



# PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: PA 2018-III-DS1  
February 13, 2019

**GENERAL LOCATION:** The land unit is generally located to the east and west of Route 28, bounded to the northwest by Old Lee Road, to the northeast by Walney Road and to the southwest by Braddock Road, to the south by Stonecroft Boulevard and to the southeast by Poplar Tree Road.

**SUPERVISOR DISTRICT:** Sully

**PLANNING AREA:** Area III

**SPECIAL PLANNING AREA:** Dulles Suburban Center

**SUB-DISTRICT DESIGNATION:** Land Unit J

**PARCEL LOCATION:** Portions of Tax Maps 43-2, 43-4, 44-1, 44-2, 44-3, 44-4

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

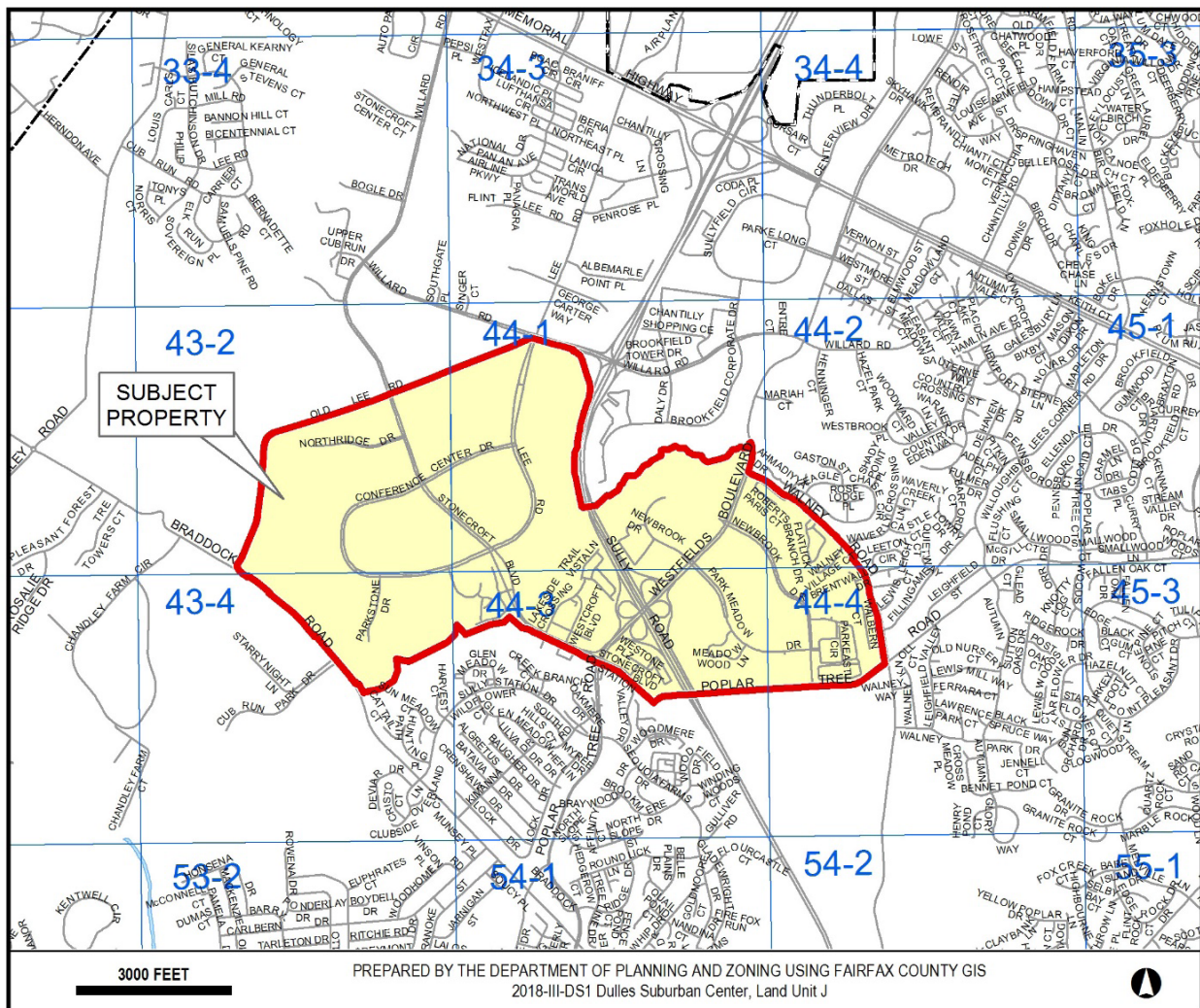
**PLANNING COMMISSION PUBLIC HEARING:**  
February 27, 2019 @ 7:30 PM

**BOARD OF SUPERVISORS PUBLIC HEARING:**  
March 19, 2019 @ 4:30 PM

**PLANNING STAFF DOES RECOMMEND  
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



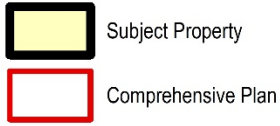
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# CURRENT PLAN AND PROPOSED CHANGE

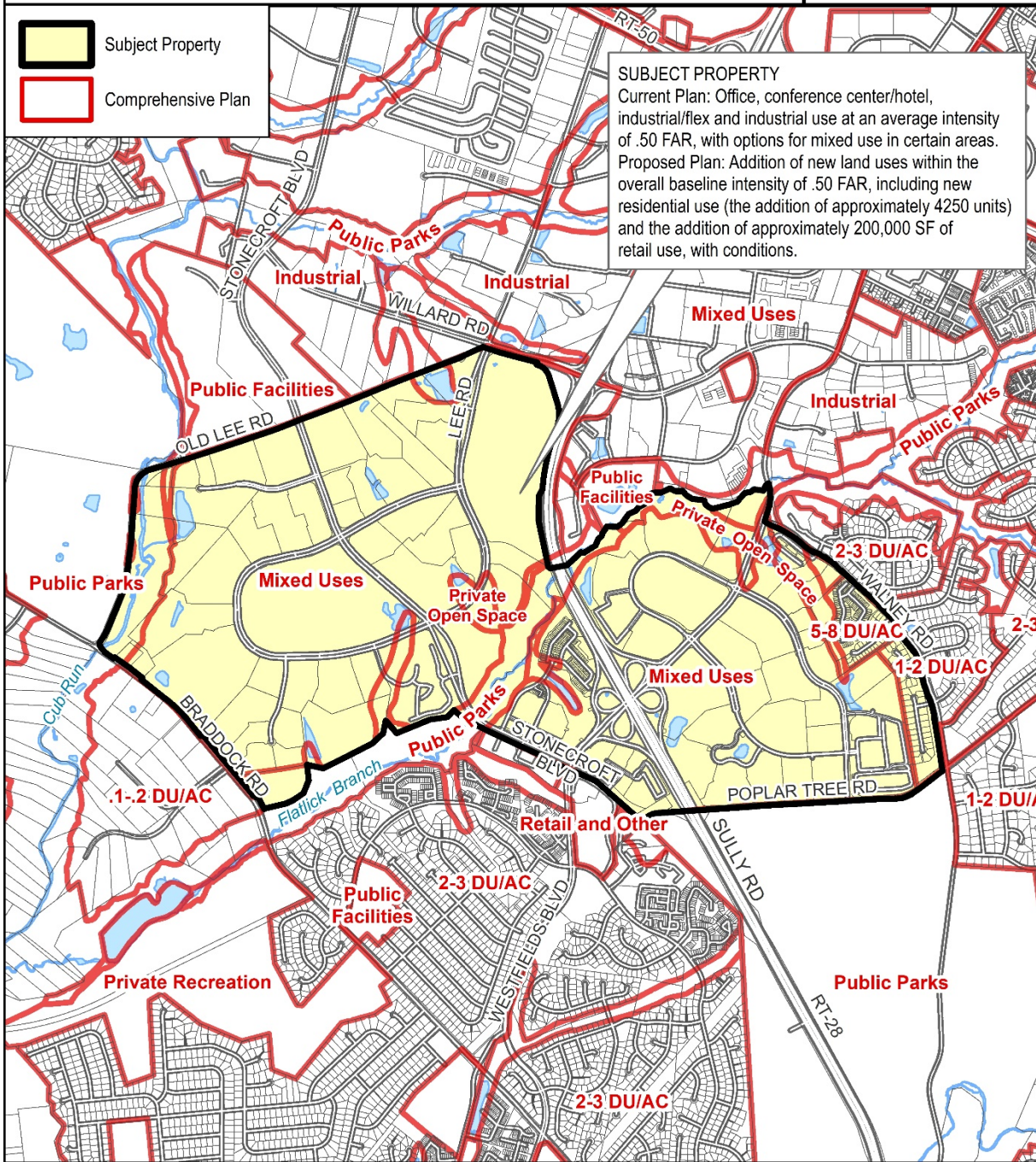
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR  
SUBJECT PROPERTIES AND CURRENT PLAN FOR ADJACENT AREAS

