

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Bull Run						
----	3	Bull Run	4	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. A commuter rail site should be located as close as possible to the center of Centreville. The probable development of the southern portion of Dulles Airport dictates that a north/south corridor be planned. The major southern entrance and north/south corridor should be Willard Road from Route 28. An additional north/south corridor west of Fairfax County that is multi-jurisdictional in nature should be developed for the future.	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. A commuter rail Metrorail site should be located as close as possible to the center of Centreville. The probable development of the southern portion of Dulles Airport dictates that a north/south corridor be planned. The major southern entrance and north/south corridor should be Willard Road from Route 28. An additional north/south corridor west of Fairfax County that is multi-jurisdictional in nature should be developed for the future.	A Metrorail designation has been added along I-66 from the Vienna Metro station to the Prince William County line.
2	3	Bull Run	5		VA 28 should have a callout that reads, "Enhanced Public Transportation Corridor".	VA 28 is an EPTC from the Prince William County line to the Loudoun County line.
2	3	Bull Run	5		<u>See Bull Run Planning District Planning Sectors for Collector Street Recommendations</u>	Collector street line elements on the Bull Run Planning District Overview figure made it difficult to see other elements on the figure.
----	3	Bull Run	24	Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a full interchange for the Route 28/Route 29 intersection. As such, redevelopment and land consolidation may become necessary. However, neighborhood-serving retail commercial uses will remain appropriate in this land unit. Limited office use is also appropriate to serve local needs for professional services.	Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a full interchange for the Route 28/Route 29 intersection. As such, redevelopment and land consolidation may become necessary. However, neighborhood-serving retail commercial uses will remain appropriate in this land unit. Limited office use is also appropriate to serve local needs for professional services.	A full interchange for the Route 28/Route 29 intersection has been completed.

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----	3	Bull Run	30	<p>The Redevelopment Concept Plan (Figure 9) provides for the Centreville Farms Area to be divided into twelve (12) land units, identified as A through K. The Redevelopment Concept assumes an overall density of 4 du/ac on the entire area, distributed as set for on the Generalized Unit Location Map (Figure 10). No more than 1640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned for the Centreville Farms Area. A new Centreville Farms Road will intersect with an improved Leland Road. Townhouses and multifamily units should be well buffered from existing and planned lower density detached development. Any townhouse use along Leland Road should incorporate design techniques such as landscaped buffers and/or front-facing units along Leland Road to reflect the character of existing single-family detached development. Residential uses should be clustered in order to maximize the provision of open space and public amenities.</p> <p>In addition to clustering, appropriate mitigation from noise and visual impacts from Interstate 66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls. Noise mitigation methods must be employed to buffer impacts from I-66.</p>	<p>The Redevelopment Concept Plan (Figure 9) provides for the Centreville Farms Area to be divided into twelve (12) land units, identified as A through K. The Redevelopment Concept assumes an overall density of 4 du/ac on the entire area, distributed as set for on the Generalized Unit Location Map (Figure 10). No more than 1640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned for the Centreville Farms Area. A new Centreville Farms Road will intersect with an improved Leland Road. Townhouses and multifamily units should be well buffered from existing and planned lower density detached development. Any townhouse use along Leland Road should incorporate design techniques such as landscaped buffers and/or front-facing units along Leland Road to reflect the character of existing single-family detached development. Residential uses should be clustered in order to maximize the provision of open space and public amenities.</p> <p>In addition to clustering, appropriate mitigation from noise and visual impacts from Interstate 66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls. Noise mitigation methods must be employed to buffer impacts from I-66.</p>	<p>Centreville Farms Road has been built. Leland Road has been improved in vicinity of Centreville Farms Road.</p>
----	3	Bull Run	31	<p>The lower portion of Land Unit A, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by the proposed Centreville Farms Road. The preferred use of this property located west of Centreville Farms Road is open space with its residential density used in the remainder of the Land Unit or elsewhere in Centreville Farms. Residential development that is sufficiently buffered from Route 29 is the next preferred option. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. Institutional uses such as childcare or housing for the elderly may be considered in the area east of Centreville Farms Road. The area east of Centreville Farms Road may also be considered for a funeral home. Consolidation of properties may be necessary to provide access for parcels fronting on Route 29 to be provided via Centreville Farms Road, not primarily from Route 29. See below.</p>	<p>The lower portion of Land Unit A, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by the proposed Centreville Farms Road. The preferred use of this property located west of Centreville Farms Road is open space with its residential density used in the remainder of the Land Unit or elsewhere in Centreville Farms. Residential development that is sufficiently buffered from Route 29 is the next preferred option. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. Institutional uses such as childcare or housing for the elderly may be considered in the area east of Centreville Farms Road. The area east of Centreville Farms Road may also be considered for a funeral home. Consolidation of properties may be necessary to provide access for parcels fronting on Route 29 to be provided via Centreville Farms Road, not primarily from Route 29. See below.</p>	<p>Centreville Farms Road has been built.</p>

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Bull Run	31	<p>As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle should be provided on Summit Street to terminate in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east.</p>	<p>As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle should be <u>has been</u> provided on Summit Street to that <u>terminates</u> in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east.</p>	<p>The cul-de-sac on Summit Street has already been provided.</p>

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----	3	Bull Run	31	In both the Redevelopment Concept Plan and the Generalized Development Map, the dashed line for the new Centreville Farms Road indicates that the final alignment for the road has not been determined. In Land Unit A, the intent is to have single family detached residential use west of the road and townhouse development to the east, recognizing that the size and configuration of these subdivisions will be determined when the road alignment is established at time of rezoning.	In both the Redevelopment Concept Plan and the Generalized Development Map, the dashed line for the new Centreville Farms Road indicates that the final alignment for the road has not been determined. In Land Unit A, the intent is to have single family detached residential use west of the road and townhouse development to the east, recognizing that the size and configuration of these subdivisions will be determined when the road alignment is established at time of rezoning.	Centreville Farms Road is already in place.
