to adjoining properties so as not to reduce the feasibility of adjacent land developing in accordance with existing zoning and the recommendations of the Plan for this area. Site design and architecture should foster the compatible integration of this residential use with the existing office and hotel uses in the immediate area.
6. Parcels 16-3((1))6 and 36 are planned for a complimentary mix of uses at .5-1.0 FAR including a combination of office or hotel and retail uses to include eating establishments, financial institutions and other service uses, excluding automobile intensive uses and drive through uses except as may be associated with financial institutions.
7. Parcels 15-4((1))10, 19, 20, 35 and 16-3((1))32B are planned for mixed use at .50-1.0 FAR. As an option, these parcels may be considered for a mix of townhouse and multifamily residential development within a density range of 8-12 dwelling units per acre. This option is appropriate only if all five parcels are consolidated and all applicable conditions regarding residential use and the general recommendations for Land Unit A are met. In addition, the following conditions should be met:
 - Residential development should be well-buffered to adjoining properties so as not to reduce the feasibility of adjacent land developing in accordance with existing zoning and the recommendations of the Plan for this area;
 - Site design and architecture should foster the compatible integration of this residential use with existing office and hotel uses in the immediate area;
 - Provision should be made for the dedication of an elementary school site;
 - Provision should be made for the dedication of the Merrybrook Run Stream Valley;
 - Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas; and
 - Development should consist of reasonably sized building clusters oriented to open space areas such as courtyards or plazas to create a desirable neighborhood scale.

8. Parcels 15-4((1))25, 26A, 26B and 24-2((1))5, which are located northeast and northwest of the intersection of Sunrise Valley Drive and Frying Pan Road, are planned for mixed use, which may include office, hotel, community serving retail, and residential uses, at .50-1.0 FAR. A maximum of 300,000 square feet of retail use may be appropriate. However, no more than 150,000 square feet of retail use should be located in either quadrant. The retail use should be an integrated component of a mixed use development. Any development proposal should adhere to the Urban Design Guidelines for the Dulles Suburban Center and the general recommendations for Land Unit A. In addition, the following conditions should be met:
- Any community serving retail uses should be physically and functionally integrated with other uses on the property. Portions of the retail component should be structurally combined with office, hotel, and/or residential structures;
 - Community serving retail uses should incorporate a site design, a mixture of uses and the public spaces necessary to ensure that the retail component functions as an activity center that provides services to the area's residents and appropriate spaces for gathering and interaction;
 - A mixed use concept should be designed such that the more intense commercial, retail, hotel, and office uses are appropriately buffered from adjacent residential use to the north. Similarly, the residential components of a mixed use development located at or near edges of the property should incorporate a general bulk, mass, design and architecture that ensures compatible transitions to adjacent residentially planned, zoned or developed properties;
 - Opportunities for shared parking between uses with different parking needs should be explored in order to use valuable land more efficiently and to reduce the amount of impervious surface;
 - Efficient and convenient pedestrian access should be provided among all uses on the property; and
 - Any mixed use proposal should include a commitment to dedicate land and/or facilities to FCPA that is sufficient for the development of a mix of local-serving park facilities to support a variety of park experiences in accordance with the Dulles Suburban Center Major Objectives, Land Unit A General Recommendations and adopted parkland and facility service level standards.

There may be a need for an additional high school in the western portion of the county served by Westfield, Chantilly and Centreville High Schools because of existing and projected overcrowding at this level. If the need for a new high school has been determined and a high school site has not been acquired by the time a rezoning application is under review, then the applicant must demonstrate that the impacts of the development can be mitigated by other means that meet the approval of Fairfax County. Mitigation measures may include, but are not limited to:

- Provision of land for additional facilities, such as vocational training, academy programs and adult learning centers, that are currently provided at existing schools which could be relocated to the site that is the subject of the rezoning application;
- Financial contributions that would facilitate the acceleration and/or construction of new facilities or the expansion of existing facilities;

- Financial contributions for, or donations of, equipment and other items that increase the utilization or efficiency of existing facilities; and
- Measures that facilitate better utilization of existing school facilities from an operational standpoint, or other solutions to increase utilization of under-capacity schools.

Transportation

Bus service linking residential, commercial and employment areas should be provided throughout the day to encourage residents and the workforce to shop and to do business via transit.

Parks and Recreation

1. Community parkland should be acquired either through purchase or dedication. Open space, park and recreation facilities should be acquired to serve employment uses that develop near Dulles Airport.
2. The stream valleys of Horse Pen Run and Frying Pan Branch should be preserved and dedicated to the Fairfax County Park Authority in accordance with the Stream Valley Policy to further development of the Greenway system.