ITEM:  
PA 2018-III-DS1



## SUBJECT PROPERTY

Current Plan: Office, conference center/hotel, industrial/flex and industrial use at an average intensity of .50 FAR, with options for mixed use in certain areas. Proposed Plan: Addition of new land uses within the overall baseline intensity of .50 FAR, including new residential use (the addition of approximately 4250 units) and the addition of approximately 200,000 SF of retail use, with conditions.



2000 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS  
PARCEL INFORMATION CURRENT TO JANUARY 2019



Document Path: G:\projects\icpp\pd\OTPA GRAPHICS\18 Items\2018-III-DS1 Dulles Suburban Center, Land Unit J\2018-III-DS1 Dulles Suburban Center, Land Unit J CURRENT & PROPOSED.mxd

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## **STAFF REPORT FOR PLAN AMENDMENT 2018-III-DS1**

### **BACKGROUND**

On May 15, 2018, the Board of Supervisors authorized the consideration of Comprehensive Plan Amendment 2018-III-DS1, for Land Unit J of the Dulles Suburban Center, generally located in portions of Tax Maps 43-2, 43-4, 44-1, 44-2, 44-3, and 44-4 in the Sully Supervisor District.

The Board requested staff evaluate a Comprehensive Plan amendment for Land Unit J of the Dulles Suburban Center (DSC). The Board motion stated that the Plan amendment should consider the addition of new land uses generally within the current overall baseline intensity of .50 FAR, and that the review should include potential new areas for residential development, including areas not currently envisioned for residential use by the Plan as a result of airport noise contours identified on a 1992 map. The reference to the 1992 map included in the authorization is to the airport noise contour lines identified in the Comprehensive Plan.

### **CHARACTER OF THE SITE**

Land Unit J of the Dulles Suburban Center consists of approximately 1,156 acres and is developed with a mix of uses. The adopted Plan for Land Unit J recommends office, conference center/hotel, industrial/flex and industrial use at an average intensity of .50 FAR, with options for higher intensity mixed use development in certain areas. The majority of Land Unit J is comprised of the Westfields International Corporate Center (Westfields), which includes campus style office, conference center/hotel, industrial/flex, and retail uses. The northern boundary of Land Unit J is located approximately one mile south of the southern boundary of Washington Dulles International Airport property. Companies such as Lockheed Martin, Northrop Grumman and Aerospace Corporation have a presence in Westfields. Residential uses are currently located on the northeastern edge of Land Unit J along Walney Road in single-family detached and single-family attached dwelling units. Recent Plan Amendments approved by the Board of Supervisors supported additional multifamily dwelling units, townhouses, and additional retail uses in portions of Land Unit J not affected by the airport noise contours.

### **CHARACTER OF THE AREA**

The Dulles Suburban Center which includes Land Unit J (Figure 1) contains approximately 6,644 acres located in western Fairfax County adjacent to the eastern and southern boundaries of Washington Dulles International Airport. The suburban center extends along Route 28 (Sully Road) from north of the Dulles Airport Access and Toll Road to just north of Interstate 66, and is bordered to the north, south and east by residential neighborhoods. Route 28, Centreville Road and Walney Road provide north to south access through the suburban center. As one of Fairfax County's largest employment centers, the Dulles Suburban Center is primarily developed with office uses along Route 28. The largest concentrations of office development in the suburban center are located around the under-construction Innovation Metrorail Station and in the Westfields International Corporate Center. In addition to office, there is a large concentration of industrial/flex space in the area, as well as retail, hotel and public facilities uses. Residential development is located along portions of Centreville and Walney Road, and the mixed-use areas of Land Unit A and Land Unit J. Westfields has a network of landscaped sidewalks, trails, and

enhanced storm water retention facilities that serve as ornamental ponds. Large natural buffers exist between Westfields' nonresidential and adjacent residential areas.

Land Unit J is generally bounded on the west and north by Old Lee Road, on the east by Walney Road, on the south by Stonecroft Boulevard and Poplar Tree Road, and on the southwest by Braddock Road. Route 28 (Sully Road) traverses the northeastern boundary and bisects the southern half of Land Unit J.

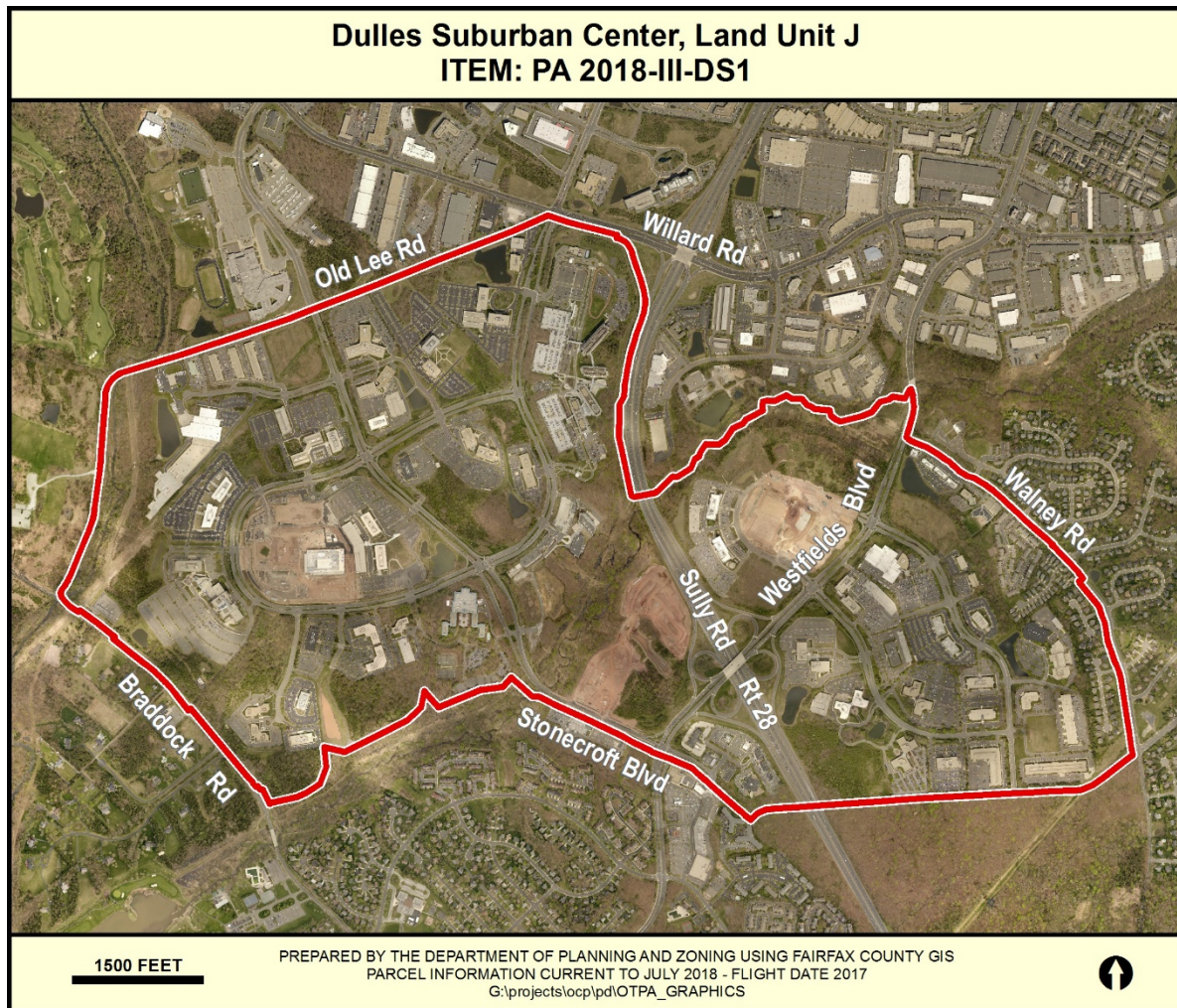
**North:** The area to the north of Land Unit J is planned and developed with industrial, industrial/flex, research and development, office, retail, and hotel uses at an intensity up to .35 FAR.

