LAND UNIT A

CHARACTER

Land Unit A consists of approximately 645 acres located south of the Innovation Center Metrorail station. 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. Figure 12 illustrates the relationship of Land Unit A with the planned Innovation Center Station platform, including ¼ and ½ mile distances from the station platform.

Existing development 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.

RECOMMENDATIONS

Consistent with the Concept for Future Development and County Transit Oriented Development policies, Land Unit A encompasses the highest planned intensities in the Dulles Suburban Center. The land unit recommendations are organized by the land units as shown in Figure 12. Within each land unit, the Plan provides recommendations for planned use and intensity. Land Unit A-1 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. South of the Merrybrook Run Stream Valley (Land Units A-2, A-3, and A-4) is an area generally planned for a mix of uses at lower intensity levels. Land Unit A-5 is a large area of vacant land north of Frying Pan Road that is also planned for a mix of uses.

Land Use

The planned land use pattern in Land Unit A focuses most future growth within walking distance of the future Metrorail station which is generally considered to be within ¼ and ½ mile from the station. Intensities will be highest in areas with the closest proximity to the station, tapering down to lower density areas in the rest of the land unit. 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 in accordance with the plan and it is anticipated that these land units will maintain their existing character, uses and intensities.

This land unit is planned for a complementary mix of land uses including office, residential, hotel and support retail. Development in this land unit should provide for the incorporation of future transit related facilities and pedestrian and vehicular access to transit. The following table compares 2012 development levels to the planned development potential.

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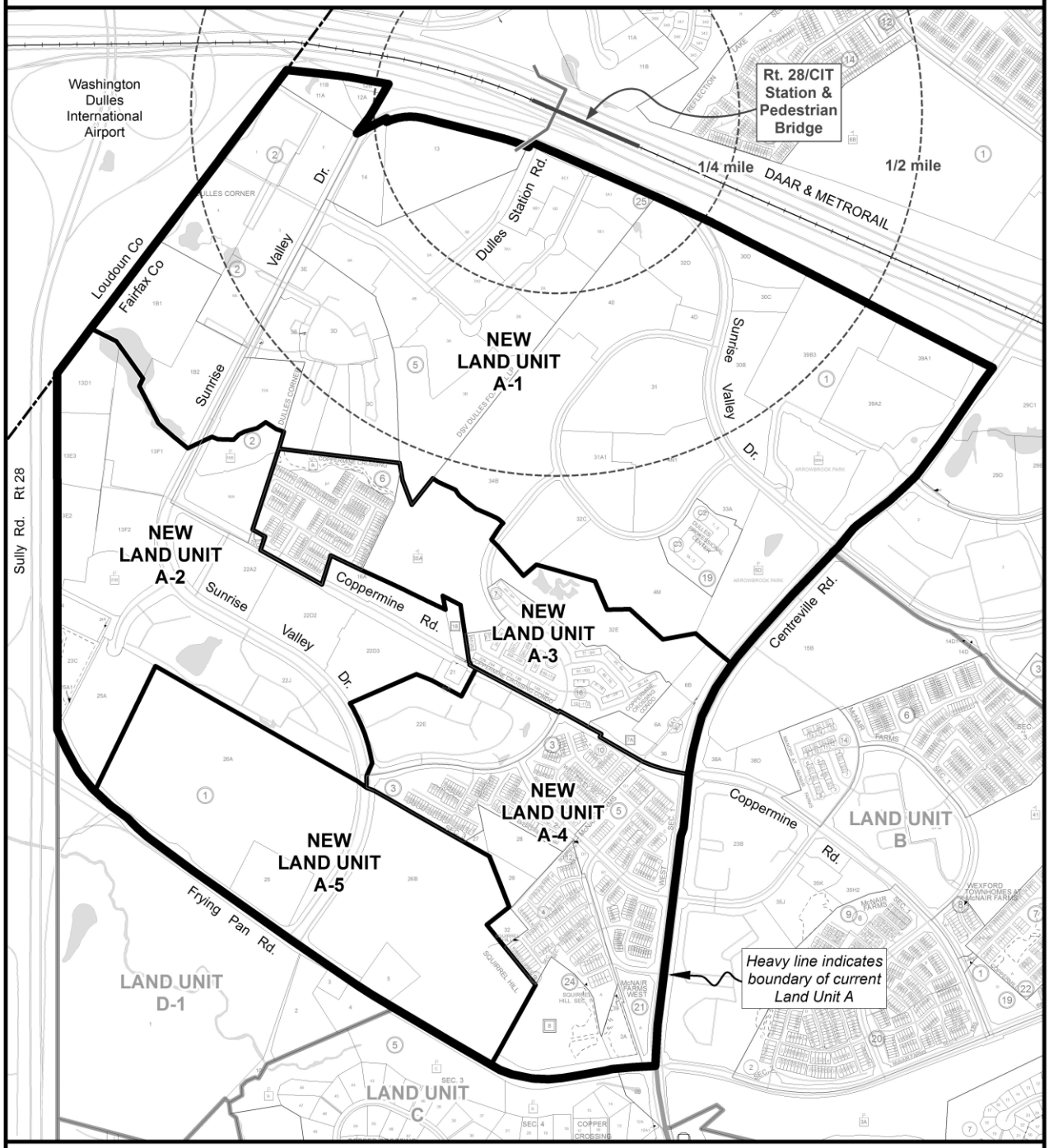
DULLES SUBURBAN CENTER
CURRENT LAND UNIT A TO BE RECONFIGURED
AS NEW LAND UNITS A-1, A-2, A-3, A-4, A-5



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PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO APRIL 2013
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Table X: Planned Development Potential

Land Use	2012 Land Use	Comprehensive Plan
Residential	3,971,000 sq.ft. (3,309 units)	11,160,000 sq.ft. (9,300 units)
Office	4,755,000 sq.ft.	8,380,000 sq.ft.
Retail	4,000 sq.ft.	465,424 sq.ft.
Industrial	35,000 sq.ft.	0
Institutional	150,000 sq.ft.	150,000 sq.ft.
Hotel	858,000 sq.ft.	1,181,000 sq.ft.
Total	**10,089,000 sq.ft.**	**21,675,000 sq.ft.**

The development potential shown in the table above is based on quantification of the land use recommendations. These land use recommendations provide flexibility for a change of uses within certain parameters. For example some areas are encouraged to include more housing when there is a corresponding reduction in office use. Additional retail uses are encouraged when they contribute to the area's vibrancy and convenience. Ground floor retail uses result in fewer peak hour trips than office uses. Land Unit A is home to several churches. Additional institutional uses or expansions of existing facilities could be considered through the Special Exception and Special Permit processes. Land Unit A is home to Coates Elementary School. Additional public facilities or expansion of Coates would be evaluated based upon guidance from the Public Facilities section. Additional hotel uses are encouraged and also result in fewer peak hour trips than office uses. Generally the Plan seeks to encourage a vibrant mix of uses that are balanced with the need to address infrastructure needs.

In reviewing development proposals, the following land use guidelines should also be considered:

- Parcel Consolidation - Parcel consolidation should be encouraged when it results in a logical assemblage of parcels of sufficient size to allow projects to function in a compatible, well-designed, efficient manner. Parcel consolidation should not preclude the development of any unconsolidated parcels in conformance with the Plan.