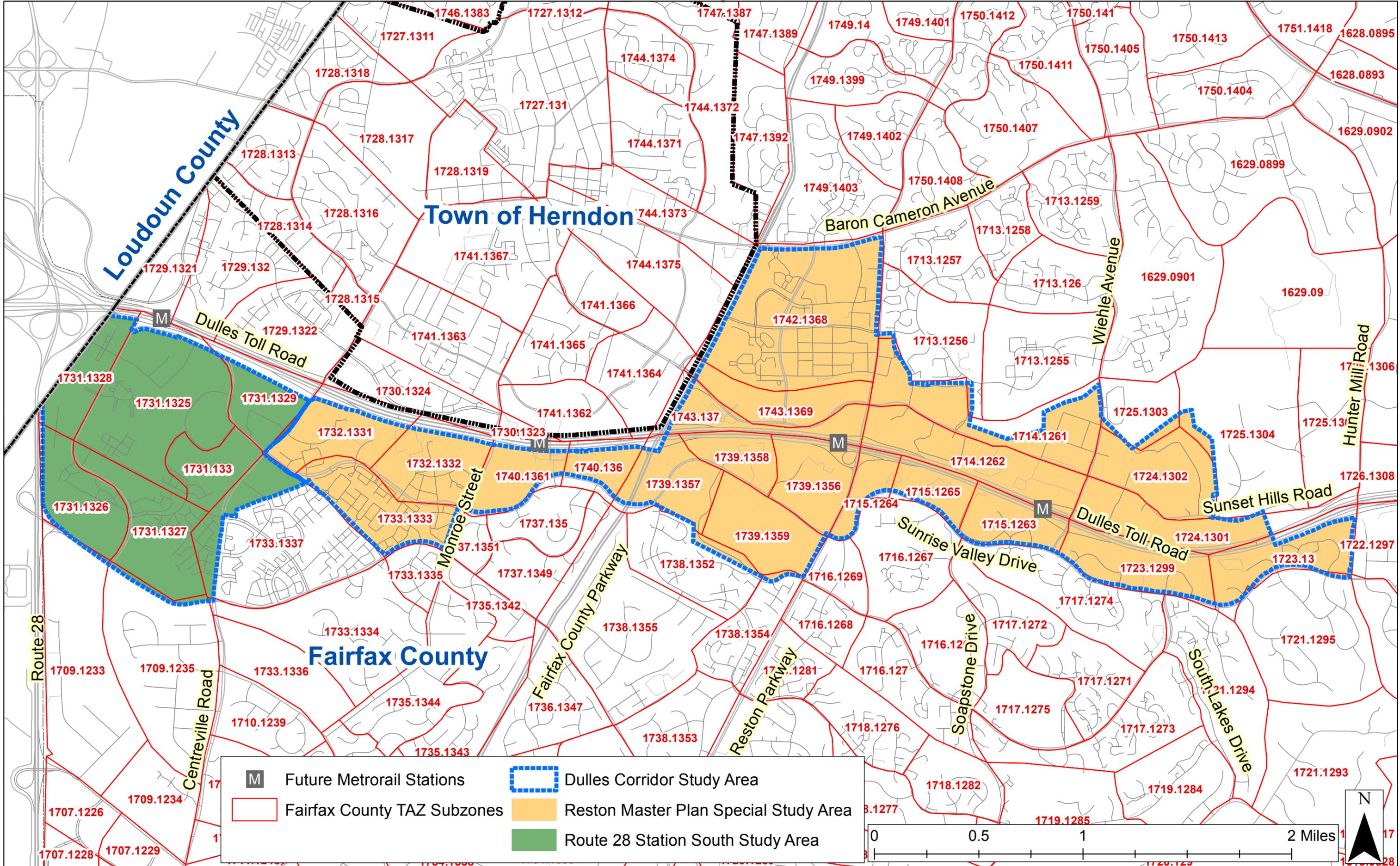
Greenways/Trails

1. A countywide trail should be developed on the west side of Horse Pen Road. This trail should continue along the north side of Frying Pan Road and the east and west sides of Centreville Road.
2. Bicycle racks should be provided at the transit station to encourage bicycle use to and from the station.
3. Trails planned for this land unit are delineated on Figure 10 and are an integral part of the overall County system. While some of the segments have already been constructed, the map portrays the ultimate system for the land unit. In addition, the map specifies either a pedestrian or bicycle classification for each segment, which represents the desired ultimate function of that trail. For new trails, specific construction requirements are detailed in the Public Facilities Manual.