**East:** The area to the east is planned and developed with residential uses at a density of 1-2 and 2-3 dwelling units per acre (du/ac).

**South:** The area to the south is planned for public parks, retail uses at an intensity up to .25 FAR, public facilities, and residential uses at a density of 2-3 du/ac.

**West:** The area to the west is planned for public parks and residential uses at a density of .1 - .2 du/ac.





**Figure 1: Aerial View of Subject Property**

## PLANNING HISTORY

Land Unit J of the Dulles Suburban Center is planned for office, conference center/hotel, and industrial/flex at an intensity of a .50 floor area ratio (FAR). The Comprehensive Plan provides options for higher intensity mixed use development for portions of Land Unit J at the intersection of Stonecroft and Westfields Boulevard and options for residential and retail use in the same area, as well as in the Commonwealth Centre area. Recent Plan amendments applicable to the area include the following:

- On June 2, 2015, the Board of Supervisors adopted Plan Amendment 2014-III- DS1 to add an option for residential and retail use up to an intensity of .50 FAR on Tax Map Parcel 44-3 ((1)) 15 located north of the intersection of Stonecroft and Westfield Boulevard, west of Route 28.
- On September 22, 2015, the Board of Supervisors adopted Plan Amendment 2015-III-DS1 to add an option for retail use up to an intensity of .20 FAR on 21 acres north of Westfields Boulevard within the planned loop road of Newbrook Drive in the Commonwealth Centre area.

- On March 14, 2017, the Board of Supervisors adopted Plan Amendment 2016-CW-3CP, which among other editorial updates, relocated the Plan text for the northern portion of the Innovation Center Transit Station Area (TSA) to the Dulles Suburban Center, in a new Land Unit L.
- On May 2, 2017, the Board of Supervisors adopted Submission DSC-J-1 of Plan Amendment 2013-III-DS1, to add an option for residential and retail use at an intensity of .50 FAR for the portion of Tax Map Parcel 44-1 ((1)) 6, located on the north side of the Newbrook Drive loop road in the Commonwealth Centre.
- On May 15, 2018, the Board of Supervisors adopted Plan Amendment 2013-III-DS1, which updated the Area-wide and Land Unit Recommendations for the Dulles Suburban Center section of the Plan, after a comprehensive planning study. Land use changes for Land Units A and B were not contemplated during that study.
- On October 16, 2018, the Board of Supervisors adopted Plan Amendment 2018-III-BR1, to extend the boundary of the Dulles Suburban Center to include the Sully Station Shopping Center (Tax Map Parcels 44-3 ((7)) B2, B3) in a new Land Unit M.
- On December 4, 2018, the Board of Supervisors adopted Plan Amendment 2017-III-DS1 for Land Units L1 and L2 of the Dulles Suburban Center (a portion of the Innovation Center North TSA) to provide an option for a land use mix that includes office as the predominant use, with hotel and support retail use, up to an intensity of 4.0 FAR.

## **PROPOSED PLAN AMENDMENT**

The Board directed staff to evaluate the addition of new land uses for Land Unit J, generally within the current overall baseline intensity of .50 FAR. The Board further directed that staff review should include potential new areas for residential development (subject to appropriate noise mitigation measures) in areas not currently envisioned by the Plan based on the noise contours identified on the 1992 airport noise contour lines map contained in the Comprehensive Plan.

The majority of Land Unit J is part of Westfields. Westfields developed a master plan for the office park that contemplates residential development. Information provided by Westfields from that master plan was used as the basis for evaluation of the proposed Plan amendment. The Plan amendment would replace planned non-residential uses in portions of Land Unit J with an option for approximately 4,250 new residential units (comprised of approximately 1/3 single-family attached units, and 2/3 multi-family units) and the addition of approximately 200,000 square feet (SF) of retail uses. The proposed Plan amendment would remain within the currently planned intensity of .50 FAR.

## **ADOPTED COMPREHENSIVE PLAN**

The adopted Comprehensive Plan recommendations for the Dulles Suburban Center (amended through 10-16-2018) can be found at the following link, with the recommendations for Land Unit J found on pages 123-128:



<https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/compplan/area3/dulles.pdf>

The adopted Comprehensive Plan recommendations for Land Use Planning within the Dulles Airport Noise Impact Area can be found at the following link, on pages 19-24:

<https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/assets/compplan/area3/overview.pdf>

## **TASK FORCE**

Sully District Supervisor Kathy L. Smith appointed a group of community members to serve on a task force to work with staff to provide feedback on the proposed Plan amendment, seek community input, evaluate impacts, and make recommendations about future land uses for Land Unit J. The Task Force met five times between October 2018 and January 2019. The Task Force was supportive of the introduction of residential use into the area. The Task Force recommendation will be forwarded under separate cover.

## **ANALYSIS**

The following table summarizes the existing land use, the development potential under the adopted Comprehensive Plan, and the development potential with the new proposed land use. The Plan proposed Plan amendment would replace planned non-residential uses with the option for up to approximately 4,250 new residential units (approximately 1/3 single-family attached units, and approximately 2/3 multi-family units) and would add an additional 200,000 SF of retail use to the Plan. The planned intensity for Land Unit J would remain at .50 FAR.