- Coordinated Development Plans - Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities.

- Compatible Development - All development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; are consistent with the land use guidance and development potential of the individual subunits; compatible with the development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, frontage improvements); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude

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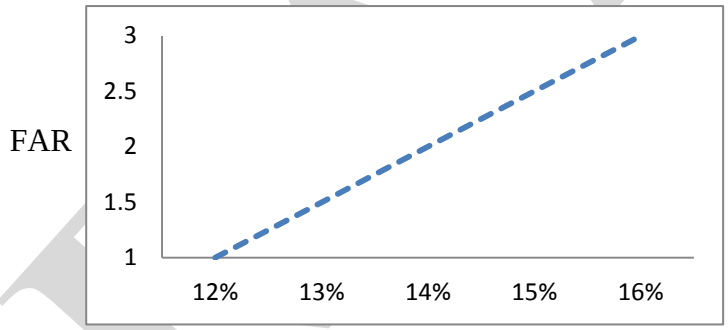
adjacent parcels from developing in conformance with the Plan.

- Existing Uses and Buildings - New uses and the replacement or expansion of existing buildings that achieve the long-term recommendations of the Plan are encouraged. In some instances, existing development may not be consistent with the long-term vision for this area. This Plan is not intended to interfere with the continuation of existing land uses or buildings. If improvements to the open space or pedestrian systems that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.

Affordable and Workforce Housing - Future development should conform to county policies on affordable housing which includes conformance to the Affordable Dwelling Unit Ordinance (ADU) and the Board of Supervisors Workforce Housing Policy (WDU). Proposals seeking up to a 1.0 FAR should meet the current policy objective of approximately 12% of total units as Workforce Dwelling Units (WDU). The exception is proposed intensity higher than 1.0 FAR which should provide a greater contribution. Proposals for development between a 1.00 and a 3.0 FAR should provide at a minimum proportionally 12% to 16% of total units as WDUs. The residential use should integrate a variety of households such as families, senior housing and residential studio units. Bonus units or bonus square footage, as provided for in the WDU policy, is excluded from the planned intensity.

Table 1: Percentage of WDU



Non-residential development in the TSA should contribute a minimum of $2.00 per non-residential square foot. This amount is to be adjusted annually based on the Consumer Price Index and may be contributed to a housing trust fund that will be used to create affordable and workforce housing opportunities near Metrorail stations. The contribution may be made over a period of time to be determined at the time of rezoning but not less than 25 cents per non-residential square foot each year. Such developments may provide an equivalent contribution of land or affordable units in lieu of a cash contribution. Non-residential contributions could also be used to fund affordable housing opportunities in the TSA through a partnership. If non-residential floor area is achieved through a bonus for providing WDUs, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount**.**

Land Unit A-1: Innovation Center Transit Station-South

Land Unit A-1 is the southern portion of the Innovation Center Transit Station Area, is 330 acres and is developed with a mix of office, hotel, residential and support retail uses. This area is planned for transit-oriented development (TOD) which focuses growth within walking distance of the Metrorail station. Intensities should be highest in areas with the closest proximity to the station, recognizing that relatively new existing development is approved for intensities significantly below the plan and may not redevelop in the future. To provide guidance on how intensity should gradually decrease with distance, 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 bridge.

Land Unit A-1 Tiered Planned Intensity	
Distance From Metrorail Station	Range of Intensity (FAR)
Tier 1: Within ¼ Mile	2 to 3 FAR
Tier 2: ¼ to ½ Mile	1 to 2 FAR
Beyond ½ Mile	0.75 to 1.5 FAR

The mixed-use recommendations that follow seek to establish parameters for future development by providing percentages for residential and non-residential uses. These percentages are meant to be guides and may need to be adjusted on a case by case basis in order to further other planning objectives including the goal of achieving the desired mix of land use for each Tier area. If a property is split between two Tiers, intensity should be based on the proportion of property in each area. Furthermore, this balance among uses may not always be achievable, at least on an interim basis, due to market demand or other economic factors. In such cases appropriate commitments should be required to insure interim development does not alter the character of the Transit Station Area and that ultimately a mix of uses will be in place consistent with Plan guidance.

Tier 1: Within a ¼ Mile from Metrorail

The Tier 1 area is within a ¼ mile of the Metrorail station and is planned for intensity within a 2.0 to 3.0 FAR. The area is planned for a balanced mix of office, residential, hotel and retail uses. The percentage of office uses should be up to 45% of development in Tier 1. Individual developments may have flexibility to build more than 45% of office if other developments are built or rezoned with a use mix that contains proportionally less office. The residential component in Tier 1 should be on the order of 50% or more of total development. Hotel, ground level retail and support service uses add to the vibrancy and enhance the mixed use environment and are encouraged in the broader mix of uses. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the object of allowing residents' and employees to minimize daily reliance on the automobile.

Tier 2: ¼ to ½ Mile from Metrorail

The Tier 2 area includes property within a ½ mile from the Metrorail station and is planned for an intensity within 1.0 to 2.0 FAR. The area is planned predominantly for residential uses with a mix of other uses including office, hotel and supporting retail. The residential component should be on the order of 50% or more of total development. The percentage of office uses should be up to 40% of development. Individual developments may have flexibility to build more than the

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stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 2 Area. Hotel, ground level retail and support service uses add to the vibrancy and enhance the mixed use environment and are encouraged in the broader mix of uses. Support retail uses should to be located in office, hotel or residential buildings and be complementary to other uses with the object of allowing residents and employees to minimize daily reliance on the automobile.

Tier 3: Beyond ½ Mile

Tier 3 includes the area north of the Merrybrook Run Stream Valley that is beyond a ½ mile radius from the Metrorail station. The area is planned for an intensity within .75 to 1.5 FAR for predominantly residential uses with a mix of other uses including office, hotel and supporting retail. The residential component should be on the order of 45% or more of total development. The percentage of office uses should be up to 50% of development. Individual developments may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for the Tier 3 Area. Hotel, ground level retail and support service uses add to the vibrancy and enhance the mixed use environment and are encouraged in the broader mix of uses. Support retail uses should be located in office, hotel or residential buildings and be complementary to other uses with the object of allowing residents and employees to minimize daily reliance on the automobile.

Land Unit A-2

Land Unit A-2 is approximately 110 acres and is planned for and developed with a mix of land uses including office, hotel, support retail and residential uses at an intensity of .50-1.0 FAR. Other uses include a church, two cemeteries and park uses such as a baseball diamond and stream valley park land. This area is planned to maintain the existing character, uses and intensities and provide an appropriate transition to the adjacent existing and planned residential communities.

Land Unit A-3

Land Unit A-3 is approximately 65 acres and is developed with townhouses and multifamily residential. Other uses include the Lutie Lewis Coates Elementary School, and a church. The northern part of the sub-unit consists of the Merrybrook Run Stream Valley. This land unit is planned for residential uses at a density of 8-12 du/ac and is planned to maintain the existing character, uses and intensities. Opportunities to provide multi-purpose trails to the north should be sought to improve accessibility to the Metrorail station.

As an option, almost 5 acres (parcels 16-3((1)) 6A, 6B and 36) located at the intersection of Centreville Road and Coppermine Road may be appropriate for a 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.