Attachment #3

Map of Study Area with
Subzones

Dulles Corridor Study Area with Subzones



Attachment #4

Tables of Proposed and
Round 8 Land Use by
Subzones

Proposed Land Use (Scenario G) By Subzones

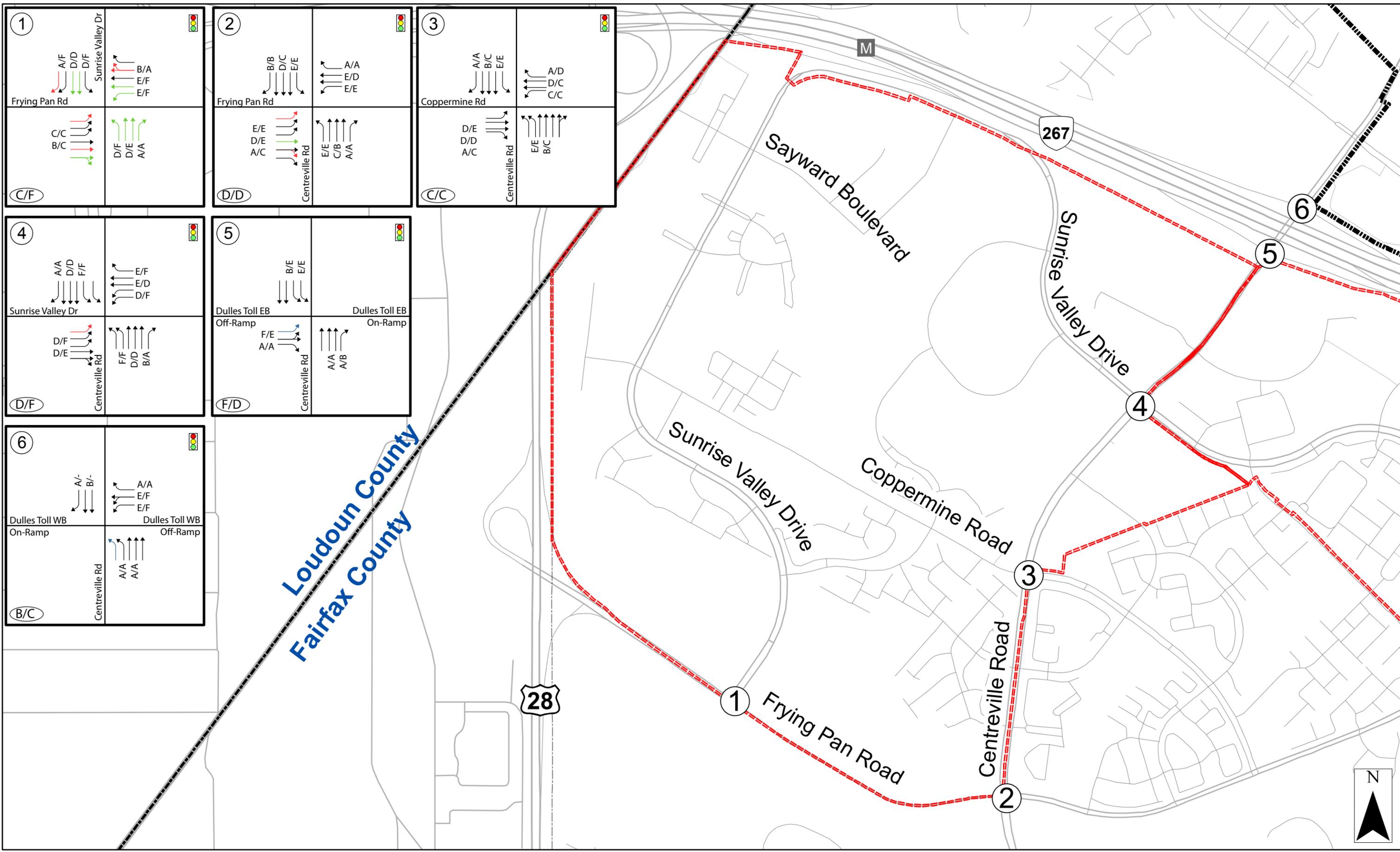
| Reston | | | | | | |
|--------------------|--------------------|--------------------|------------------------|---------------------------|-------------------|----------------------------|
| Subzone | Office (sf) | Retail (sf) | Industrial (sf) | Institutional (sf) | Hotel (sf) | Residential (units) |
| 1714.1261 | 662,843 | 37,470 | 12,073 | - | 142,388 | 3,307 |
| 1714.1262 | 3,168,406 | 214,123 | - | 30,759 | 319,740 | 2,812 |
| 1715.1263 | 1,031,217 | 33,203 | - | 18,358 | 206,244 | 1,693 |
| 1715.1264 | 569,515 | 130,116 | - | - | 330,397 | 607 |
| 1715.1265 | 443,750 | - | - | - | - | - |
| 1723.1299 | 1,419,889 | 8,546 | - | 1,702 | 34,181 | 427 |
| 1723.13 | 1,479,506 | - | - | - | - | - |
| 1724.1301 | 1,438,625 | 6,027 | - | - | 24,107 | 301 |
| 1724.1302 | 1,731,383 | 10,986 | 65,587 | 92,349 | - | - |
| 1732.1331 | 1,250,281 | - | - | 7,014 | 113,720 | 392 |
| 1732.1332 | 1,071,487 | 132,702 | - | - | 45,485 | 1,499 |
| 1733.1333 | - | - | - | - | - | 1,382 |
| 1739.1356 | 2,012,294 | 54,007 | - | 24,409 | 313,664 | 2,497 |
| 1739.1357 | 1,083,604 | - | 188,994 | - | - | - |
| 1739.1358 | 605,023 | - | 228,626 | - | - | - |
| 1739.1359 | 537,370 | - | - | 1,096,572 | - | - |
| 1740.136 | 410,491 | 20,524 | - | - | 82,099 | 1,283 |
| 1740.1361 | 1,142,529 | 19,278 | - | 19,278 | 154,224 | 1,009 |
| 1742.1368 | 4,371,605 | 745,374 | - | 686,275 | 676,551 | 4,749 |
| 1743.1369 | 2,233,211 | 65,042 | 17,650 | 101,114 | 423,144 | 1,915 |
| 1743.137 | 658,797 | 155,259 | - | 16,470 | 131,759 | 686 |
| TOTAL: | 27,321,826 | 1,632,657 | 512,930 | 2,094,300 | 2,997,703 | 24,559 |
| Route 28 | | | | | | |
| subzone | Office (sf) | Retail (sf) | Industrial (sf) | Institutional (sf) | Hotel (sf) | Residential (units) |
| 1731.1325 | 2,995,180 | 110,489 | - | 100,000 | 394,010 | 4,549 |
| 1731.1326 | 1,007,670 | 79,250 | - | - | - | 1,138 |
| 1731.1327 | 1,154,113 | 65,222 | - | 46,741 | 67,429 | 1,218 |
| 1731.1328 | 2,014,836 | - | - | - | 410,932 | 390 |
| 1731.1329 | 990,719 | 174,667 | - | - | 235,394 | 1,072 |
| 1731.133 | 217,329 | 40,611 | - | 2,432 | 73,504 | 780 |
| 1733.1337 | - | 315,721 | - | - | - | 142 |
| TOTAL: | 8,379,847 | 785,960 | - | 149,173 | 1,181,269 | 9,289 |
| Grand Total | 35,701,673 | 2,418,617 | 512,930 | 2,243,473 | 4,178,972 | 33,848 |