10	3	Bull Run	35	Proposed Cul-de-sac at the south terminus of Old Centreville Road.	Proposed Cul-de-sac at the south terminus of Old Centreville Road.	The cul-de-sac is already in place.
10	3	Bull Run	35	Access to Lee Highway via a public street should be provided in this approximate area.	Access to Lee Highway via a public street should be provided in this approximate area.	This is already in place.
----	3	Bull Run	34	Transit - Land should be dedicated in the southwest quadrant of I-66 and Stringfellow Road for transportation-related uses associated with planned improvements in the I-66 corridor, including provision of a rail station and ancillary facilities. This includes tax map 55-1((1)), parcels 15, 16, and 18, collectively comprising Land Unit I. Right-of-way should be provided for public road access to the facility from Stringfellow Road opposite Westbrook Drive, and from the internal road system.	Transit - Land should be dedicated in the southwest quadrant of I-66 and Stringfellow Road for transportation-related uses associated with planned improvements in the I-66 corridor, including provision of a rail Metrorail station and ancillary facilities. This includes tax map 55-1((1)), parcels 15, 16, and 18, collectively comprising Land Unit I. Right-of-way should be provided for public road access to the facility from Stringfellow Road opposite Westbrook Drive, and from the internal road system.	A Metrorail designation has been added along I-66 from the Vienna Metro station to the Prince William County line.
----	3	Bull Run	34 & 36	Centreville Farms Road - Centreville Farms Road should be constructed as a four-lane divided facility from Route 29 in a northeasterly direction to Stringfellow Road, connecting at Route 29 opposite Union Mill Road. Pedestrian walkways should be provided on both sides of the roadway. If constructed in this manner, the cost of this improvement may be credited against the Centreville Farms Road Fund. The timing of construction should be determined to the satisfaction of the County when the initial application or concurrent applications are considered at the Redevelopment Option level.	Centreville Farms Road - Centreville Farms Road should be constructed as a four-lane divided facility from Route 29 in a northeasterly direction to Stringfellow Road, connecting at Route 29 opposite Union Mill Road. Pedestrian walkways should be provided on both sides of the roadway. If constructed in this manner, the cost of this improvement may be credited against the Centreville Farms Road Fund. The timing of construction should be determined to the satisfaction of the County when the initial application or concurrent applications are considered at the Redevelopment Option level.	Centreville Farms Road has already been completed.
----	3	Bull Run	36	Leland Road - At the time of development of adjacent land areas, Leland Road should be extended through Centreville Farms as a two-lane improved roadway. West of Arrowhead Park Drive (formerly Stringfellow Road), Leland Road should be realigned to eliminate the sharp curve in the existing road section.	Leland Road - At the time of development of adjacent land areas, Leland Road should be extended through Centreville Farms as a two-lane improved roadway. West of Arrowhead Park Drive (formerly Stringfellow Road), Leland Road should be realigned to eliminate the sharp curve in the existing road section.	This has already been completed.
----	3	Bull Run	34	Summit Street - The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.	Summit Street - The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.	This has already been completed.

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----	3	Bull Run	36	Timing and Provision of Transportation Improvements - To ensure adequate access and roadway capacity to accommodate projected traffic levels, roadway improvements needed to support development should be provided in conjunction with development. Centreville Farms Road from Route 29 to Leland Road should be constructed early in the redevelopment process. Credit toward the Centreville Road Fund contribution may be awarded for Centreville Farms Road if constructed as a four-lane divided facility from Route 29 to Stringfellow Road, with pedestrian walkways on both sides, as well as implementation of the streetscape plan. The cost of this improvement, as credited against the Centreville Road Fund contribution, is viewed to be acceptable because the road will provide access from the greater Centreville community to the planned transit facility in Land Unit I and therefore may be considered an integral link to the transportation system for Centreville.	Timing and Provision of Transportation Improvements – To ensure adequate access and roadway capacity to accommodate projected traffic levels, roadway improvements needed to support development should be provided in conjunction with development. Centreville Farms Road from Route 29 to Leland Road should be constructed early in the redevelopment process. Credit toward the Centreville Road Fund contribution may be awarded for Centreville Farms Road if constructed as a four-lane divided facility from Route 29 to Stringfellow Road, with pedestrian walkways on both sides, as well as implementation of the streetscape plan. The cost of this improvement, as credited against the Centreville Road Fund contribution, is viewed to be acceptable because the road will provide access from the greater Centreville community to the planned transit facility in Land Unit I and therefore may be considered an integral link to the transportation system for Centreville.	Centreville Farms Road has already been completed.