Land Unit A-4

Land Unit A-3 is approximately 85 acres and is developed with garden apartments west of River Birch Road, townhouses and two churches to the east of River Birch Road. This land unit is planned for residential uses at a density of 12-16 du/ac. This area is planned to maintain the existing character, uses and intensities and provide an appropriate transition to the adjacent existing and planned residential communities.

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Land Unit A-5

The approximately 80 acres of vacant land (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 residential, office, hotel, and community serving retail, at .50-1.0 FAR. The residential component should be on the order of 55% or more of total development. The percentage of office uses should be up to 40% of development. Individual developments may have flexibility to build more than the stated percentages if other developments are built or rezoned with a use mix that maintains these proportions for Land Unit A-5. Hotel, support retail and services uses are encouraged in the broader mix of uses. 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. Building heights and mass should be carefully designed to be compatible with the adjacent single-family residential neighborhoods.

TRANSPORTATION

The vision for Land Unit A promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the transit station. The improvements should balance future land uses with supporting transportation infrastructure and services, address the long term needs of the area, design a road network that can accommodate all modes of transportation, and provide infrastructure and facilities that will support intermodal connectivity along the network.

The following recommendations are intended to help improve circulation within, around, and through this area. While the transportation recommendations support the development near the transit station, these recommendations also will facilitate regional travel through the area. The transportation recommendations are divided into eight sections: Land Use/Transportation Balance, Monitoring System, Public Transportation, Road Network and Circulation, Bicycle Facilities, Transportation Demand Management, Parking Management, and Funding of Transportation Improvements and Services.

Land Use/Transportation Balance

Maintaining a balance between the land uses in Land Unit A and the transportation system is essential in order to preserve an acceptable level of accessibility in and around this area as development occurs over time. To maintain a balance, the increase in development should coordinate the provision of transportation infrastructure with programs to reduce vehicle trips.

Within the area, preference should be given to the maintenance of a high level of service for all modes including transit, vehicles, pedestrians and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment. Impact studies should quantify the LOS for all applicable modes by applying up-to-date standard techniques. It is the intent to maximize the use of non-vehicular modes of transportation in Land Unit A in the future.

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Monitoring System

Maintaining a balance between land use and transportation is dependent on a number of factors. The necessary transportation infrastructure, modal split levels, and vehicle trip reduction levels to maintain this balance have been analyzed extensively based on known conditions at the time of developing this Plan guidance. However, these conditions might change in the future which could result in changes in the number, frequency or direction of vehicle trips. For this reason, it is considered essential to monitor built and approved development and vehicle trips in the area over time and determine if the balance of development over time, vehicle trips and delay and the provision of transportation infrastructure have been maintained. This review should occur at least every 5 years or based on changes in circumstances and should be the primary responsibility of the county with survey input and assistance from landowners and tenants where available.

Public Transportation

Metrorail - The introduction of Metrorail service along the Dulles Airport Access Road is an integral factor to providing increased mobility and reducing vehicle dependency for employees and residents in this area. Focusing the densest development around the Innovation Center Metrorail station is vital to promote the use of public transportation and achieving the vision for Land Unit A.

Local Bus Service - There is existing Fairfax Connector bus service that serves both local riders and people commuting through Land Unit A. These routes will be modified to provide convenient and reliable feeder service to the surrounding area from Innovation Center Station.

Road Network and Circulation

The road network and circulation recommendations provide additional transportation guidance and recommendations for development within Land Unit A. For new streets, right-of-way should be provided for their ultimate configuration including pedestrian and bicycle facilities as identified in the Plan. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible. Road planning should balance the efficiency of through movements with the need for reasonable access to existing and planned uses. Existing property access points should be retained to the greatest extent possible.

In the planning and design of transportation projects, it will be necessary to balance the competing needs of many stakeholders starting in the earliest stages of project development. The design of a facility should be safe and function for all users regardless of the mode of travel they choose. Flexibility in design may be considered to achieve plan objectives.

Network Level of Service

An overall Level of Service (LOS) E is the goal for the street network in the Innovation Center ~~TOD area~~TSA. In instances where a LOS E standard cannot be attained or maintained in ~~a TOD~~ the TSA with planned development, remedies should be proposed to offset impacts. ~~using the tiered approach described below.~~ The purpose ~~of this tiered approach~~ is to support implementation of the grid of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists.

~~First, determine whether addition of capacity and/or increased operational efficiency is possible to achieve without decreasing pedestrian walkability and safety.~~ The widening of roads by adding exclusive turn lanes and/or through lanes will not be desirable in most cases since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of additional lanes, it is preferable to add links to the street grid where applicable and possible to promote the build out of the grid of streets and to create additional diversionary paths for vehicles, and in so doing, to decrease the traffic at problem locations in the vicinity of a proposed development. If this approach does not attain the recommended LOS, other approaches should be considered.

~~1. When step 1 is not achievable, decrease future site-generated traffic by (1) changing the mix of land use within the parameters of the applicable land use guidelines (e.g., replacing office or retail uses with residential use), (2) increasing transit use through provision of additional and improved services, and/or (3) optimizing the application of TDM measures which might include greater transit use, walking and bicycling.~~

~~2. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the TOD may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements~~

Road Transportation Improvements – The following list of roadway network improvements are recommended to achieve the vision for Land Unit A and enhance connectivity through the area by creating multiple and enhanced connections.

- River Birch Road Extension to Frying Pan Road
- Additional Centreville Road Crossing at McNair Farms Drive
- New bridge over Dulles Toll Road to Loudoun County
- A grid of streets in the Transit Station Area

A fundamental purpose of this conceptual grid of streets is to provide alternative paths for vehicles and therefore reduce congestion and increase connectivity in this area. An illustration of the enhanced street network is shown on Map "X" below. In planning the grid of streets, consideration should be given to avoid intersections with acute or awkward angles; minimizing exclusive turn lanes; and having block sizes generally within a 400 foot to 600 foot range. Any block longer than 600 feet should contain a mid-block pedestrian connection.

In addition to the list of road transportation improvements above, other intersection improvements may be required within the land unit in order to ensure acceptable traffic operations. Each roadway improvement should be independently evaluated not only for its transportation utility from a cost-benefit perspective, but also for its environmental implications such as effects on storm water management, water quality, noise or parks and its integration into the area's urban context.

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Street Types - Street types respond to the needs of traffic from transit, pedestrians, bicycles, as well as vehicles. Street types in Land Unit A have been identified, with a conceptual overview within the curb (the road and median) by each type's functionality. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Streetscape diagrams are located in the Urban Design section.

The design guidelines for street types should be followed in the instance of providing new private or public roadway connections or when proposing improvements to the existing roadway network. See Table X for Urban Design Functional Classifications. Minor arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to principle and minor arterials, while the local streets allow internal circulation and connectivity within the area.

Table "X"
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	Dulles Station Boulevard

More Information on Fairfax County Roadway Functional Classifications:
http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/transportation.pdf (beginning on p. 12)
http://www.fairfaxcounty.gov/dpz/zoningordinance/appendices/apx08.pdf

Insert Transportation Recommendations Figure "T2"

Staff evaluated the transportation improvements map and made adjustments to minimize disruption and as much as possible make consistent with approved development plans which include private roads.