2030 COG Round 8 Scenario (2030 Comprehensive Plan Buildout)

| Reston | | | | | |
|--------------------|--------------------|--------------------|------------------------|---------------------------|----------------------------|
| Subzone | Office (sf) | Retail (sf) | Industrial (sf) | Institutional (sf) | Residential (units) |
| 1714 Total | 3,423,278 | 253,889 | 301,050 | 5,700 | 3,572 |
| 1715 Total | 1,807,465 | 191,383 | - | - | 1,069 |
| 1723 Total | 2,261,722 | 7,200 | - | - | 234 |
| 1724 Total | 2,595,020 | 90,400 | 27,900 | 7,500 | 565 |
| 1732 Total | 3,082,830 | 408,233 | - | 4,200 | 1,489 |
| 1733 Total | - | - | - | - | 1,929 |
| 1739 Total | 3,472,109 | 124,200 | 30,150 | 1,042,200 | 1,686 |
| 1740 Total | 976,208 | - | - | - | 569 |
| 1742 Total | 3,098,227 | 663,085 | 345,600 | 684,600 | 3,982 |
| 1743 Total | 1,895,738 | 182,991 | - | - | 1,287 |
| Total | 22,612,598 | 1,921,381 | 704,700 | 1,744,200 | 16,382 |
| Route 28 | | | | | |
| Subzone | Office (sf) | Retail (sf) | Industrial (sf) | Institutional (sf) | Residential (units) |
| 1714 Total | 5,419,357 | 273,805 | - | 238,800 | 7,002 |
| 1715 Total | - | 347,850 | - | 42,300 | - |
| Total | 5,419,357 | 621,655 | - | 281,100 | 7,002 |
| Grand Total | 28,031,955 | 2,543,036 | 704,700 | 2,025,300 | 23,384 |