----	3	Bull Run	52	3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR. Land at the southwest quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((1)) 7G and 12) is planned for public facilities and governmental uses, such as a Park and Ride facility.	3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR. Land at the southwest quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((1)) 7G and 12) is planned for public facilities and governmental uses, such as a Park and Ride facility.	This commuter parking lot is already in place.
22	3	Bull Run	54	2.5 ACRES 140 SPACES	<u>SULLY STATION COMMUTER PARKING LOT 2.5 ACRES 140 SPACES</u>	This commuter parking lot is already in place.
33	3	Bull Run	72	4 ACRES 400 SPACES	<u>CENTREVILLE ROAD COMMUTER PARKING LOT 4 ACRES 400 SPACES</u>	This commuter parking lot is already in place.
37	3	Bull Run	80	Access to Lee Highway via a public street should be provided in this approximate area.	Access to Lee Highway via a public street should be provided in this approximate area.	This is already in place.
38	3	Bull Run	81	CONSOLIDATE PARCELS AND PROVIDE ACCESS THROUGH GREEN TRAILS BOULEVARD	CONSOLIDATE PARCELS AND PROVIDE ACCESS IS PROVIDED THROUGH GREEN TRAILS BOULEVARD	Access is already provided from Green Trails Boulevard
39	3	Bull Run	82	4 ACRES 400 SPACES	<u>CENTREVILLE COMMUTER PARKING LOT 4 ACRES 400 SPACES</u>	This commuter parking lot is already in place.

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Dulles Suburban Center						
----	3	Dulles Suburban Center	8	<p>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 mixed-use core urban area is planned 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 a rapid rail transit system. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees.</p>	<p>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 mixed-use core urban area is planned 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 a rapid rail transit system <u>Metrorail</u>. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and emp</p>	<p>Metrorail is planned along the DAAR.</p>
----	3	Dulles Suburban Center	8	<p>The planned roadway system recognizes Route 28 as a major arterial, designed to facilitate through traffic and limit direct access onto Route 28 at major intersections. Travel within the Dulles Suburban Center is envisioned to be served by interconnecting roadways and transit that will link major development areas within the Center and provide connections to regional transit systems, planned to include rail, along the DAAR and I-66. Parking facilities would be planned near these transit and development nodes and increased transit ridership would be encouraged by limiting parking in those areas planned for the highest intensity development.</p>	<p>The planned roadway system recognizes Route 28 as a major arterial, designed to facilitate through traffic and limit direct access onto Route 28 at major intersections. Travel within the Dulles Suburban Center is envisioned to be served by interconnecting roadways and transit that will link major development areas within the Center and provide connections to regional transit systems, planned to include rail <u>Metrorail</u>, along the DAAR and I-66. Parking facilities would be planned near these transit and development nodes and increased transit ridership would be encouraged by limiting parking in those areas planned for the highest intensity development.</p>	<p>Metrorail is to be provided along the I-66 and DAAR as indicated on the 2006 Transportation Plan map.</p>

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----	3	Dulles Suburban Center	12	Dulles Airport has been selected by the United States Congress as the future location of the Annex of the Smithsonian Air and Space Museum. A facility of this nature would be a significant regional, as well as national, tourist attraction that could help to shape future land use and development in this area. This facility could provide the impetus for additional motel/hotel growth in the area, as well as other cultural uses that might be associated with the Museum Annex or developed around the theme of flight and space travel. Such a facility must be accommodated by a planned transportation system and support the Airport's master plan for improved access. At the same time, it may provide additional justification for public transit in the Route 28 Corridor. The desirability of this location in the Route 28 Corridor for uses of this type has been clearly demonstrated. Therefore, this type of tourist use should be strongly encouraged in the Dulles Suburban Center in conjunction with tourist related facilities, including the appropriate retail, transportation, and hotel facilities to deal	Dulles Airport is the location of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum, has been selected by the United States Congress as the future location of the Annex of the Smithsonian Air and Space Museum. A The facility of this nature would be is a significant regional, as well as national, tourist attraction that could help to shape future land use and development in this area. This facility could provide the impetus for additional motel/hotel growth in the area, as well as other cultural uses that might be associated with the Museum Annex or developed around the theme of flight and space travel. Such a facility must be accommodated by a planned transportation system and support the Airport's master plan for improved access. At the same time, it may provide additional justification for public transit in the Route 28 Corridor. The desirability of this location in the Route 28 Corridor for uses of this type has been clearly demonstrated. Therefore, this type of tourist use should be strongly encouraged in the Dulles Suburban Center in conjunction with tourist related facilities, including the appropriate	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well.
----	3	Dulles Suburban Center	13	11. Promulgate a comprehensive transportation program that serves local travel needs within the Dulles Suburban Center and interconnects effectively with a regional metropolitan transportation system, including transit facilities. Specifically, plan for a regional transportation network that will serve the expanded Dulles Airport facility and will not preclude mode options and transportation capabilities to serve additional terminals on the southern portion of the Airport, if such facilities are ever planned and developed. Include planning options for serving any facility such as the future Annex of the Air and Space Museum.	11. Promulgate a comprehensive transportation program that serves local travel needs within the Dulles Suburban Center and interconnects effectively with a regional metropolitan transportation system, including transit facilities. Specifically, plan for a regional transportation network that will serve the expanded Dulles Airport facility and will not preclude mode options and transportation capabilities to serve additional terminals on the southern portion of the Airport, if such facilities are ever planned and developed. Include planning options for serving any facility such as the future Annex of the Udvar-Hazy Center of the National Air and Space Museum.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well.