The existing and planned roadways in Land Unit A are categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. The Urban Design section includes the streetscape recommendations.

1. *Minor Arterials (Through Corridors)* -- Some arterials are through corridors and occur on the periphery of Land Unit A. These include Centreville Road and Frying Pan Road which are planned to be improved according to the Transportation Plan Map and the Countywide Bicycle Master Plan. Improvements should incorporate appropriate pedestrian facilities and streetscape including improved pedestrian crossings across Centreville and Frying Pan Roads and across the Dulles Toll Road.

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2. *Minor Arterials (Avenues)* –A portion of Sunrise Valley Drive that extends south of the bridge is a minor arterial. These types of roadways carry shorter-distance through traffic, and carry less traffic volume than Principle Arterials.

   Curb to Curb Area:
   - Median width of approximately 14 to 22 feet, if provided, to allow for safe pedestrian refuge
   - 2 travel lanes per direction (11 feet for each lane)
   - 8 feet for on-street parallel parking if found desirable
   - 5 foot on-road dedicated bike lane per direction

3. *Collector Streets (Collectors)* – Sayward Boulevard is an example of a collector in Land Unit A that routes traffic to major and minor arterials from the local streets.

   Curb to Curb Area:
   - A median is not preferred; however, if provided the width should be approximately 14 to 22 feet
   - 1 to 2 travel lanes per direction (11 feet for each lane)
   - 8 feet for on-street parallel parking per direction
   - 5 foot on-road dedicated bike lane per direction

4. *Local Streets (Local)* – Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

   Curb to Curb Area:
   - Medians should only be required when they are part of the urban design concept and the landscape or open space plan
   - 1 travel lane per direction (11 feet for each lane)
   - 7-8 feet for on-street parking per direction when provided
   - Local streets are low speed facilities that may not require bike lanes

Note: Transportation staff prefers to see "when provided" removed.

The above guidance is for roads associated with redevelopment or new development. Flexibility should be provided for roads that transition to existing roads. In addition, if new roads cross environmentally sensitive land there should be flexibility in road design.

<u>Bicycle Facilities</u>
Bicycle and pedestrian facilities should be provided on roads consistent with the figure below. Bicycle facilities are described in the text located in the Street Types Guidelines under the Road Network and Circulation section above. In an effort to encourage bicycling in Land Unit A, safe, secure, and convenient bicycle parking should be provided. The number of bicycle parking spaces should be determined based on the planned land uses.

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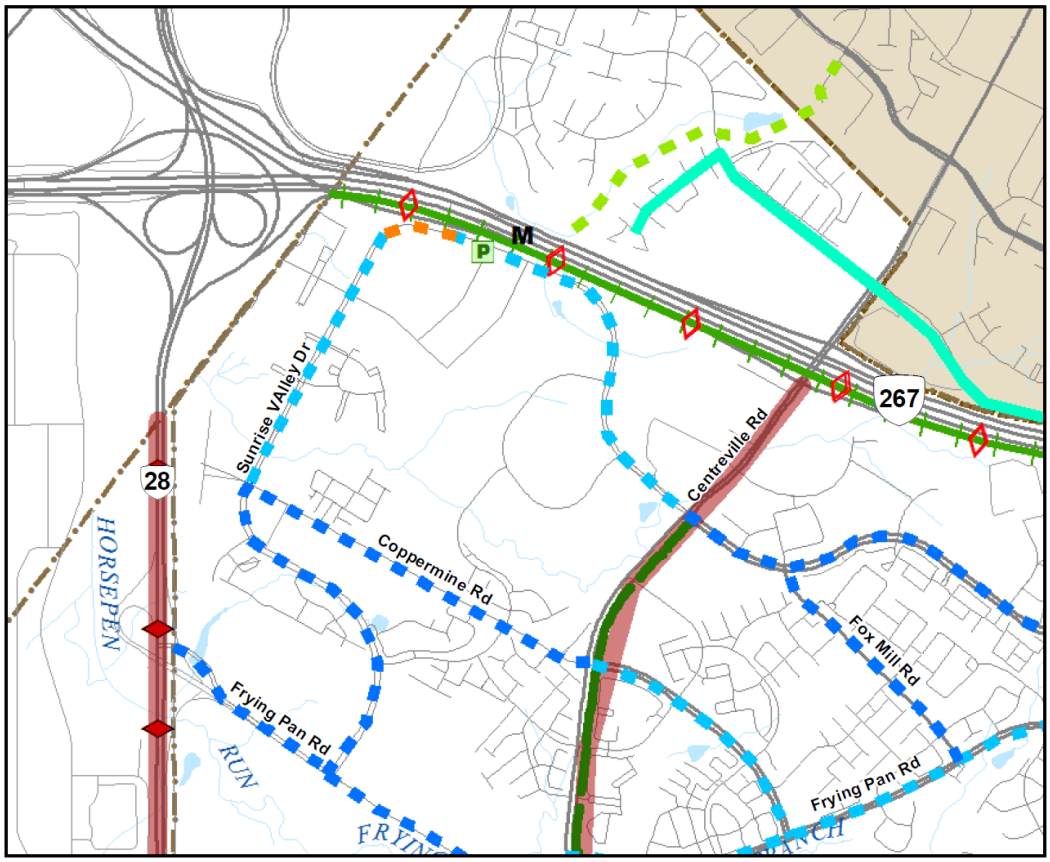
BICYCLE FACILITIES FOR ROUTE 28 STUDY AREA



Recommmended On-Road Facilities
- Bike Lane
- Cycletrack
- Buffered Bike Lane
- Sharrow
- Climbing Lane
- Striped Shoulder
- Shared Roadway; Shared Use Roadway
- SR w/ Safety Treatment; SR w/ Saftey Treatment
- Study Further or Policy Decision

Recommended Off-Road Facilities
- Sidewalk With Bikes Permitted
- Add to Network As Is
- Shared Use Path
- Cycletrack

Existing On-Road Facilites
- Bike Lane

Existing Off-Road Facilities
- Trail
- Cross County Trail

N

Miles 0 0.25 0.5

Bike Access Links and Crossings

HIGH OCCUPANCY TOLL LANES

HIGHWAY OVERPASS

CUL-DE-SAC

RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)

EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
C		COMMUTER RAIL STATION
	R	RAIL STATION
◊ ◊ ♦ ♦		HIGH OCCUPANCY VEHICLE LANES
▭		PLANNING SECTOR OR DISTRICT

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 Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, and visitors. Examples can be found in the County's Policy Plan. The result is a more efficient use of the existing transportation system. TDM is a critical component in achieving the Plan's goal of land use and transportation balance.

The objective of a successful TDM Program for Land Unit A will be to reduce the number of single occupant vehicle trips. These reductions are based on Institute Transportation Engineers' (ITE) trip generation rates and are to fall within the ranges shown in the TDM Goals Table X. In the TOD area recommendations are for reductions by at least 35% for Land Unit A-1, Tier 1 the area within one-quarter mile of Innovation Center Station and at least 30% for Tier 2, the area between one-quarter and one-half mile from the station. TDM goals lower than those shown in Table X may be considered, on an interim basis, prior to the opening of the Innovation Center Metrorail Station.