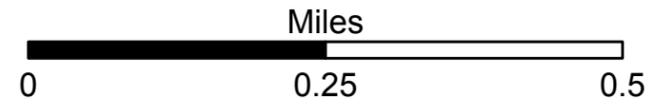
Attachment #5

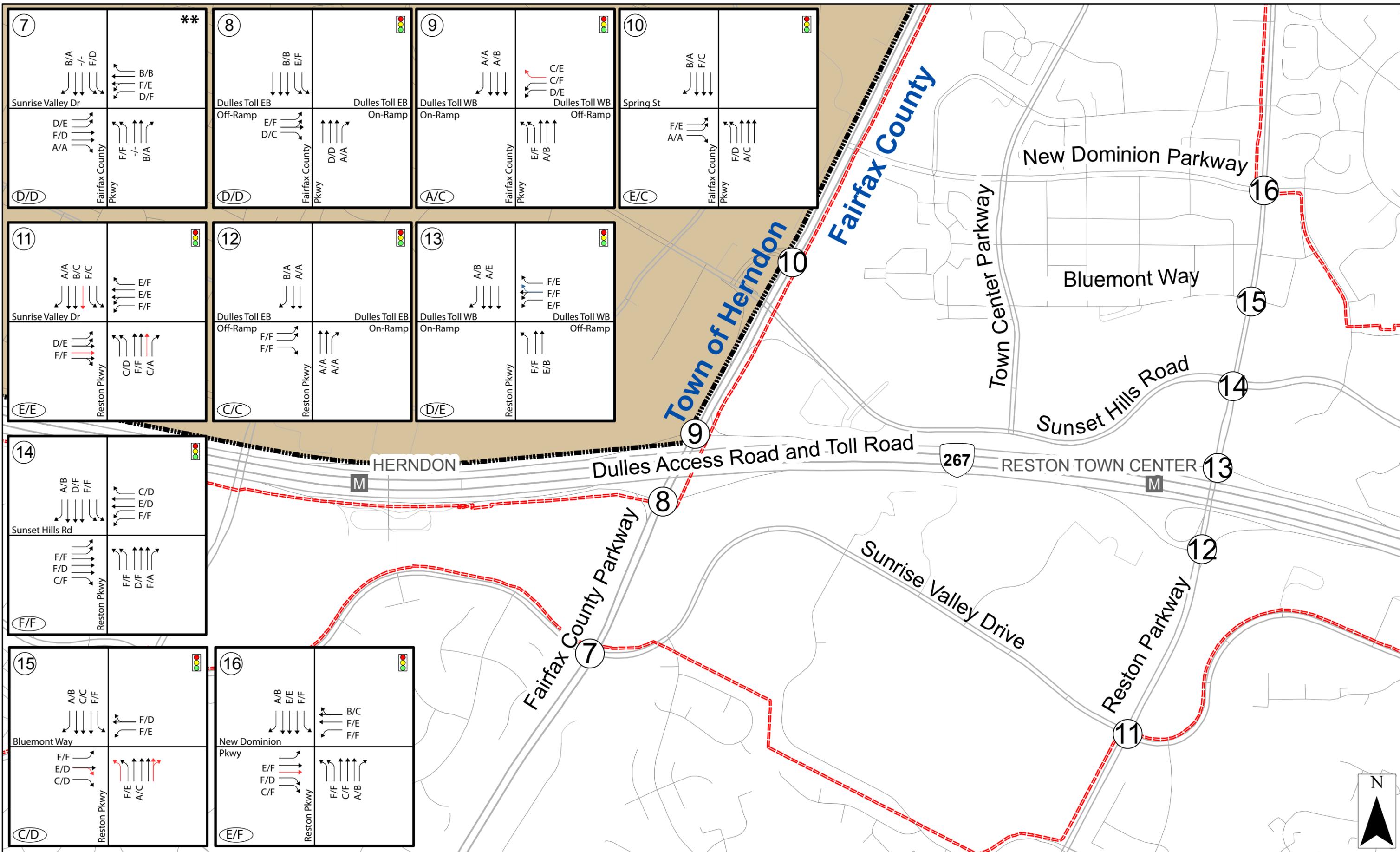
Figures (3) of Intersection
Improvements for Proposed
Land Use



**Dulles Corridor Study - West Area
Scenario G Level of Service**

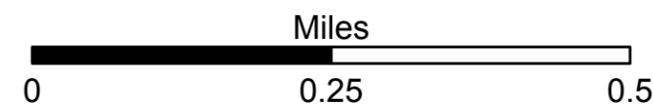
- ← Existing Lane
- Comp Plan Improvement
- Improvement by Other
- Scenario G Improvement
- x / x Levels of Service
- (x / x) Overall Levels of Service
- 🚦 Signalized Intersection
- 🔴 Dulles Corridor Study Area