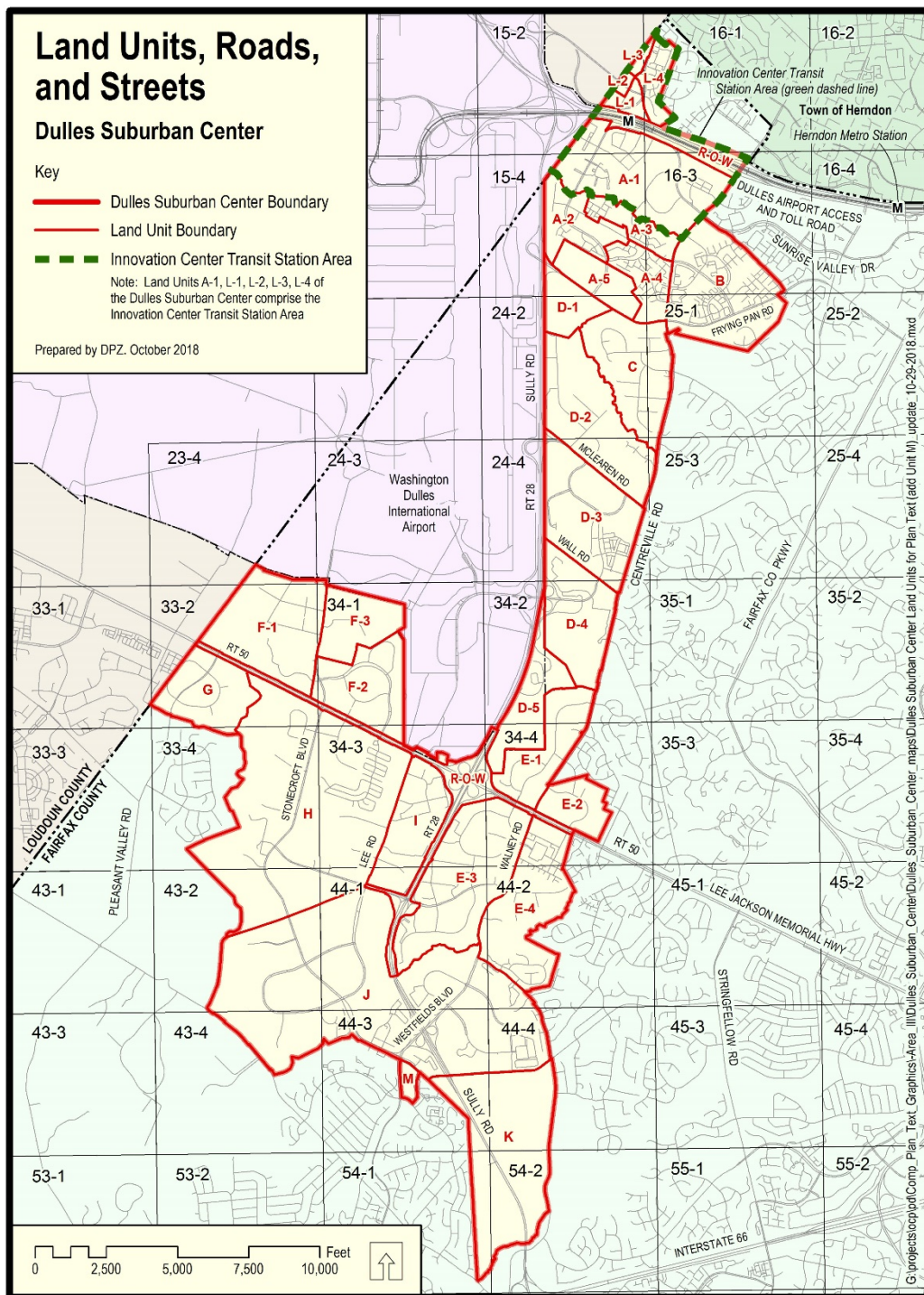
Existing Land Use	Adopted Comprehensive Plan	Proposed Land Use Changes	New Proposed Land Use
8,434,891 s.f. Office 261,733 s.f. Retail 487,331 s.f. Industrial 401,554 s.f. Hotel 67,713 s.f. Institutional  <b>9,653,222 s.f. Total Non-Res</b>  74 Single-Family Detached  174 Single-Family Attached/Townhouses  <b>248 Total D.U's</b>	14,500,065 s.f. Office 398,860 s.f. Retail 4,060,622 s.f. Industrial 2,180,902 s.f. Hotel 42,735 s.f. Institutional  <b>21,183,184 s.f. Total Non-Res</b>  74 Single-Family Detached  410 Single-Family Attached/Townhouse  762 Multi-Family Residential  <b>1,246 Total D.U's</b>	-3,570,140 s.f. Office +200,000 s.f. Retail -1,020,040 s.f. Industrial -510,020 s.f. Hotel  <b>-4,900,200 s.f. Total Non-Res</b>  +1,417 Single-Family Attached/Townhouses  +2,833 Multi-Family Residential  <b>+4,250 Total D. U's</b>	10,929,925 s.f. Office 598,860 s.f. Retail 3,040,582 s.f. Industrial 1,670,882 s.f. Hotel 42,735 s.f. Institutional  <b>16,282,984 s.f. Total Non-Res</b>  74 Single-Family Detached  1,827 Single-Family Attached/Townhouses  3,595 Multi-Family Residential  <b>5,496 Total D. U's</b>

**Figure 2. Comparison of Existing Development, Adopted Comprehensive Plan Potential, and the Proposed Plan Amendment Plan Potential for Land Unit J.**

### Land Use

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

Following this strategy, recent Plan amendments and zoning approvals have led to the introduction of new residential and retail uses into Land Unit J. The Preserve at Westfields includes 650 multi-family units and 155 single-family attached units, as well as 20,000 SF of accessory retail use, located north of Stonecroft Boulevard, and south of Route 28. Within the larger Commonwealth Centre development, the Chantilly Wegmans is now open with adjacent restaurants and retail uses, as part of an approval of 186,000 SF of new retail uses known as The Field at Commonwealth.



### Figure 3. Dulles Suburban Center Land Units

Also in Commonwealth Centre, 120 single-family attached units and 112 multi-family units are approved but not yet constructed, as well as 100,000 SF of retail, theatre and shopping center uses. The Dulles Suburban Center's Concept for Future Development and vision for the Suburban Center includes a higher-intensity mixed-use core area located at the northern end of the Suburban Center, at the Innovation Center Transit Station Area, which will be served by Metrorail. Two smaller nodes of mixed-use development are planned for Land Unit E-2 and in the Westfields area of Land Unit J (Figure 3). The Plan identifies the concept of focal points for these areas that include public spaces to serve both employees and residents. The proposed Plan amendment contemplates the concept of three village centers in Land Unit J, which could further the Dulles Suburban Center concept for Land Unit J as one of the nodes for mixed-use development. One of the village center areas would be located in the western portion of the Land Unit, generally in the eastern portion of the land bay created by the Conference Center Drive loop. A second would be located in the Commonwealth Center area, on the east side of Route 28 and the west side of Westfields Boulevard. The third would be located in the Westone Plaza Shopping Center area, east of the intersection of Stonecroft Boulevard and Westfields Boulevard, and west of Route 28. Residential use could also be considered in other areas in Land Unit J under this proposed Plan amendment.

The adopted Comprehensive Plan recommends residential use in Land Unit J for The Preserve and Commonwealth Centre, as mentioned previously, and also as part of an option for higher intensity development contingent on future transit. The adopted Plan also recognizes the existing residential neighborhoods along Walney Road. The adopted Plan does not currently include residential use as a baseline level use for Land Unit J. The proposed Plan amendment contemplates this introduction of residential use as an option at the baseline level.

The adopted Plan includes guidance specific to the integration of residential development, one of the key planning issues for the Dulles Suburban Center. The Plan acknowledges the goal of expanding housing opportunities in or near employment centers, recognizing the opportunities for affordable housing and a variety of housing types, as well as the ability to locate new housing near jobs, retail and other services. A mix of housing types can promote economic diversity, which in turn can supply a variety of workers for nearby jobs. The guidance for this integration of residential development also highlights the importance of creating new mixed-use and residential places that provide a quality environment in the context of non-residential development.