Table X: TDM Vehicle Trip Reduction Goals for Commercial and Residential Development

Development		0-1/4 Mile	¼ to ½ Mile	Beyond ½ Mile
Office	TDM Goal	45%-35%	40%-30%	35%-25%
Residential	TDM Goal	45%-35%	40%-30%	25%-15%

Note: The percent reduction is from the latest ITE peak hour trip generation rates

A large component of TDM will be the implementation of formal TDM programs by the various stakeholders within Land Unit A. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

1. Indication of the trip reduction goals to be achieved at each phase of development and the measures to be used in the program.
2. TDM implementation plans with monitoring provisions.
3. Provision of remedies if a TDM fails to achieve its objective within a reasonable period of time.

Parking Management

~~To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies such as commitment to half-mile and quarter-mile parking rates shown in the table below are encouraged. These parking strategies can serve to reduce trips and more efficiently organize and utilize the area. For development within a half-mile of the Metrorail station, a parking plan should be submitted along with a development application that demonstrates an~~

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~~effort to reduce parking and that the amount of parking that is provided is sized to support the development. The following table has target parking rates for areas within a half mile of the Metro station.~~

~~Table X: Target Parking Rates for Areas Within One Half Mile of Station~~

~~**Use**~~	~~**Fairfax County Parking Requirement**~~	~~**<1/2 Mile from Metro**~~	~~**Optional 10% Reduction <1/4 Mile from Metro**~~
		~~**Target Parking Rate**~~	~~**Target Parking Rate**~~
~~Residential or Lodging Unit~~			
~~Townhouses~~	~~2.7~~	~~2.0~~	~~1.8~~
~~Multifamily 0-1 Bedroom~~	~~1.6~~	~~1.3~~	~~1.2~~
~~Multifamily 2 Bedroom~~	~~1.6~~	~~1.5~~	~~1.4~~
~~Multifamily 3+ Bedroom~~	~~1.6~~	~~2.0~~	~~1.8~~
~~Hotel~~	~~1.08~~	~~1.08~~	~~1.0~~
~~Commercial Spaces/1,000 Sq. Ft.~~			
~~>125,000 Sq. Ft.~~	~~2.6~~	~~2.2~~	~~2.0~~
~~<125,000 Sq. Ft.~~	~~3.6~~	~~2.3~~	~~2.1~~
~~Retail~~	~~4.0-4.8~~	~~3.2-3.8*~~	~~No Minimum*~~

~~*For uses not specifically listed above, the minimum parking space requirement set forth in sections 11-103, 11-104, 11-105 and 11-106 shall apply as follows: For development within a half mile of the metro station, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses should not be included in the calculation of required parking: personal/business services, fast food restaurant, quick service food store and/or easting establishment. Beyond 5,000 square feet the minimum number of parking spaces required shall should be based on eighty percent (80%) of the specified rates set forth in such Sections.~~

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. For development within a half mile of the metro station a commitment to parking levels that is supportive of achieving the TDM goals is encouraged. A parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. These strategies can serve to reduce trips and more efficiently organize and use the area.

Funding of Transportation Improvements and Services

Funding these transportation improvements through Federal, State and County sources should be pursued; however, some combination of public and private sector funding will be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. Further detailed examination of these funding options for each improvement identified and those that have not been identified is needed before a preferred funding approach is selected.

ENVIRONMENTAL STEWARDSHIP

Promoting environmental stewardship in Land Unit A includes innovative stormwater management, the provision of green buildings and addressing noise sensitive uses. These practices will ensure that this area develops as a sustainable community, creating a healthy and environmentally responsible place.

Stormwater Management

Future development offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and to reduce pollutant loads entering the Potomac River and Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all future development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas within Land Unit A may support this approach while providing recreational amenities and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects. In addition, the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is proposed. Any development proposals in the area should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls allowing for flexibility in specific approaches taken to achieve these guidelines.

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. The emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.

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- ~~At a minimum, stormwater management measures should be provided as follows:~~

~~For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.~~

~~For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.~~

~~Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids are removed, or through which at least an equivalent level of water quality control is provided.~~

~~As an alternative to items 1, 2 and 3 above, if the U.S. Green Building Council has supplanted its LEED® 2009 rating system, stormwater management measures may be provided that are sufficient to attain the stormwater management-related credit(s) of the most current version of LEED-NC or LEED-CS rating system (or equivalent of this/these credit(s)).~~

~~If these goals are not achievable, all available measures should be implemented to the extent possible in support of these goals.~~

- ~~As an alternative to 1 through 4 above, s~~Stormwater management measures and/or downstream improvements ~~may~~ should be pursued to optimize site-specific stormwater management and stream protection/restoration needs, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

NOTE:
The Staff recommendation is to retain the current language as it provides ample flexibility to determine appropriate stormwater management and water quality measures for a specific site while making it known what sorts of measures and goals will be recommended during the development review process.

Green Building

The Policy Plan's Environment section provides guidance for green building practices and standards applicable to Suburban Centers and Transit Station Areas. Future development throughout Land Unit A should follow this guidance, with the exception of non-residential development within the Innovation Center TSA which should go beyond this guidance by achieving, at a minimum, LEED Silver certification or the equivalent. Achievement of higher levels of LEED certification, both within and outside of the TSA is also encouraged. A broad range of practices can be pursued in support of or in addition to green building certification. These include, but are not limited to: the provision of green roofs (also referred to as vegetated roofs), the incorporation of solar orientation and landscaping strategies for energy conservation, on-site renewable energy production, the use of low energy lighting fixtures, the use of recycled materials during construction, and the reuse of grey water where allowed. The application of these practices should be encouraged.

Noise

Proposed residential uses, outdoor activity areas and other noise sensitive uses may be affected by proximity to the Dulles Toll Road and Metrorail. In addition, a small portion of the Land Unit near Rt. 28 is located within an area with projected aircraft noise impacts above DNL 60 dBA. Comprehensive Plan policy recommends against new residential development in areas where current and/or projected future highway noise levels exceed DNL 75 dBA (a day-night weighted average noise level) or where projected aircraft noise exposures exceed DNL 60 dBA.

Broader planning goals for the Innovation Center TSA may suggest that sites near the Dulles Toll Road and Metrorail would be appropriate for residential development and/or other noise-sensitive uses, even where projected noise impacts may exceed DNL 75 dBA. However, design approaches may be available that would shield noise-sensitive areas from these impacts. Efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near rail and major highways, such proposals should only be considered with the provision of a noise study during the review of the development, appropriate commitments to noise mitigation measures and potentially commitments to the provision of disclosure statements and may necessitate a post-development noise study if feasible. The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include

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siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational areas. Post-development noise studies should be conducted in order to provide for evaluations of noise mitigation measures.

URBAN PARKS AND RECREATION

Growth and development increase the need for parks, recreation and open space that are essential amenities in Land Unit A and the Innovation Center TSA and are currently deficient. Parks provide visual breaks in the urban landscape and places for people to enjoy the outdoors, recreation and leisure pursuits. Public open space is especially important for residents of higher density housing who may lack access to private yards or recreation facilities. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents.