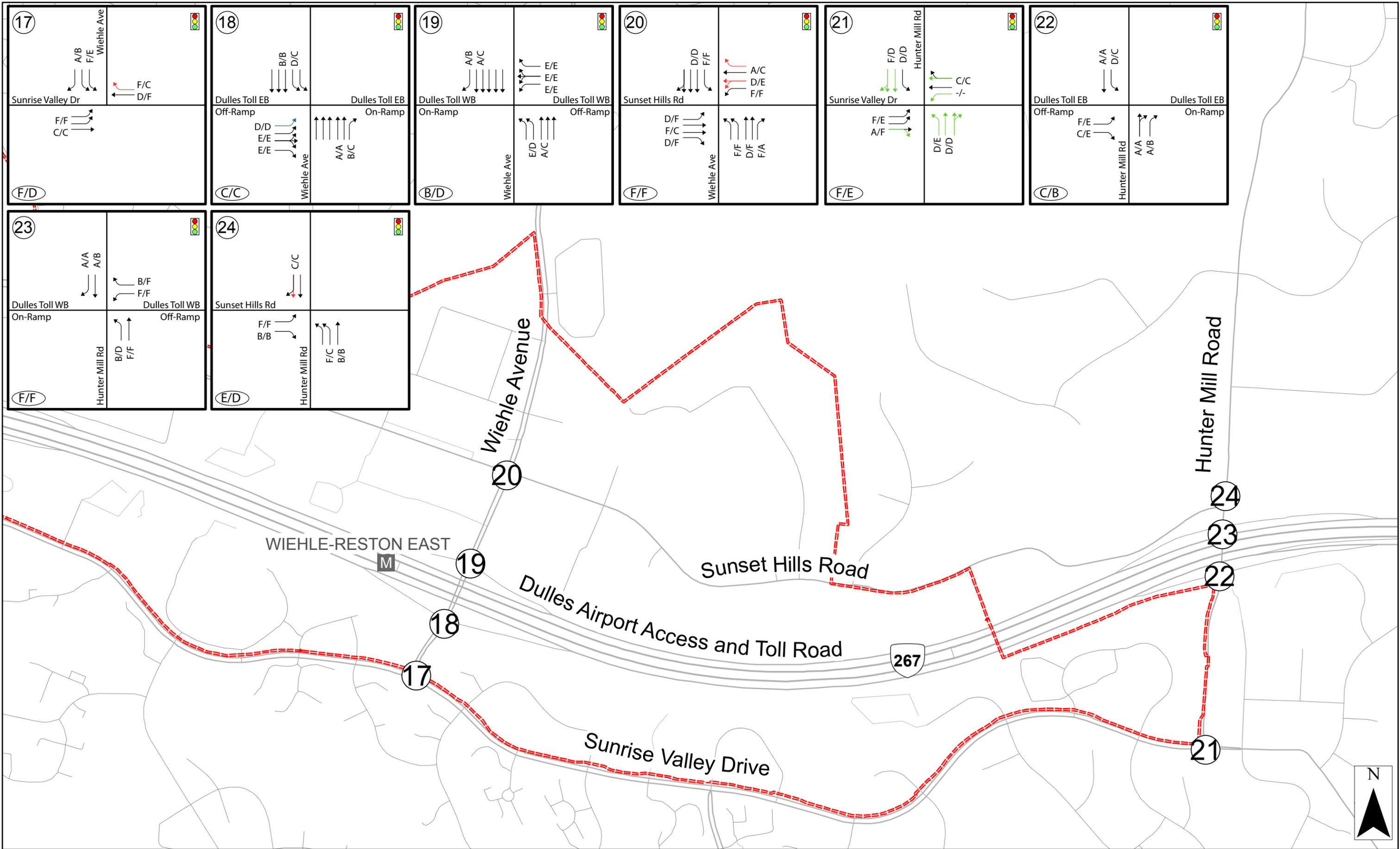




Dulles Corridor Study - Central Area
Scenario G Level of Service

- ← Existing Lane
- Comp Plan Improvement
- Improvement by Other
- Scenario G Improvement
- x / x AM/PM Volume
- (x / x) Overall Levels of Service
- ** Grade Separation Recommended at Intersection #7
- 🚦 Signalized Intersection
- 🔴 Dulles Corridor Study Area





**Dulles Corridor Study - East Area
Scenario G Level of Service**

- ← Existing Lane
- Comp Plan Improvement
- Improvement by Other
- Scenario G Improvement
- x / x Levels of Service
- (x / x) Overall Levels of Service
- 🚦 Signalized Intersection
- 🔴 Dulles Corridor Study Area