----	3	Dulles Suburban Center	16	The concept of an elevated guideway transit system should be examined as a potential transit system to serve the Dulles Suburban Center and surrounding area. This type of system has particular promise in that it offers the ability to link employment centers in the Dulles Suburban Center with nearby residential communities in western Fairfax and eastern Loudoun Counties. This transit system is envisioned as a way to connect future rail lines in the Dulles and the I-66 corridors. An analysis of this transit system concept should be part of any evaluation of transit options for the Dulles Suburban Center.	The concept of an elevated guideway transit system should be examined as a potential transit system to serve the Dulles Suburban Center and surrounding area. This type of system has particular promise in that it offers the ability to link employment centers in the Dulles Suburban Center with nearby residential communities in western Fairfax and eastern Loudoun Counties. This transit system is envisioned as a way to connect future rail Metrorail lines in the Dulles and the I-66 corridors. An analysis of this transit system concept should be part of any evaluation of transit options for the Dulles Suburban Center.	Metrorail is to be provided along the I-66 and DAAR as indicated on the 2006 Transportation Plan map.

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3	3	Dulles Suburban Center	26 & 27	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor. <u>ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)</u>	This designation was already provided on the 2001 Transportation Plan map and is in place on the 2006 Transportation Plan map.
4	3	Dulles Suburban Center	28	Construction of six lanes should proceed for the roadway segment from the Dulles Toll Road to Frying Pan Road.	Construction of six lanes should proceed for the roadway segment from the Dulles Toll Road to Frying Pan Road.	This segment has been constructed.
4	3	Dulles Suburban Center	28	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	This designation was already provided on the 2001 Transportation Plan map and is in place on the 2006 Transportation Plan map.
----	3	Dulles Suburban Center	54	Transit improvements are proposed for the DAAR corridor. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. The MIS recommended a transit station location adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine Road, now comprises the southern half of the Route 28/CIT Transit Station Area (as shown in Figure 13).	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. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. 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 772 in Loudoun County. The MIS recommended a transit station location is recommended in Land Unit A near the Route 28/DAAR interchange, adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine Road, now comprises the southern half of as pa	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 proposed changes also include Phase II public comments.
----	3	Dulles Suburban Center	57	Higher intensity development, envisioned as being served by either Bus Rapid Transit (BRT) or Metro-like rail, is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once a full funding agreement for the Bus Rapid Transit phase of the Dulles Corridor Rapid Transit Project, including funding for construction of stations in the median of the Dulles Airport Access Road, has been signed by the Federal Transit Administration, or 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:	Higher intensity development, envisioned as being served by either Bus Rapid Transit (BRT) or Metro-like rail. Metrorail, is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once a full funding agreement for the Bus Rapid Transit phase of the Dulles Corridor Rapid Transit Project, including funding for construction of stations in the median of the Dulles Airport Access Road, has been signed by the Federal Transit Administration, or 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:	A Draft 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.

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----	3	Dulles Suburban Center	63	<ul style="list-style-type: none"> Major highway improvements are constructed. Timing of development and road improvements should be synchronized. No occupancy of the intended uses for this area should occur until over 50 percent of on-site and off-site road improvements are completed; 	<ul style="list-style-type: none"> Major highway improvements are constructed. Timing of development and road improvements should be synchronized. No occupancy of the intended uses for this area should occur until over 50 percent of on-site and off-site road improvements are completed; 	It appears that the highway improvements have been constructed.
----	3	Dulles Suburban Center	74	The 1991 Transportation Plan map should be amended to show the Park Center Road extension.	The 1991 Transportation Plan map should be amended to show the Park Center Road extension.	This is shown on the current 2006 Transportation Plan map.
----	3	Dulles Suburban Center	83	The interchange design provides for a new access to the Sully Historic Site to the south, and termination of the Route 28 median break and traffic signal now serving the Sully site.	The Route 28/Air & Space Museum Parkway interchange design provides for a new access to the Sully Historic Site to the south, and as well as the termination of the Route 28 median break and traffic signal now serving that used to serve the Sully site.	The Route 28/Air & Space Museum Parkway interchange has been created. Also, the Route 28 median break has been terminated. The traffic signal in front of the Sully Plantation is still in place.
----	3	Dulles Suburban Center	99	Right-of-way is dedicated for the improvement of Walney Road;	Right-of-way is dedicated for the improvement of Walney Road;	It appears that Walney Road has already been improved in this vicinity.
----	3	Dulles Suburban Center	104	An Annex to the Smithsonian's Air and Space Museum has been recommended by the United States Congress for a site on the Dulles Airport property immediately east of Land Unit F-2. Access is planned from an interchange at Route 28 and Barnesfield Road, but access might also be desirable from the west. Although the Airport Master Plan includes alternative concepts for a possible future southern terminal, the 20-year Master Plan does not include a specific terminal site. If such a terminal is planned, Willard Road would be the probable future access to this facility.	Dulles Airport is the location of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum. An Annex to the Smithsonian's Air and Space Museum has been recommended by the United States Congress for a site on the Dulles Airport property immediately east of Land Unit F-2. Access is planned from the an interchange at Route 28 and Air and Space Museum Parkway, Barnesfield Road, but access might also be desirable from the west. Although the Airport Master Plan includes alternative concepts for a possible future southern terminal, the 20-year Master Plan does not include a specific terminal site. If such a terminal is planned, Willard Road Stonecroft Boulevard would be the probable future access to this facility.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well. Willard Road is now called Stonecroft Boulevard.