New parks should be planned and integrated in Land Unit A that range from places that support and foster social interaction to those that support individual sports and recreation activities. While many developments will include urban parks as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves a wide range of needs. The provision of athletic facilities is especially important and challenging. Creative approaches to providing for sports needs will be necessary, including use of technology and scheduling to increase facility capacities and integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework is in the Parks and Recreation section of the Policy Plan as Appendix 2. It was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas and is to be used to guide park development. This framework provides service level standards, design guidelines and a typology of urban park types to guide the creation of urban park systems in Fairfax County.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. Urban park design elements may be combined in various ways to create a range of urban park types. While park types may be adjusted to fit an area's specific needs and concept, five distinct types of urban parks include pocket parks, common greens, civic plazas, recreation-focused urban parks and linear parks as described in the Urban Parks

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Framework. The urban park typology strives to provide a comprehensive range of amenities and uses, such as pedestrian-oriented by-ways, large open spaces for civic gatherings, and other recreation-oriented opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific County needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. New developments should provide 1.5 acres of urban park space per 1,000 residents and 1.0 acre of urban park space per 10,000 employees that is well integrated into the development and distinguished from site and public realm landscaping and streetscape features. A range of recreation facilities and park amenities should be incorporated into the urban park spaces to serve the recreation and leisure needs of nearby residents, workers and visitors.

Urban Park Implementation

Creation of an urban park network is essential, to successful redevelopment efforts and the vision for Land Unit A and the Innovation Center TSA. As a result of ownership patterns, urban park development will likely occur in a piecemeal pattern over time. Therefore, coordination and collaboration among landowners to create a connected system of needed park spaces is desirable. A comprehensive system of urban parks, if properly implemented, can contribute to a sense of place and help distinguish the area as a quality place to live, work, shop and visit. The Urban Parks Framework should be used to guide the design and location of the urban open space system. To accommodate the shift in development patterns, lifestyles and urban design, urban parkland should be provided in accordance with the urban park typology, framework and urban park land service level standards. Recreation facilities should be provided in accordance with adopted countywide facility service level standards to address recreation needs to the extent feasible.

It is important to pursue creative solutions to providing open space and recreation facilities in Land Unit A. Parkland can be publicly owned, privately owned, or provided through public-private partnerships. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. With any of these creative approaches, visual and physical accessibility to the public is essential.

PUBLIC FACILITIES

Some existing public facilities located in and around Land Unit A may have adequate capacity to accommodate planned growth; however, certain facilities will need expansions or modifications to continue providing adequate service. These facilities should be located within reasonable proximity of the land unit, in accordance with County policy. Providing adequate public facilities in some cases will require innovative urban solutions such as locating public facilities within buildings serving other uses. The provision of future facilities would need to be coordinated with

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the rate that planned development occurs.

Schools

Land Unit A is currently served by four public schools. These include Coates and McNair Elementary Schools, Carson Middle School and Westfield High School. Coates Elementary is physically located within the Study Area.

Under the envisioned growth for the Innovation Center Transit Station Area, there will be a need for at least one new elementary school site to serve the area.

In addition, the Innovation Center Station Area and Reston/Herndon Suburban Center areas have student enrollments that are projected to significantly exceed the available capacity at the elementary, middle and high school levels. New elementary, middle and high school facilities, as well as capacity enhancements at existing facilities, will be required to accommodate the anticipated enrollment in these two areas. A high school located in or in the vicinity of Land Unit A would be well located to relieve overcrowding in existing schools as well as serve planned growth in Land Unit A and the surrounding areas

During the development review process, developers should provide for additional capacity to mitigate the impacts of new development. These contributions could be more traditional in nature, such as dedication of a school site, or might include more innovative urban solutions such as locating schools facilities with parks or within buildings serving other uses.

Telecommunications

It is anticipated that telecommunications services will be able to accommodate the planned growth in Land Unit A through continuous improvements in technology, funded by user fees. New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement and functional elements of the physical environment, with particular emphasis on public spaces. An urban environment is comprised of many elements including; streets, blocks, open spaces, pedestrian areas and buildings. The following recommendations provide guidance for each of these elements, with a particular emphasis on creating a high-quality urban environment that is walkable and pedestrian-friendly. The goal of these recommendations is to support the transition of portions of Land Unit A from an auto-oriented suburban place into a cohesive, functional, pedestrian-oriented and memorable urban destination. The primary areas likely to transition are

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within roughly half a mile of the Innovation Center Metro station. The other areas are generally envisioned to largely remain the same, with the exception of the vacant land along Frying Pan Road, which is envisioned to develop.

URBAN DESIGN RECOMMENDATIONS

The urban design recommendations provide direction for creating urban places within the area. These are organized into two sections, the Pedestrian Realm Recommendations and the Building and Site Design Recommendations.

Pedestrian Realm Recommendations

The pedestrian realm consists of publicly accessible places where people circulate on foot. Sidewalks connect pedestrians to their homes, places of employment, retail establishments, restaurants, parks, plazas, trails, and other public places. The pedestrian realm is the most visible space within the urban environment. It should be continuous but can vary in its character depending upon adjacent uses and the scale of the street. The design of the pedestrian realm should be integrated with and complimentary to adjacent land uses. The following recommendations address the Street Grid and Block Pattern as well as Streetscape Design.

Street Grid and Block Pattern

The street grid will be the primary organizing element of the area. In contrast to the existing pattern of large, suburban blocks, planned development should create smaller blocks through an interconnected system of streets. This street system will be more walkable, provide travel choices for pedestrians and motorists, and have breaks in building massing to help create a built environment that is appropriately scaled for pedestrian activity. See the Transportation section for more information on the planned street grid.

Streetscape Design

Attractive streetscapes include a well-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design should vary by the type of street and the adjacent land use, and should create a unifying theme along each of the roads to visually and physically link the various developments within the area. Elements of streetscapes include sidewalks, street furniture, streetlights, trees and other plantings, paving, crosswalks, bus shelters, bicycle racks, public art, and seating areas. The purpose of these elements is to enhance the quality of the pedestrian environment.

Below are general recommendations for all streetscapes, which are followed by design recommendations for each streetscape type (Through Corridors, Avenues, Collectors, and Local Streets). See the Transportation section for information on street types associated with each streetscape type.

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Definition of Streetscape Zones: The streetscape is composed of three zones (see illustrated streetscape cross-sections). The landscape amenity panel is located next to the curb and includes trees, lighting, bus stops, bicycle racks, parking meters, traffic signs, refuge strips, and other urban living infrastructure. The sidewalk is reserved for pedestrian movement and should not contain any street furniture. The building zone is located between the sidewalk and the building facade. The character of the building zone is determined by the adjacent land use.

Underground Utilities and Stormwater Infrastructure: Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone; it should not be located under street trees.

Street Lighting: Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to LEED light pollution requirements and County ordinances.

Streetscape Maintenance: Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement may need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings: At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street.

Median Landscape Strip: New streets in Land Unit A are not expected to include medians except where they would facilitate pedestrian crossings. Where medians are provided, they should be planted with attractive landscaping. Safety and sight distance should be taken into consideration.

On-Street Parking: Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas.

Planting in the Pedestrian Realm: Street trees should be planted in an environment that promotes healthy root growth, and should be spaced no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions such as pollution, should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points.

Low Impact Development Techniques: Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage.