Attachment #6

VDOT Pre-Scope Material



PRE-SCOPE OF WORK MEETING FORM

Information on the Project Traffic Impact Analysis Base Assumptions

The applicant is responsible for entering the relevant information and submitting the form to VDOT and the locality no less than three (3) business days prior to the meeting. If a form is not received by this deadline, the scope of work meeting may be postponed.

| Contact Information | | | |
|---|---|---|--|
| Consultant Name: Tele: E-mail: | Michael W. Garcia 703-877-5673 Michael.Garcia3@fairfaxcounty.gov | | |
| Developer/Owner Name: Tele: E-mail: | Fairfax County Department of Transportation | | |
| Project Information | | | |
| Project Name: | Dulles Corridor Special Study | Locality/County: | Fairfax County |
| Project Location: (Attach regional and site specific location map) | See Attached Sheet | | |
| Submission Type | Comp Plan <input checked="" type="checkbox"/> | Rezoning <input type="checkbox"/> | Site Plan <input type="checkbox"/> Subd Plat <input type="checkbox"/> |
| Project Description: (Including details on the land use, acreage, phasing, access location, etc. Attach additional sheet if necessary) | See Attached Sheet | | |
| Proposed Use(s): (Check all that apply; attach additional pages as necessary) | Residential <input checked="" type="checkbox"/> | Commercial <input checked="" type="checkbox"/> | Mixed Use <input checked="" type="checkbox"/> Other <input type="checkbox"/> |
| | Residential Uses(s) Number of Units: 33,849 ITE LU Code(s): 220 _____ _____ Commercial Use(s) ITE LU Code(s): 710 (Office) 820 (Retail) 150 (Industrial) Square Ft or Other Variable: _____ _____ | 35,592,290 2,413,639 512,930 Other Use(s) ITE LU Code(s): 540 (Institutional) 310 (Hotel) 2,243,473 Independent Variable(s): 4,178,974 _____ _____ | |

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

| | | | | |
|--|---|--|--|---|
| Total Peak Hour Trip Projection: | Less than 100 <input type="checkbox"/> | 100 – 499 <input type="checkbox"/> | 500 – 999 <input type="checkbox"/> | 1,000 or more <input checked="" type="checkbox"/> |
| Traffic Impact Analysis Assumptions | | | | |
| Study Period | Existing Year: 2010 | Build-out Year: 2030 | Design Year: N/A | |
| Study Area Boundaries (Attach map) | North: Town of Herndon/Baron Cameron Avenue/Sunset Hills Road | South: Frying Pan Road and Sunrise Valley Dr | | |
| | East: Hunter Mill Road | West: Route 28 | | |
| External Factors That Could Affect Project (Planned road improvements, other nearby developments) | Loudoun County: Proposed Waterside Rezoning north of the future Innovation Center Station and south of Route 606 | | | |
| Consistency With Comprehensive Plan (Land use, transportation plan) | Two Plan Amendments so the land use plan will change and the Transportation Plan will change where needed to mitigate resulting effects of land use change. | | | |
| Available Traffic Data (Historical, forecasts) | Existing and forecast traffic data will be submitted with the traffic impact analysis | | | |
| Trip Distribution (Attach sketch) | Road Name: from MWCOG Model | Road Name: | | |
| | Road Name: | Road Name: | | |
| Annual Vehicle Trip Growth Rate: | MWCOG Model Round 8.0 | Peak Period for Study (check all that apply) | <input checked="" type="checkbox"/> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> SAT | |
| | | Peak Hour of the Generator | As determined by MWCOG Model | |
| Study Intersections and/or Road Segments (Attach additional sheets as necessary) | 1. See Attached Map | 6. | | |
| | 2. | 7. | | |
| | 3. | 8. | | |
| | 4. | 9. | | |
| | 5. | 10. | | |
| Trip Adjustment Factors | Internal allowance: <input type="checkbox"/> Yes <input type="checkbox"/> No Reduction: COG Model% trips | Pass-by allowance: <input type="checkbox"/> Yes <input type="checkbox"/> No Reduction: COG Model% trips | | |
| Software Methodology | <input checked="" type="checkbox"/> Synchro <input type="checkbox"/> HCS (v.2000/+) <input type="checkbox"/> aaSIDRA <input type="checkbox"/> CORSIM <input checked="" type="checkbox"/> Other Cube | | | |
| Traffic Signal Proposed or Affected | See Attached Map - 24 intersections. Synchro used for intersection evaluation | | | |