----	3	Dulles Suburban Center	104	2. If the Smithsonian Air and Space Museum Annex location is approved for the site on the Dulles Airport property east of Land Unit F-2, then access through Land Unit F-2 might be appropriate.	2. If the Smithsonian Air and Space Museum Annex location is approved for the site on the Dulles Airport property east of Land Unit F-2, then access through Land Unit F-2 might be appropriate.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Fairfax Center Area						
3	3	Fairfax Center Area	19	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	Area associated with figure to be deleted due to all planned circulation improvements having been implemented in Land Unit E.
4	3	Fairfax Center Area	20		SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	Area associated with figure to be deleted due to all planned circulation improvements having been implemented in Land Unit E.
6	3	Fairfax Center Area	22	NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS	NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS	The Legato Road cul-de-sac has been extended to connect with Random Hills Drive.
7	3	Fairfax Center Area	23		DELETE FIGURE	Figure to be deleted due to all planned circulation improvements having been implemented in Land Unit E.
----	3	Fairfax Center Area	48	The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.	The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.	The Fairfax County Parkway/Route 50 interchange has already been constructed.
----	3	Fairfax Center Area	50	Shuttle service is provided to bus and rail facilities and other community services for the residents.	Shuttle service is provided to bus and rail <u>Metrorail</u> facilities and other community services for the residents.	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.
----	3	Fairfax Center Area	57	A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.	A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.	This service drive is in place.
----	3	Fairfax Center Area	57	The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.	The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.	Both extensions are in place.
----	3	Fairfax Center Area	57	The extension of Fields Brigade Road to a point approximately 600 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.	The extension of Fields Brigade Road to a point approximately 600 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.	All of these elements have been implemented.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Fairfax Center Area	57	The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.	The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.	These elements are in place.
----	3	Fairfax Center Area	58	No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.	No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.	This is in place.
----	3	Fairfax Center Area	58	Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.	Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.	This has been completed.
----	3	Fairfax Center Area	58	To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.	To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.	This has been completed.
----	3	Fairfax Center Area	61	This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. A parking lot is already in place in the northwest quadrant of I-66 and Stringfellow Road. Fair Lakes Boulevard has been completed.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Fairfax Center Area	61	<p>This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail public transportation railpublic-transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.
----	3	Fairfax Center Area	61	<p>Fair Lakes Boulevard will intersect Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.</p>	<p>Fair Lakes Boulevard will intersects Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.</p>	Fair Lakes Boulevard intersects Stringfellow Road.
----	3	Fairfax Center Area	79	<p>This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.</p>	<p>This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely-<u>mostly</u> developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a Metrorail station and a park-and-ride lot. Potential facilities could <u>also</u> include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.</p>	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Fairfax Center Area	80	<p>Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a Metrorail public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.</p>
----	3	Fairfax Center Area	81	<p>This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.</p>	<p>This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.</p>	<p>The Fairfax County Parkway is already in place in this vicinity.</p>
----	3	Fairfax Center Area	83	<p>3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.</p>	<p>3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.</p>	<p>The intersection at Westbrook Drive of the North/South connector is in place.</p>

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Fairfax Center Area	84	This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, and a State correctional facility. It is anticipated that these land uses will remain.	This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the <u>former</u> landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park , an Equipment and Maintenance Facility, a State maintenance yard, <u>a Public Safety and Transportation Operations Center, as well as Virginia Department of Transportation and State Police facilities,</u> and a State correctional facility. It is anticipated that these land uses will remain.	The Fairfax County Parkway in this vicinity has already been constructed.
----	3	Fairfax Center Area	84 & 85	This sub-unit is located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.	This sub-unit is <u>planned for public facilities,</u> located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.	A VDOT salt dome and maintenance yard are in place at this location.
----	3	Fairfax Center Area	85	This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:	This sub-unit is located north of the <u>planned</u> interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:	The interchange is in place at Fairfax County Parkway and Route 29.
----	3	Fairfax Center Area	85	<ul style="list-style-type: none"> Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Route 29, and the Fairfax County Parkway; Environmental impacts, particularly with respect to air quality, should be considered; and This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction. 	<ul style="list-style-type: none"> Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Route 29, and the Fairfax County Parkway; <u>and</u> Environmental impacts, particularly with respect to air quality, should be considered; <u>and</u> This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction. 	West Ox Road has already been widened to at least two lanes in each direction.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Fairfax Center Area	92	This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the Fairfax Corner development site, and several large vacant tracts. Transit improvements are proposed for the area adjacent to I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the and Fairfax Corner development site, and several large vacant tracts. Transit improvements <u>that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility.</u> Potential facilities could <u>also</u> include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.
----	3	Fairfax Center Area	95	6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.	6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.	The northeast and northwest quadrants of the Route 29/Monument Drive intersection have already been developed.
----	3	Fairfax Center Area	98	This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations.	This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations.	The extension of the Government Center Parkway has already occurred.