The Dulles Suburban Center Plan includes major objectives for planning in this area. Included in the list are many that are consistent with this proposed Plan amendment, such as: supporting development that recognizes the Dulles Suburban Center as a gateway by encouraging mixed commercial and residential areas in urban settings with compatible facilities and amenities; encouraging infill development at major employment sites that incorporates a mix of land uses and recreational uses to create a multi-modal environment that provides services and amenities to support both employees and residents; and encouraging a variety of housing types and prices to provide affordable housing as part of residential or mixed-use development.

Given the planning guidance and planning goals that already exist in the Dulles Suburban Center Plan, the proposed addition of residential use could be appropriate under certain circumstances, and could broaden the opportunities for a mix of uses for this large area. This amendment also provides an opportunity to develop comprehensive guidance for the land unit under which this introduction of residential use would be appropriate. Impacts unique to this primarily non-



residential area – such as addressing projected schools and parks impacts, and mitigating impacts from aircraft noise - could be addressed with the same approach.

In addition to existing and planned office uses, development in Land Unit J currently offers an emerging mix of uses that would complement additional residential use. The new retail uses at The Field at Commonwealth Centre, the planned retail at The Preserve, and the existing retail at the Westone Plaza shopping center offer opportunities for current and future residents to dine and shop without leaving the general area. The proposed Plan amendment may offer the opportunity to enliven areas of Land Unit J with more activity at varying times of day, rather than large areas remaining quiet, underutilized and virtually empty after office hours.

The Board of Supervisors' Economic Success Strategic Plan, adopted in 2015, focuses on six main goals. Goal 2 focuses on "Creating Places where people want to be." This Strategic Plan notes that "a broad spectrum of age groups, from millennials to baby boomers, seek freedom from daily dependence on the automobile and prefer to live in vibrant, pedestrian friendly spaces with an array of work and leisure activities at hand. Further, companies want to be in locations that are attractive to younger workers, and are increasingly becoming 'consumers of place' in their search for suitable locations."

The proposed Plan amendment can be viewed through the lens of this strategic plan, as supporting the introduction of residential and retail uses within the established, high-quality office park could provide the opportunities described above, for residents of all age groups to live and work in a vibrant area, either within Land Unit J or within reasonable commutes along the Route 28 and Dulles Corridor. Specifically, Goal 2.1 discusses focusing planning and development activities around the creation of mixed use communities, primarily in activity centers with multi-modal transportation options, employment opportunities, a mix of housing types and price points, and vibrant retail and entertainment options. Transit remains planned in this area of the Dulles Corridor. Given Land Unit J's unique location proximate to Dulles Airport and major commuting corridors of Route 28, I-66 and Route 50, it is worth considering the proposed mix of uses that would benefit from and support future planned transit.

With the introduction of up to potentially 4,250 dwelling units comes the need to plan for public facility needs in an area not originally planned for residential use. A critical component of a new concept for Land Unit J would be to ensure that adequate capacity and space is provided for schools and parks. This need is also recognized in existing Plan guidance related to residential use in the Dulles Suburban Center and is discussed further in the Schools and Parks sections. Any proposed Plan language should include guidance to ensure that school and park impacts are addressed. To achieve this goal, Plan language is proposed that recommends site(s), buildings and/or contributions towards addressing the need for school capacity. Proposed Plan language also recommends that public and privately owned open space and amenities be considered with development applications.

Another critical consideration for this proposed Plan amendment is the potential for residential use within airport noise contours where such development is not currently recommended in the Comprehensive Plan. Supporting Dulles Airport operations and future expansion by ensuring land use compatibility is one of the major objectives for the Dulles Suburban Center. This issue is discussed further in the Environment section and the proposed Plan guidance includes mitigation measures that should be implemented if residential development is proposed in these areas.

## Transportation

To better understand the proposed Plan Amendment, including potential changes to land uses and land use intensities, and the resulting transportation impacts, the Fairfax County Department of Transportation (FCDOT) assessed expected trip generation for: (1) the currently planned development; and (2) the proposed Plan Amendment. The trip generation results for these various conditions are shown in Table 1. Note that the “Impact Over Comp Plan” line item, at the bottom of the table, reflects the anticipated change in *future* trips generated with the new buildout land uses associated with the proposed Plan vs. those currently planned. *This line item does not reflect anticipated change in trips compared to existing conditions (2018).*

**Table 1. Trip Generation Comparison for PA No. 2018-III-DS1 (Dulles Suburban Center, Land Unit J)**

		AM				PM		
Development Type		Daily	In	Out	Total	In	Out	Total
<b>CURRENT COMPREHENSIVE PLAN</b>								
<b>Non-Residential</b>								
Office (710)	14.50 MSF	132,515	11,745	1,912	13,657	2,060	10,812	12,872
Retail (820)	398.86 KSF	15,402	233	142	375	726	787	1,513
Industrial (110)	4.06 MSF	20,141	2,501	341	2,842	333	2,225	2,558
Hotel (310) <sup>1</sup>	2.18 MSF 3,635 RMS	30,389	1,069	743	1,812	1,377	1,323	2,700
Institutional (520)	42.74 KSF	834	164	134	298	27	32	59
<b>Residential</b>								
Single Family (210)	74 DU	788	14	43	57	48	28	76
Townhouses (220)	410 DU	3,059	42	140	182	130	77	207
Apartments (221)	762 DU	4,151	71	203	274	204	131	335
<b>Total Trips Generated</b>		<b>207,279</b>	<b>15,839</b>	<b>3,658</b>	<b>19,497</b>	<b>4,905</b>	<b>15,415</b>	<b>20,320</b>
<b>PROPOSED PLAN</b>								
<b>Non-Residential</b>								
Office (710)	10.93 MSF	100,738	8,859	1,442	10,301	1,575	8,266	9,841
Retail (820)	598.86 KSF	20,305	349	214	563	981	1,062	2,043
Industrial (110)	3.04 MSF	15,081	1,873	255	2,128	249	1,667	1,916
Hotel (310) <sup>1</sup>	1.67 MSF 2,785 RMS	23,283	818	569	1,387	1,052	1,011	2,063
Institutional (520)	42.74 KSF	834	164	134	298	27	32	59
<b>Residential</b>								
Single Family (210)	74 DU	788	14	43	57	48	28	76
Townhouses (220)	1,827 DU	13,771	173	581	754	494	290	784
Apartments (221)	3,595 DU	19,591	336	958	1,294	965	617	1,582
<b>Total Trips Generated</b>		<b>194,391</b>	<b>12,586</b>	<b>4,196</b>	<b>16,782</b>	<b>5,391</b>	<b>12,973</b>	<b>18,364</b>
<b>Impact Over Comp Plan</b>		<b>-12,888</b>	<b>-3,253</b>	<b>+538</b>	<b>-2,715</b>	<b>+486</b>	<b>-2,442</b>	<b>-1,956</b>

<sup>1</sup> 600 SF/RM assumed for Hotel (Trip Generation based on number of rooms) Trip Generation derived from the Institute of Traffic Engineers (ITE), Trip Generation, 10<sup>th</sup> edition (2018). Trip Generation estimates are provided for general order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or traffic reductions as a result of proximity to transit stations.

1. Trip Comparison: The trip generation table was calculated using the Institute of Transportation Engineers (ITE) manual, which is a tool used to develop a rough estimate of daily trips using national data statistics. Trip generation calculations and results should be viewed for comparison purposes only (Current Comprehensive Plan to Proposed Plan) and do not reflect internal capture or trips made by transit, which would result in a lower number of vehicle trips.