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

| | |
|---|--|
| (Analysis software to be used, progression speed, cycle length) | |
| Improvement(s) Assumed or to be Considered | Fairfax County Transportation Plan Map and others as determined to be needed by the Study |
| Background Traffic Studies Considered | Herndon Metro Station Area Plan that was approved by the Town Council February 2012 |
| Plan Submission | <input checked="" type="checkbox"/> Master Development Plan (MDP) <input type="checkbox"/> Generalized Development Plan (GDP) <input type="checkbox"/> Preliminary/Sketch Plan <input type="checkbox"/> Other Plan type (Final Site, Subd. Plan) |
| Additional Issues to be Addressed | <input type="checkbox"/> Queuing analysis <input type="checkbox"/> Actuation/Coordination <input type="checkbox"/> Weaving analysis <input type="checkbox"/> Merge analysis <input type="checkbox"/> Bike/Ped Accommodations <input type="checkbox"/> Intersection(s) <input type="checkbox"/> TDM Measures <input type="checkbox"/> Other _____ |

NOTES on ASSUMPTIONS: _____

SIGNED: _____ DATE: _____
Applicant or Consultant

PRINT NAME: _____
Applicant or Consultant

It is important for the applicant to provide sufficient information to county and VDOT staff so that questions regarding geographic scope, alternate methodology, or other issues can be answered at the scoping meeting.

Project Location:

The project is located in the northern half of Fairfax County. It is bounded by Hunter Mill Road on the east and Route 28 on the west. The study area is traversed by the Dulles Airport Access Highway (DAAH) and the Dulles Toll Road (DTR). A map of the study area titled Reston-Dulles Corridor Special Study is attached. It consists of the Special Study Boundary (referred to as the Reston Master Plan Special Study) highlighted in the green dash and Plan Amendment S07-III-UP2 (referred to as the Route 28 Station – South Study).

The project study area is located in the following Tax Map numbers for Fairfax County: 15-2, 15-4, 16-1, 16-3, 16-4, 17-1, 17-2, 17-3, 17-4, 18-3, 24-2, 25-1, 26-1, 26-2, and 27-1.

The Reston Master Plan Special Study is generally bounded by Centreville Road to the west, Sunrise Valley Drive to the south, Hunter Mill Road to the east, and the Town of Herndon/Baron Cameron Avenue/and Sunset Hills Road to the north. The Route 28 Station South study area is generally bounded by the Dulles Toll Road to the north, Route 28 to the west, Frying Pan Road to the south, and Centreville Road to the east.

Project Description:

The project is composed of two area plans but for the transportation analysis they have been combined as one project called the Dulles Corridor Special Study. The first area study is called the Reston Master Plan Special Study and the second is called the Route 28 Station South Study.

The purpose of the plan amendments (two) are to evaluate the County’s Comprehensive Plan and identify appropriate changes to help guide future development while ensuring that the recommendations support the implementation of rail and the County’s Transit Oriented Development policy.

The study area will include a mix of uses as shown below in the table:

| Land Use Type | Reston | Route 28 Station South | Total |
|----------------------|------------|------------------------|------------|
| Office (sf) | 27,321,826 | 8,270,290 | 35,592,116 |
| Retail (sf) | 1,632,657 | 780,982 | 2,413,639 |
| Industrial (sf) | 512,930 | 0 | 512,930 |
| Institutional (sf) | 2,094,300 | 149,173 | 2,243,473 |
| Hotel (sf) | 2,997,703 | 1,181,271 | 4,178,974 |
| Residential (sf) | 27,852,676 | 11,139,196 | 38,991,872 |
| Residential (units)* | 24,559 | 9,290 | 33,849 |

*Assumed 1,200 square feet per residential unit

The Reston study area is located in the Upper Potomac Planning District and Reston-Herndon Suburban Center and Transit Station Areas section of the County’s Comprehensive Plan. The Route 28 Station south area is located in the Dulles Suburban Center section of the County’s Comprehensive Plan. It has highest planned development intensities in this section. Both of these studies are evaluating land use changes around the County’s four planned Metrorail Stations along the Dulles Toll Road. When evaluating the potential land use changes, County staff from the Department of Planning and Zoning also took into account areas of potential change due to land use conditions, age of the buildings, and

underutilization of the land in close proximity to a Metrorail station. Additionally, approved land use approvals that have not been constructed were also taken into consideration.

Major roads in the study area are Centreville Road, Fairfax County Parkway, Reston Parkway, Wiehle Avenue, and Hunter Mill Road. Secondary major roads in the study area are Sunrise Valley Drive and Sunset Hills Road from which a majority of the access will occur.

Phasing of transportation improvements and other public facilities will be needed as development occurs and the County is working on this language that will be included in the Comprehensive Plan.

Location of Intersections Analyzed