----	3	Fairfax Center Area	105	This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through the western portion of this land unit.	This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through is located in the western portion of this land unit.	The Fairfax County Parkway in this vicinity has already been constructed.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Pohick						
----	3	Pohick	1	Major road access in the Pohick Planning District is via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Hooes Road, Pohick Road, and Clifton Road. The Virginia Railway Express (VRE) Commuter Rail System carries passengers between Manassas and Alexandria and Union Station in Washington, DC. In the Pohick Planning District, VRE operates along the Southern Railroad line. Commuter rail stations in Pohick are located in Burke Centre at Roberts Parkway and at Burke Road west of Rolling Road. In the future, another station may be added to serve the Fairfax Station-Clifton area.	Major road access in the Pohick Planning District is via Braddock Road, <u>Fairfax County Parkway</u> , Rolling Road, Old Keene Mill Road, Ox Road (Route 123), Hooes Road, Pohick Road, and Clifton Road. The Virginia Railway Express (VRE) Commuter Rail System carries passengers between Manassas and Alexandria and Union Station in Washington, DC. In the Pohick Planning District, VRE operates along the Southern Railroad line. Commuter rail stations in Pohick are located in Burke Centre at Roberts Parkway and at Burke Road west of Rolling Road. In the future, another station may be added to serve the Fairfax Station-Clifton area.	The Fairfax County Parkway has been constructed in the Pohick Planning District.
----	3	Pohick	3	The Low Density Residential portion of this Planning District generally includes the area west of Ox Road, with the exception of the North Hill subdivision located in the southwest quadrant of the Braddock Road and Ox Road intersection. In addition, the area east of Ox Road, west of the future Fairfax County Parkway, and north of Burke Lake Road, is designated as a Low Density Residential Area.	The Low Density Residential portion of this Planning District generally includes the area west of Ox Road, with the exception of the North Hill subdivision located in the southwest quadrant of the Braddock Road and Ox Road intersection. In addition, the area east of Ox Road, west of the future Fairfax County Parkway, and north of Burke Lake Road, is designated as a Low Density Residential Area.	Fairfax County Parkway has already been constructed in this vicinity.
----	3	Pohick	4	Transportation in the Pohick Planning District is characterized by an extensive roadway network carrying high levels of traffic during peak periods of commuter travel. While many improvements have taken place, particularly in the developed eastern section of the district, inadequate road capacity continues to inhibit provision of an adequate level of traffic service. Primary access is provided via Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road, Hooes Road, Pohick Road and Clifton Road. Public transportation, primarily Metrobus service, is provided in the developed section of the planning district east of Ox Road. Pohick is also served by park-and-ride lots at Old Keene Mill Road east of Shiplett Boulevard, and at Roberts Parkway south of the Southern Railroad tracks.	Transportation in the Pohick Planning District is characterized by an extensive roadway network carrying high levels of traffic during peak periods of commuter travel. While many improvements have taken place, particularly in the developed eastern section of the district, inadequate road capacity continues to inhibit provision of an adequate level of traffic service. Primary access is provided via <u>Fairfax County Parkway</u> , Braddock Road, Rolling Road, Old Keene Mill Road, Ox Road, Hooes Road, Pohick Road and Clifton Road. Public transportation, primarily Metrobus service, is provided in the developed section of the planning district east of Ox Road. Pohick is also served by park-and-ride lots at Old Keene Mill Road east of Shiplett Boulevard, and at Roberts Parkway south of the Southern Railroad tracks.	The Fairfax County Parkway has been constructed in the Pohick Planning District.
2	3	Pohick	6 & 7		<u>See Pohick Planning District Planning Sectors for Collector Street Recommendations NOTE: COLLECTOR ROADS ARE NOT DISPLAYED</u>	Collector street line elements on the Pohick Planning District Overview figure made it difficult to see other elements on the figure.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Pohick	31	1. The Fairfax County Parkway interchange at Pohick Road and Hooes Road should be a full interchange providing access to the Parkway in all directions. The interchange should include flyovers and slipramps. Pohick Road should have full access to the Parkway.	1. The Fairfax County Parkway interchange at Pohick Road and Hooes Road should be a full interchange providing access to the Parkway in all directions. The interchange should include flyovers and slipramps. Pohick Road should have full access to the Parkway.	The Fairfax County Parkway interchange at Pohick Road and Hooes Road is in place and is a full interchange.
14	3	Pohick	32		I-495 should have a callout that reads: "The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) from I-95/I-395 to the American Legion Bridge"	The Capital Beltway is planned for 12 lanes including HOT lanes (two in each direction) on the 2006 Transportation Plan map from I-95/I-395 to the American Legion Bridge.
14	3	Pohick	32		I-95 should have a callout that reads: "I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line"	I-95 is planned for 11 lanes including HOT lanes (3 reversible lanes) from the Capital Beltway to the Prince William county line.
14	3	Pohick	32	PROVIDE COMMUTER RAIL SERVICE	<u>PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already in place.
16	3	Pohick	34	CONSTRUCT BRIDGE OVER SOUTHERN RAILROAD BRIDGE DESIGN TO ACCOMMODATE ALTERNATIVE ACCESS TO PREMIER COURT AND COMMUTER RAIL STATION	<u>CONSTRUCT BRIDGE CONSTRUCTED OVER SOUTHERN RAILROAD. BRIDGE DESIGN TO ACCOMMODATES ALTERNATIVE ACCESS TO PREMIER COURT AND COMMUTER RAIL STATION</u>	This bridge has already been constructed.