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Streetscape Design Flexibility: Flexibility will be needed where site constraints are present and where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape recommendations, variation from the streetscape guidance may be permitted when the variation results in acceptable minimum sidewalk, landscape amenity panel and building zone widths and amounts of trees and landscaping.

Through Corridors

Through corridors include Centreville and Frying Pan Roads which will carry the largest volume of automobile traffic and will also accommodate buses, bicycles and pedestrians. If these roads are improved, pedestrian and bicycle facilities should be provided, along with streetscape improvements. These improvements should include improved pedestrian crossings across Centreville and Frying Pan Roads and across the Dulles Toll Road. In addition, the Countywide Bicycle Master Plan identifies further improvements

Avenue, Collector, and Local Street Streetscapes

While avenues, collectors, and local streets serve different functions from a traffic perspective, their streetscapes are similar. The character of the streetscapes should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the classification of the street. This category of streetscapes includes, among others, Sunrise Valley Drive, and Sayward Boulevard. See Figure X. The following recommendations are provided for achieving the streetscape character for avenues, collectors, and local streets:

Landscape amenity panel: This zone should be a minimum of 8 feet wide along avenues and collectors and a minimum of 6 feet wide along local streets. Street trees should be evenly spaced in ordered plantings. Vegetation may also include shrubs and ground cover. Amenities such as bicycle racks and bus shelters should be provided as needed to serve the adjacent land uses.

Sidewalk: Sidewalks along avenues and collectors should be a minimum of 8 feet wide. Sidewalks along local streets should be a minimum of 6 feet wide.

Building Zone: The width of this zone should range from 4 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

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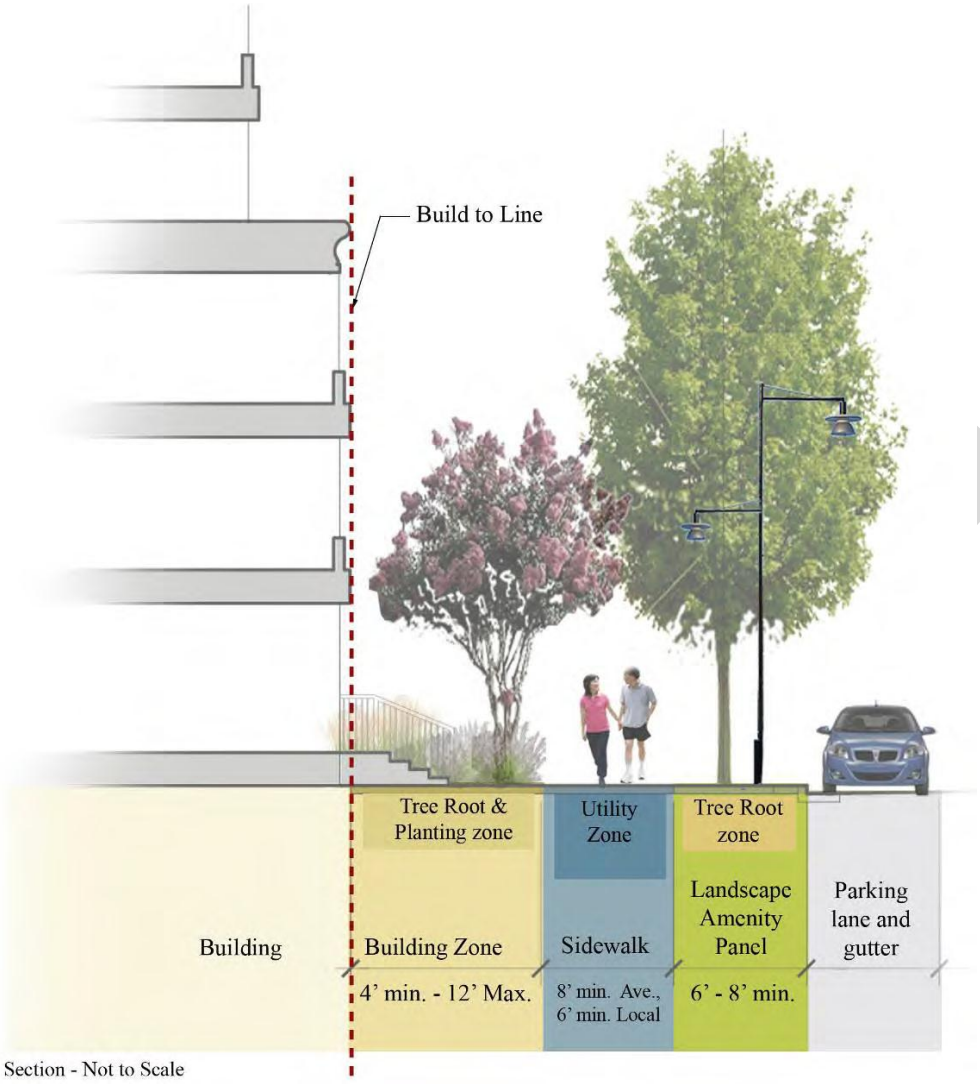
Figure X: Avenue/Collector/Local Street Streetscape with Residential Building, Section



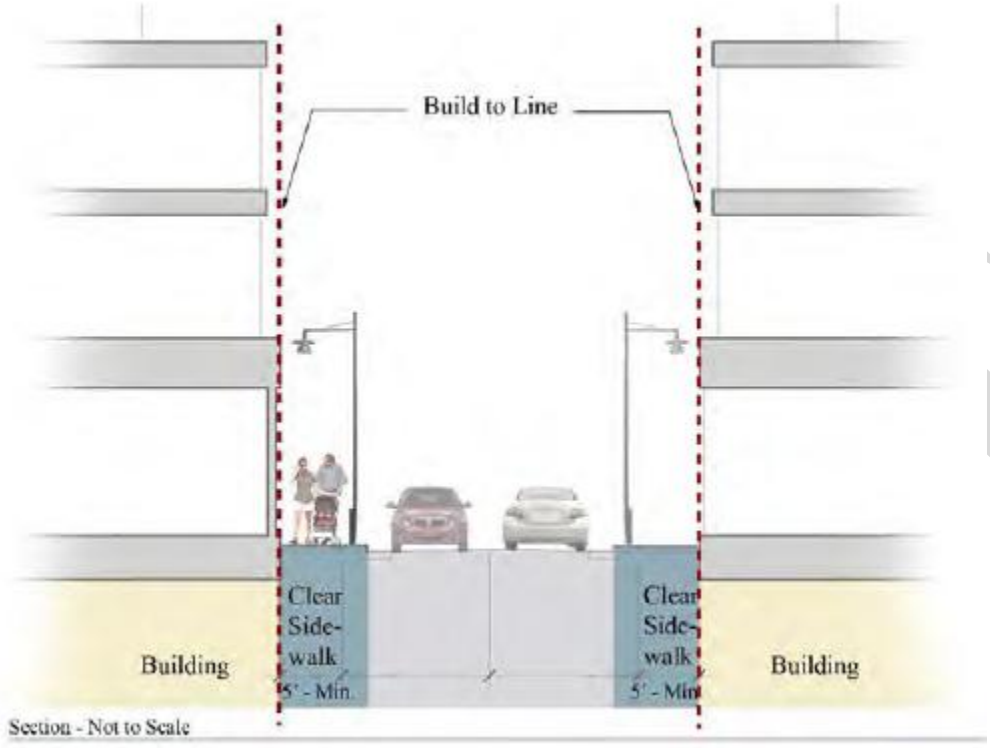
Note: This graphic depicts a residential building zone (8-12'). In commercial developments, the building zone will be smaller (4-8')

Service Street Streetscapes

Service streets are expected to provide access to parking, loading docks, waste management, utilities, and other back-of-house operations. While they do not primarily serve pedestrians, they should provide a minimum level of accessibility and safety for pedestrians where applicable. See Figure X.