The current Comprehensive Plan is anticipated to generate approximately 207,000 daily trips, as shown in Table 1. The proposed plan, which calls for a reduction in office, industrial and hotel space, and an increase in single-family and multifamily residential and retail, is projected to generate approximately 13,000 fewer daily trips.

The proposed Plan amendment projects to generate approximately 3,000 fewer AM peak hour trips and 2,000 fewer PM peak hour trips, all significant decreases. Traffic operations within the Dulles Suburban Center, particularly within and around Land Unit J, would be anticipated to improve, as compared to anticipated conditions with the current Comprehensive Plan.

With the anticipated reduction in total daily trips, the need for a Virginia Department of Transportation (VDOT) Chapter 870 Traffic Impact Analysis (TIA) submittal is not triggered.

2. Transit Services: Land Unit J is currently served by Fairfax Connector Routes 632, 640 and 642. Any proposed changes to the Plan should maximize access and use of transit. Consideration should be given for the provision of adequate bicycle and pedestrian access to and from existing and future bus stops. In the Fairfax County Transportation Development Plan, there is a proposed cross county bus route (bus 901) that would start in Herndon and terminate in Centreville via Land Unit J. In the Countywide Transit Network Study (CTNS) there is proposed express bus service along Route 28 as well as LRT/BRT routes that parallel the Route 28 corridor within Land Unit J. The CTNS was finalized in June 2016, and has not yet been endorsed by the Board of Supervisors. The study was used to analyze the Comprehensive Plan's Enhanced Public Transportation Corridors to evaluate if changes to those corridors are needed and to provide more specific planning guidance.
3. Bicycle Routes: Bicycle facilities within Land Unit J are comprised of ample shared use paths along Old Lee Road, Conference Center Drive, Walney Road, Westfields Boulevard, Newbrook Drive, and Park Meadow Drive. The Countywide Bicycle Master Plan recommends a shared use path to be located along Route 28, as well as on-road bike lanes to be placed along Stonecroft Boulevard, Walney Road, Poplar Tree Road and Westfields Boulevard.
4. Trails:
  - Stream Valley Recreational Trails: The Countywide Trails Plan calls for the completion of the Cub Run Stream Valley Trail, through Land Unit J, to connect with Flatlick Stream Valley Park. It also calls for the completion of the Flatlick Stream Valley Trail, through Westfields, by means of a public access trail easement. It is desirable to connect with the recommended trail through Land Unit E-4.
  - The Countywide Trails Plan includes trails planned for Land Unit J and are an integral part of the overall County system. Internal trails within Westfields should provide

continuity of access between the Cub Run, Flatlick Branch EQCs, and Ellanor C. Lawrence Park. A pedestrian/bicycle access across Route 28 to Ellanor C. Lawrence Park should be considered as part of the Phase II transportation improvements.

- Trails and other bicycle/pedestrian facilities within Land Unit J should be coordinated with proposed changes to the Comp Plan and provide adequate access to and from bicycle facilities and transit.

The following recommendations are found in the Comprehensive Plan and are provided to address anticipated transportation impacts within Land Unit J:

- 1) Dedicated transit should be considered along Route 28 and other alternative routes in the land unit;
- 2) Necessary right-of-way should be provided through dedication, easements, or other mechanisms, as appropriate, if future studies determine that ROW is needed in Land Unit J to facilitate development of an integrated transit system for Dulles Suburban Center;
- 3) E.C. Lawrence Park should be protected, by obtaining any additional right-of-way (if needed) from the north side of Poplar Tree Road and minimizing impact on the parkland, to the extent possible, if any future improvements to Poplar Tree Road on the east side of Route 28 are required;
- 4) Poplar Tree Road should be extended to the west, over Route 28, connecting to Stonecroft Boulevard (this improvement is under construction); and
- 5) Walney Road should be widened from two lanes to four lanes, between Poplar Tree Road and Westfields Boulevard.

The current Plan guidance prohibiting road access to the nonresidential development, north of Braddock Road (part of Plan recommendation #4 in Land Unit J), was reviewed as part of this Plan amendment. The proposed removal of this restriction in the Plan guidance does not mean that a vehicular connection is required in this area, but provides the flexibility to review a future connection to Braddock Road, if warranted in the future.

## **Parks**

### Level of Service Impacts:

Existing nearby parks (Ellanor C. Lawrence, Flatlick Stream Valley, Rock Hill District, Mountain Road District, and others) meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. In addition to parkland, the recreational facilities in greatest need in the Upper Potomac Planning District include land for Local Suburban, Urban, District, and Countywide parks, adult and youth softball fields, multiuse courts, playgrounds, dog parks, skate parks, and trails.

Under the New Proposed Land Use scenario, this proposal would allow for 16,282,984 total square feet of non-residential use and 5,496 total dwelling units within Land Unit J. This represents a change in residents and employees as shown in Table 2.



**Table 2. Change in Residents and Employees**

	<b>Current Comp Plan</b>	<b>New Proposed Land Use</b>	<b>Change</b>
Number of Residents	2,895	12,487	9,591
Number of Employees	49,663	38,429	(11,234)

Per the county's adopted policies and service level standards (Policy Plan, Parks and Recreation element), residential growth is the primary indicator of need for public parkland, amenities, and recreational opportunities. New residents in Land Unit J will need access to park and recreation facilities on site or nearby.

In addition to the residential development impact on recreational services and facilities, there will also be impacts from the proposed commercial development. Employees have a need to access recreational amenities at lunchtime or after work. Retail customers benefit from combining shopping trips with recreational activities.

Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged. Integration of publicly accessible urban parks in the overall development design is critical to providing onsite recreation resources within the nomination area and will enhance the desirability of the project, contribute to redevelopment efforts and contribute to a sense of place.

The parkland and recreational facility need generated by this proposed Plan amendment is summarized in Table 3. The proposed Plan amendment generates a significant new need for parks and recreation. While the Urban Parks Framework is expected to guide the development of such amenities within the built environment, the need for a new Local Suburban or District Park is also generated. Efforts toward mitigating this need should be considered within or near the land unit to support the generated need for Local and District parkland and the equivalent of 3 ½ full size rectangle fields, a youth softball diamond, 1 ⅓ youth baseball diamonds, 4 ½ multiuse courts, 3 ½ playgrounds, picnic areas, and other amenities. These are considered new needs beyond what is included in the currently adopted land use scenario. It is envisioned that these needs be met through a combination of contributions of new Local parkland and facilities and funding to support the development of the area's parks such as Rock Hill District Park and Mountain Road District Park.

**Table 3. Generated Need for Parkland and Recreational Amenities, Land Unit J**

	Current Comp Plan	New Proposed Land Use	Change
<b>Parkland Need Generated</b>			
Urban Park Need Generated (ac)	9.47	22.70	13.23
Local Suburban Parkland (ac)	14.48	62.43	47.96
District/Countywide Parkland			
<b>Facility Need Generated</b>			
Rectangle Field (# fields)	1.07	4.62	3.55
Adult Softball (# diamonds)	0.13	0.57	0.44
Youth Softball (# diamonds)	0.33	1.42	1.09
Youth Baseball (# diamonds)	0.40	1.73	1.33
Adult Baseball (#diamonds)	0.12	0.52	0.40
Playground (# playgrounds)	1.03	4.46	3.43
Multiuse Court (# courts)	1.38	5.95	4.57
Picnic Area (# sites)	0.24	1.04	0.80
Neighborhood Dog Park (# sites)	0.034	0.145	0.112
Regional Dog Park (# sites)	0.01	0.03	0.02
Neighborhood Skate Parks (# sites)	0.03	0.12	0.09
Countywide Skate Parks (# sites)	0.01	0.06	0.05
Golf (# holes)	0.90	3.90	3.00
Nature Center (sf)	115.82	499.46	383.64
RECenter (sf)	3,184.98	13,735.21	10,550.22
Indoor Gym (sf)	8,107.23	34,962.34	26,855.11
Outdoor Aquatics (# sites)	0.005	0.022	0.017
Horticulture Park (# sites)	0.01	0.01	-
Equestrian (# sites)	0.00	0.02	0.02

### Parks Related Noise Impacts

Staff was directed to consider the addition of new residential uses in areas not currently envisioned by the Plan because of Dulles International Airport's noise contours. County policy is to minimize human exposure to unhealthful levels of transportation-generated noise; the guidance provides that outdoor recreation areas are generally incompatible with transportation-generated noise over DNL 65 dBA.