18	3	Pohick	36	4.7 ACRES 368 SPACES	<u>ROLLING ROAD VRE STATION 4.7 ACRES 368 SPACES</u>	This park-and-ride lot and commuter rail station are already in place.
				4. Extend Guinea Road from Sideburn Road to 123 (Ox Road) in the existing 90-foot right-of-way. Locate the four-lane pavement within the southern 60-feet of the existing 90-foot right-of-way. This will put all the pavement next to the Southern Railroad. The intersection of realigned Guinea Road and Route 123 may mandate the use of all of the 90-foot right-of-way. To discourage cut-through traffic, there should be no access to Fairfax Club Estates from this road. Past plans have called for a 4-lane extension of New Guinea Road from Sideburn Road to 123 (Ox Road). However, such an extension would bring added traffic through the middle of two residential communities potentially endangering children who walk to the adjacent Bonnie Brae school. It would also pass through the Sideburn Branch RPA, negatively impacting wetlands and channeling at least 5 branch streams, and then pass along a busy railroad corridor to emerge within one block of the intersection of 123 and Burke Centre Parkway.	4. Extend Guinea Road from Sideburn Road to 123 (Ox Road) in the existing 90-foot right-of-way. Locate the four-lane pavement within the southern 60-feet of the existing 90-foot right-of-way. This will put all the pavement next to the Southern Railroad. The intersection of realigned Guinea Road and Route 123 may mandate the use of all of the 90-foot right-of-way. To discourage cut-through traffic, there should be no access to Fairfax Club Estates from this road. Past plans have called for a 4-lane extension of New Guinea Road from Sideburn Road to 123 (Ox Road). However, such an extension would bring added traffic through the middle of two residential communities potentially endangering children who walk to the adjacent Bonnie Brae school. It would also pass through the Sideburn Branch RPA, negatively impacting wetlands and channeling at least 5 branch streams, and then pass along a busy railroad corridor to emerge within one block of the intersection of 123 and Burke Centre Parkway.	

<u>#</u>	<u>Area</u>	<u>Planning District</u>	<u>Page #</u>	<u>Current Sentence</u>	<u>Proposed sentence change</u>	<u>Explanation</u>
---	3	Pohick	37	Given the connection of Guinea Road via Roberts Parkway to two east-west parkways (Burke Centre Parkway and Fairfax Parkway) within one mile and the environmental and safety concerns, the requirement for the Guinea Road extension needs to be reevaluated. This will require that an independent transportation planning firm, in ongoing consultation with the affected neighborhood communities, conduct a corridor study to examine 4 lane, 2 lane, and no build options once the Roberts Road overpass has been completed and resultant traffic patterns are better understood.	Given the connection of Guinea Road via Roberts Parkway to two east-west parkways (Burke Centre Parkway and Fairfax Parkway) within one mile and the environmental and safety concerns, the requirement for the Guinea Road extension needs to be reevaluated. This will require that an independent transportation planning firm, in ongoing consultation with the affected neighborhood communities, conduct a corridor study to examine 4 lane, 2 lane, and no build options once the Roberts Road overpass has been completed and resultant traffic patterns <u>of the Roberts Road overpass</u> are better understood.	The Roberts Road overpass has been completed.
---	3	Pohick	44	Road improvements should be coordinated to preserve the heritage resources in the area. Clifton Road, from Braddock Road to Ox Road, should be considered for designation as a scenic and historic by-way by the Virginia Department of Transportation (VDOT), and should maintain its rural character.	Road improvements should be coordinated to preserve the heritage resources in the area. Clifton Road, from Braddock Road to Ox Road, should be considered for designation <u>has been designated</u> as a scenic and historic by-way by the Virginia Department of Transportation (VDOT), and should maintain its rural character.	Clifton Road has been designated as a historic by-way.
22	3	Pohick	45	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service is already in place.
26	3	Pohick	51	FUTURE USE - COMMUTER RAIL SERVICE RAILROAD TRACK	FUTURE USE - COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE) RAILROAD TRACK	This is already being used for commuter rail service.
29	3	Pohick	61	PROVIDE COMMUTER RAIL SERVICE	PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)	Commuter rail service is already in place.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
35	3	Pohick	71	CONSTRUCT BRIDGE OVER SOUTHERN RAILROAD	CONSTRUCT BRIDGE <u>CONSTRUCTED</u> OVER SOUTHERN RAILROAD	This bridge has already been completed.
35	3	Pohick	71	PROVIDE COMMUTER RAIL SERVICE	<u>PROVIDE COMMUTER RAIL SERVICE PROVIDED BY THE VIRGINIA RAILWAY EXPRESS (VRE)</u>	Commuter rail service is already in place.
35	3	Pohick	71		The Fairfax County Parkway should have an EPTC callout	The Fairfax County Parkway is an EPTC.
36	3	Pohick	72	8.0 ACRES 400 SPACES TO BE EXPANDED UP TO 400 ADDITIONAL SPACES	8.0 ACRES 400 SPACES TO BE EXPANDED UP TO 400 <u>ADDITIONAL SPACES PARKING AREA IS PLANNED FOR APPROXIMATELY 1500 PARKING SPACES</u>	The Burke Centre commuter rail station is planned for approximately 1500 parking spaces.