Sidewalk: A minimum 5-foot wide clear sidewalk should be provided adjacent to buildings. No poles, utilities, or other appurtenances should be located in the sidewalk clear area. Attractive street lighting should be provided to illuminate both the street and the sidewalk. In lieu of pole lights, attractive safety and wayfinding lighting may also be attached to the building face.

Figure X: Service Street Streetscape, Section



Building and Site Design

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Non-active uses like loading docks, mechanical rooms, utility vaults, and exposed parking decks, should be oriented away from through corridors, avenues, and local streets. These uses, which detract from the pedestrian experience, should be located facing service streets or placed internally to the building envelope to minimize their negative impacts. The following recommendations address Build-to Lines and Building Frontages, Bulk and Massing and Step Backs, Blank Walls, Parking Design, Public Art, and Building Height.

Build-to Lines and Building Frontages

The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the podium (or base) of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street.

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podium.

Existing uses and buildings that do not conform to the build-to line established by new development should investigate opportunities to create visual and physical linkages to conforming new buildings that address the pedestrian realm. These buildings may use walls, landscaping, or other architectural features to align with other buildings at the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Bulk and Massing and Step Backs

Planned development in Land Unit A will be urban in nature, and new buildings will generally occupy a majority of the block and be multiple stories in height. Sites should be designed with care to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Guidance regarding building massing includes:

- Buildings should be designed with height variations to protect access to light and views and to allow for privacy.
- Buildings should be sited and spaced from one another in a manner that allows for light at the street level and minimizes long periods of shadow on the street, adjacent buildings, or public open space.
- Generally, buildings should be located towards the wider rights-of-way, where the street section can absorb the additional building height better than narrower streets.
- In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone.
- Ground-floor residential uses, however, should be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm.
- Another related design feature affecting the pedestrian experience is the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street section so that it does not result in an overwhelming, dark, and windy pedestrian corridor.
- Step-backs are one tool that can be used to create an appropriate proportion of street width to building height. Step-backs result in building towers which are set back from the building frontage. As a result, pedestrians only perceive the first few floors of the building podium, and not the full height of the tower.

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Blank Walls

Blank walls are solid walls without fenestration, entries or portals. When located at the ground floor, they are detrimental to the pedestrian experience and may disrupt pedestrian flow. Such conditions should not be permitted on any public street-facing facade. Active uses should be provided at the ground floor as much as possible. If blank facades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, or other similar features to provide additional building detail and visual interest.

Parking Design

The following recommendations address parking design:
Parking access should be designed in such a manner as to minimize conflicts between vehicles pedestrians, and bicyclists and to take into account pedestrian and bicyclist safety. This may include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service streets when feasible.
- Parking access should be designed to be attractive and coordinated with the site plan and architecture.
- Certain uses, such as retail, civic or entertainment, may require highly visible parking. In these cases, the design of the parking and its access should be reflective of the activity that will occur within the building.
- Underground parking is the least intrusive form of parking on the built environment. However, due to the area's geology, above-grade structured parking, or podium parking, may also be appropriate and will likely be the predominant type. Above-grade parking structures should be "wrapped" with active uses on all sides except along a service street. See figure X.
- Exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels.
- It is the long term vision to avoid surface parking. Surface parking should be avoided in most parts of Land Unit A, but may be considered in the interim or for short term parking or for passenger drop-off and pick-up areas.
- When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building.
- On-street parking makes sidewalks safer and provides necessary and sometimes more accessible residential and retail parking. Certain avenues, collectors, and local streets within Land Unit A should provide on-street parking. See Transportation section for additional guidance.

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Building Height

Typically, building heights in Land Unit A will reflect the proposed intensity pattern. The tallest buildings may be located within 1/4 mile of the Metro station, with heights stepping down gradually as the distance from the stations increases. In addition, building heights in proximity to the Dulles Airport Access Road and Route 28 may be taller however building heights will be lowest in locations adjacent to existing townhouse and those single-family residential neighborhoods outside of Land Unit A. Careful design will protect view corridors and maintain access to sunlight at these sensitive locations. During the development review process, solar shading analyses (also called shadow studies) for all buildings should be provided to ensure that adjacent buildings and public spaces will have adequate access to light and air.

Public Art

Public Art should be a component of the effort to achieve quality urban design within Land Unit A. As one of the key urban design principles, the provision of public art will serve to create a unique identity for Land Unit A, and provide a gateway into the County from Dulles International Airport.

Interim Conditions

In many cases developments will be phased over time. Phased developments should prepare plans and supporting graphics that demonstrate how all interim conditions will meet Plan objectives, including those related to urban design.

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Other Changes to Dulles Suburban Center Plan Text Attachment I

Fairfax County Comprehensive Plan, 2011 Edition, Area III, Dulles Suburban Center, as amended through 3-6-2012; Dulles Suburban Center Overview, Concept for Future Development, page 8:

Dulles Airport, a major economic catalyst for the Northern Virginia area, is adjacent to the Dulles Suburban Center. Future development within the Suburban Center will benefit from the proximity of the Airport and emphasize national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Dulles Airport and suburban area, and the metropolitan region. A variety of housing outside the airport noise contours in the Dulles Suburban Center and adjacent Planning Districts will serve this Center. ~~A m~~Mixed-use ~~core urban area~~ development is planned within the Innovation Center Transit Station Area adjacent to the Dulles Airport Access Road, with uses similar to but more intense than other parts of the Center. This higher intensity core is envisioned to be served by Metrorail. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees.

Fairfax County Comprehensive Plan, 2011 Edition, Area III, Dulles Suburban Center, as amended through 3-6-2012; Dulles Suburban Center, Land Unit B, Recommendations, Land Use, page 65, #1:

[Revisions are needed for Land Unit B text]

1. The portion of Land Unit B located north and west of Frying Pan Branch (except Parcels 16-3((1))19, 20 and 21) is planned for a mix of residential, commercial retail, office and public park uses and is being developed as McNair Farms. The recommended development is a mixture of residential uses up to 14 dwelling units per acre and a maximum of 327,000 square feet of commercial retail and office use. This mixed-use development is conditioned upon the following:
    - Substantial land consolidation is achieved. The area should be master planned and developed as a contiguous unit;
    - Good urban design principles should be used for development. This includes coordinated vehicular and pedestrian access and circulation; attractive living, working and activity spaces; a variety of housing types; architectural compatibility; landscaping; usable open space, and good visual and functional relationships among the various land uses;
    - A mix of housing styles and types including single and multi-family units, prices and ownership forms is provided. A reasonable number of units must be marketed as rental units and incorporated into the overall design of the project; and
    - Provision is made for sites for day care facilities and an elementary school.

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