As new residential and commercial development occurs within Land Unit J, is it expected that outdoor recreation areas and urban parks will be collocated with the new development to provide

the greatest benefit to new residents, employees, and visitors. The siting and design of such spaces should carefully consider the compatibility with noise exposure levels.

### Cultural Resources

The area including Land Unit J contains of hundreds of potentially significant archaeological sites. Per the adopted Plan guidance, Phase I archeological surveys should be required for all new development if not previously surveyed; Phase II archaeological testing (to determine National Register of Historic Places eligibility); and Phase III data recovery if sites are determined eligible. Each parcel or group of parcels should be assessed on an individual basis.

### Park-Specific Recommendations

#### *Ellanor C. Lawrence Park*

The adopted Plan recommendations speak to the need to provide pedestrian connectivity from Land Unit J to the adjacent Ellanor C. Lawrence Park. Access to Ellanor C. Lawrence Park should be provided via the planned park entry road along the Poplar Tree Road extension west of Route 28. This planned trail connection is depicted in the 2017 Ellanor C. Lawrence Park Master Plan,<sup>1</sup> adopted by the Park Authority Board, and was planned in coordination with the Virginia Department of Transportation and the Fairfax County Department of Transportation.

Per the park's Master Plan guidance, trails and trail connections to the park should be avoided along Poplar Tree Road east of Route 28 due to the presence of high-quality natural resources and sensitive habitat on parkland. Similarly, any planned development should remain on the north side of Poplar Tree Road, and encroachments into the park, including stormwater outfalls, should be avoided. A second trail connection near Poplar Tree Road and Walney Road is appropriate with Park Authority coordination. Staff notes that these two locations are the only safe ways to connect to the park's trail system as these intersections will be signalized and have crosswalks.

Plan guidance also provides that pedestrian/bicycle access across Route 28 to Ellanor C. Lawrence Park should be considered as part of future transportation improvements. Staff understands that this is an integral part of the Poplar Tree Road extension across Route 28.

#### *Cub Run Stream Valley Park*

The adopted Plan states that "Cub Run Stream Valley Park is located on the western boundary of this land unit. Portions of this EQC contain sensitive resource areas; however, development of the stream valley trail and other amenities such as wildlife observation, seating, and open play areas within the outer perimeter of the EQC will enhance the passive recreation value for this natural resource." This recommendation should be retained. Any proposed improvements to public parkland should be coordinated with and contingent upon the approval of the Park Authority.

#### *Rock Hill District Park*

Rock Hill District Park is adjacent to Land Unit J, to the west. The adopted Plan states that "Rock Hill District Park is a 10-acre site located adjacent to Braddock Road outside the floodplain. The Park Authority has planned the park for active recreation uses, athletic fields, and natural resource protection and management." Rock Hill District Park (formerly Quinn Farm Park) now comprises nearly 169 acres. The park's Master Plan was approved by the Park Authority Board in 2003;<sup>2</sup> at

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<sup>1</sup> See <https://www.fairfaxcounty.gov/sites/parks/files/assets/documents/plandev/master-plans/eclawrencemp-2017.pdf>.

<sup>2</sup> See <https://www.fairfaxcounty.gov/sites/parks/files/assets/documents/plandev/master-plans/quinnfarmreport.pdf>.

which time the planned active recreational amenities were envisioned to primarily address then-current needs; these improvements have not yet been constructed. Opportunities to improve the park may be possible through the county's development review and entitlement process.

The following is a summary of recommendations related to Parks:

- Development of urban parks such as pocket parks, plazas, common greens and recreation-focused urban parks should be encouraged in Land Unit J.
- Future land development should work to address the generated need for parks and recreation facilities using the Urban Parks Framework, adopted service level standards, and applicable design guidelines. The need for a new Local Suburban or District Park is generated and consideration should be given to addressing this need within or nearby to Land Unit J.
- The siting and design of outdoor recreation spaces and other noise-sensitive land uses should carefully consider the compatibility with current and future noise exposure levels per adopted county policy.
- Phase I archeological surveys should be required for all new development if not previously surveyed, with Phase II and III activities conducted as warranted.
- Development in and around Ellanor C. Lawrence Park should be guided by the park's 2017 Master Plan.
- Recommendations concerning Cub Run Stream Valley and Rock Hill District Parks should be retained and/or modified as detailed above.

## **Heritage Resources**

The Scott Family Cemetery is located in the western portion of Land Unit J, near Conference Center Drive and centered on the north/south axis of the site. The cemetery is not listed in the Inventory of Historic Sites, Virginia Landmarks Register, or National Register of Historic Places. The Scott Family Cemetery is identified on the Cemeteries of Fairfax County Virginia map, and recorded as an archaeological site with the Virginia Department of Historic Resources (VDHR), dating from 1775 — 1799, and 1850 — 1899. Continued avoidance of the cemetery by all activities with potential ground disturbance is recommended. Archaeological staff from the Park Authority should be consulted prior to any development or ground disturbing activity in this area.

## **Schools**

The schools serving this area are Westfield High School (HS), Chantilly High School (HS), Franklin Middle School (MS), Stone Middle School (MS), Virginia Run Elementary School (ES), and Cub Run Elementary School (ES). The following projections were published in January 2018 by FCPS and do not reflect the increase in the numbers of students resulting from this proposed plan amendment.



**Table 4. Schools serving the subject area, membership and capacity utilization.**

School	Program Capacity SY 2017-18	Membership (9/30/17)	Program Capacity Utilization SY 2017-18	Projected Membership SY 2022-23	Capacity Utilization SY 2022-23
Westfield HS	2,771	2,640	95%	2,692	97%
Chantilly HS	2,576	2,795	<b>109%</b>	3,035	<b>118%</b>
Franklin MS	976	880	90%	934	96%
Stone MS	924	765	83%	760	82%
Virginia Run ES	800	664	83%	779	97%
Cub Run ES	633	571	90%	499	79%

Capacities and Projected Membership based on the adopted FY 2019-23 Capital Improvement Program (Jan. 2018).

The school capacity table above shows a snapshot in time for student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Recommended boundary adjustment options, program changes and potential school expansions and new schools are included in the Capital Improvement Program for future consideration based on the most recent five-year projections and SY 2017-18 capacity evaluations available at the time school staff submitted their analysis to the County. Any options chosen for potential implementation will be discussed and decided through a transparent process that engages the community, in accordance with School Board Policy and Regulations. This includes adjustments needed for Advanced Academic Program centers at existing facilities and newly identified locations for such programs. At this time, Westfield HS is being monitored due to an approaching capacity deficit, Chantilly HS is considered to have a moderate capacity deficit, and Franklin MS and Cub Run ES are considered to have sufficient capacity, and Stone MS and Virginia Run are considered to have capacity surplus. If by-right development occurs under the existing plan or zoning, Chantilly HS is considered to have a substantial capacity deficit, Westfield HS, Franklin MS and Virginia Run ES are being monitored due to approaching a capacity deficit, and Stone MS and Cub Run ES are considered to have a capacity surplus by SY 2022-23. Beyond the five-year projection horizon, membership projections are not available.