40	3	Pohick	80		The Fairfax County Parkway should have an EPTC callout	The Fairfax County Parkway is an EPTC.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Upper Potomac						
2	3	Upper Potomac	5		<u>See Upper Potomac Planning District Planning Sectors for Collector Street Recommendations</u>	Collector street line elements on the Upper Potomac Planning District Overview figure made it difficult to see other elements on the figure.
----	3	Upper Potomac	17	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road at Reston East, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	The park-and-ride lot that was planned to be on Sunset Hills Road west of Hunter Mill Road was instead planned for Reston East near Wiehle Avenue.
----	3	Upper Potomac	37	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The transit center is already in place in the Reston Town Center.
----	3	Upper Potomac	44	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 that proposed for 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 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 that proposed for 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.	The Reston Town Center transit center was recently completed.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
48	3	Upper Potomac	135	Current label on planned extension reads "LAWYERS RD"	Change label to read "McLearn Rd"	The proposed change comes from Phase II public comments.
----	3	Upper Potomac	84	The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	This interchange has already been constructed.
----	3	Upper Potomac	100	<ul style="list-style-type: none"> • Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and 	<ul style="list-style-type: none"> • Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and 	The construction of the Fairfax County Parkway interchange at Baron Cameron Avenue has already occurred.
----	3	Upper Potomac	100	<ul style="list-style-type: none"> • Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road. 	<ul style="list-style-type: none"> • Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road. 	The construction of the Fairfax County Parkway interchange at Baron Cameron Avenue has already occurred.
----	3	Upper Potomac	105	The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility that would support bus and/or rail transit in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility. In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.	The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility facilities that would support bus and/or rail transit <u>Metrorail</u> in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility <u>commuter facilities</u> . In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.	A Draft 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. General site plans show the parking structure as being south of the Dulles Toll Road. Kiss-and-Ride facilities as well as bus bays will be available at the north entrance to the Route 28 station.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
----	3	Upper Potomac	108	9. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. [Not shown] (See Figure 31 "Transportation Recommendations".)	<p><u>9. Right-of-way for the Wiehle Avenue extension from Dranesville Road to the Loudoun County Line has been set aside during the development review process. Any construction of Wiehle Avenue west of Dranesville Road would be subject to a corridor study. This study would examine four lane, two lane, and no-build options. It would be conducted with participation from affected communities. Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements that benefit the community, for example, pedestrian paths, bike trails and landscaping.</u> [Not shown] (See Figure 31 "Transportation Recommendations".)</p>	It was suggested that the Wiehle Avenue extension be eliminated from the Transportation Plan map from Dranesville Road to Crestview Drive. Staff recommends that this connection remain on the Plan. Further study needs to be done to determine whether the designation should be two lanes or four lanes.
----	3	Upper Potomac	109		<p><u>Wiehle Avenue extension is planned from Dranesville Road to Crestview Drive. Further study needs to be done to determine whether the extension should be two lanes or four lanes. Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements such as pedestrian paths, bike trails, or landscaping.</u></p>	New text originally came from public comments (3.22) during Transplan update. Proposed paragraph would follow first paragraph given under Transportation sub-heading.
31	3	Upper Potomac	110	WIEHLE AVENUE EXTENSION	<p><u>WIEHLE AVENUE EXTENSION. FURTHER STUDY NEEDS TO BE DONE TO DETERMINE WHETHER THE EXTENSION SHOULD BE TWO LANES OR FOUR LANES. SHOULD ONLY TWO LANES BE REQUIRED. THE ADDITIONAL RIGHT-OF-WAY COULD BE USED FOR NON-VEHICULAR IMPROVEMENTS SUCH AS PEDESTRIAN PATHS, BIKE TRAILS, OR LANDSCAPING.</u></p>	New text originally came from public comments (3.22) during Transplan update.
43	3	Upper Potomac	130	1.5 ACRES	<p><u>RESTON TOWN CENTER TRANSIT TRANSFER CENTER</u> 1.5 ACRES</p>	The transit transfer center is already in place in the Reston Town Center.

#	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
46	3	Upper Potomac	133		DELETE FIGURE	Access onto Sunset Hills Road has already been provided in the form of American Dream Way
48	3	Upper Potomac	135	6 ACRES 350 SPACES	<u>RESTON SOUTH COMMUTER PARKING LOT</u> 6 ACRES 350 SPACES	The commuter parking lot is already in place at the corner of Lawyers Road and Reston Parkway.
49	3	Upper Potomac	136	30 ACRES 1775 SPACES	<u>HERNDON-MONROE COMMUTER PARKING LOT</u> 30 ACRES 1775 SPACES	The commuter parking lot is already in place at Herndon Monroe.
----	3	Upper Potomac	137	2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).	2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).	The commuter parking lot is already in place at the corner of Lawyers Road and Reston Parkway. The transit center is already in place in the Reston Town Center.
----	3	Upper Potomac	147	• Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;	• Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;	This segment has been constructed.
53	3	Upper Potomac	148	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	SEE MAP ENLARGEMENT FOR DETAILS IN THIS AREA	All of these access points have been implemented.
54	3	Upper Potomac	149		DELETE FIGURE	This figure should be deleted. All of the access points have been implemented.