### Impact

Based on the number of housing units in the proposed Plan amendment compared to the adopted Plan, the first two tables below show the net change in the anticipated students by school level, calculated by using the current countywide student yield ratio. The last two tables show the total number of residential units proposed in each scenario and the total number of anticipated students by school level, calculated by using the current countywide student yield ratio.

The type of multi-family unit has yet to be decided at this stage of the process. To aid decision makers in evaluating the type of multi-family, student yield was calculated for two potential development scenarios. The potential student yield for Scenario 1 takes into consideration low-rise multi-family, whereas Scenario 2 takes into consideration mid/high-rise multi-family units.

## Proposed Plan

**Table 5. Scenario 1 Net Change: 1,417 Single-Family Attached and 2,833 Low-Rise Multi-Family**

School Level	Number of Housing Units	Potential Student Yield
High	4,250	460
Middle	4,250	228
Elementary	4,250	899
<b>Total Student Count</b>		<b>1,587</b>

*2015 countywide student yield ratios (November 2016)*

**Table 6. Scenario 2 Net Change: 1,417 Single-Family Attached and 2,833 Mid/High-Rise Multi-Family**

School Level	Number of Housing Units	Potential Student Yield
High	4,250	282
Middle	4,250	149
Elementary	4,250	542
<b>Total Student Count</b>		<b>973</b>

*2015 countywide student yield ratios (November 2016)*

## Total - Proposed and Adopted Comprehensive Plan

**Table 7. Scenario 1 Total: 74 Single-Family Detached, 1,827 Single-Family Attached, and 3,595 Low-Rise Multi-Family**

School Level	Proposed Number of Housing Units	Potential Student Yield
High	5,496	601
Middle	5,496	298
Elementary	5,496	1167
<b>Total Student Count</b>		<b>2,066</b>

*2015 countywide student yield ratios (November 2016)*

**Table 8. Scenario 2 Total: 74 Single-Family Detached, 1,827 Single-Family Attached, and 3,595 Mid/High-Rise Multi-Family**

School Level	Proposed Number of Housing Units	Potential Student Yield
High	5,496	374
Middle	5,496	197
Elementary	5,496	714
<b>Total Student Count</b>		<b>1,285</b>

*2015 countywide student yield ratios (November 2016)*

The high and middle schools are considered to have a moderate capacity deficit, and the elementary schools are considered to have sufficient capacity with current membership. For projected membership, assuming no change to programs and boundaries, the high and middle schools are

considered to have a moderate capacity deficit, and the elementary schools are being monitored due to approaching a capacity deficit prior to consideration of any plan amendment or rezoning. This analysis is a snapshot in time (as of January 2018) for student membership and school capacity balances.

Elementary and middle schools serving the area are nearing full capacity or will be at or above full capacity with existing housing units and approved residential zoning cases as of January 2019 that are within the boundaries of the existing schools serving Land Unit J. Under the envisioned residential growth, one or two new sites may be needed that will allow flexibility in school facility types to support the increased enrollment that would be generated by residential development. Up to two sites should accommodate two new elementary schools or one new middle school depending on the identified need. Additionally, facilities such as vocational training, academy programs, adult learning centers and/or other support facilities could be located in this area. The applicant should provide or participate in the contribution to suitable land or a building(s), as may be practical, to accommodate flexibility in future school facility needs. Contributions could be more traditional in nature, such as dedication of a school site, or might include more innovative urban solutions such as locating school facilities with parks or within buildings serving other uses.

Fairfax County Public Schools and the applicant should collaborate with property owners or other applicants in Land Unit J to identify a site(s). Land or building(s) for school facilities should be identified in advance of approval of applications for new residential developments in order to maintain and improve the county's high standards for educational facilities and to not impact current levels of service provided by the public school system. For land, the acreage of a site(s) should be determined with Fairfax County Public Schools (FCPS) staff based on school policy. For reuse of a building(s), the applicant in coordination with FCPS should select a building(s) that provides access, safety, security, and meets play space requirements. Sites or buildings should ideally be in a location outside of the DNL 60 dBA airport noise line to minimize noise impacts.

It is expected that with any new development proposed under this option that includes residential use, that during the review of each proposal, the developer will work with the county and FCPS to ensure that their fair share towards addressing school facility needs is identified and contributed to with their application.

The proposed Plan language recommends a fair share contribution for development applications that propose residential use, so that applications contribute to land acquisition and construction costs to address the school needs that are generated if they are unable to provide a site or building for reuse.

#### Capital Improvement Program Potential Solutions

The Capital Improvement Program (CIP) FY 2019-23 includes potential solutions to consider in order to alleviate current and projected school capacity deficits. For consideration purposes, as many options as possible have been identified for each school, in no significant order, and may be contingent on other potential solutions listed. Any options chosen for implementation will be discussed and decided through a transparent process with the appropriate stakeholders, in accordance with School Board Policies and Regulations. The CIP is updated by the School Board each year.

Westfield HS: Monitor student membership.

Chantilly HS: Increase efficiency by reassigning instructional spaces within a school to accommodate increase in membership; possible program changes; Minor interior facility modifications to create additional instructional space and help to accommodate capacity deficit; add temporary classrooms to accommodate short-term capacity deficit; capacity enhancement through either a modular or building addition; potential boundary adjustment with schools having a capacity surplus.

Franklin MS: Monitor student membership.

Stone MS: Monitor student membership.

Virginia Run ES: Monitor student membership.

Cub Run ES: Monitor student membership.

### School Siting

Schools should be placed on sites meeting the optimum number of locational criteria, including: safe and convenient accessibility to pedestrian and road networks, and transit where available; floor area ratio (F.A.R.) to accommodate expansion, when the school is originally sized below the maximum efficiency standard for that type of school; compatibility with adjoining planned and existing development and with the Comprehensive Plan; aesthetically pleasing physical qualities with appropriate engineering features; and proximity to other public facilities, such as police / fire / rescue services, public parks, and libraries.

School location discussions should consider proximity to residential or mixed-use areas, the existing and/or planned road network, traffic patterns and transit conditions, and the current and future exterior noise levels from airport activity that will affect indoor acoustics. When possible, schools should be located away from airport activity noise levels. Noise guidance for preferred maximum levels of sound within the classroom are provided by the Collaborative of High Performance Schools (CHPS) Criteria. When possible, elementary schools should be located in, or on the periphery of, residential or mixed-use areas to ensure proximity and convenience for students and the local community.

### **Fire and Rescue (FRD)**

Emergency response coverage to the proposed development site is primarily provided by the Chantilly Fire and Rescue Station 15, the West Centreville Fire and Rescue Station 38, and the Centreville Volunteer Fire and Rescue Station 17. The Centreville fire station is owned by the Volunteer Fire Department but is staffed by Fairfax County Fire and Rescue personnel.

All three fire stations lack space for additional emergency response units. The Chantilly fire station is planned for future expansion or replacement in the long term forecast of the adopted FY2019 – FY2023 Capital Improvement Program. Currently, there are no plans to expand or replace the West Centreville or Centreville Volunteer fire stations.



FRD analyzes the historical rate of incidents per population in each fire station's response area across the county to determine workload. This data is used in forecasting FRD's staffing and apparatus needs as well as fire station expansions and replacements. Timing of additional resources depends on the rate of development and population growth.

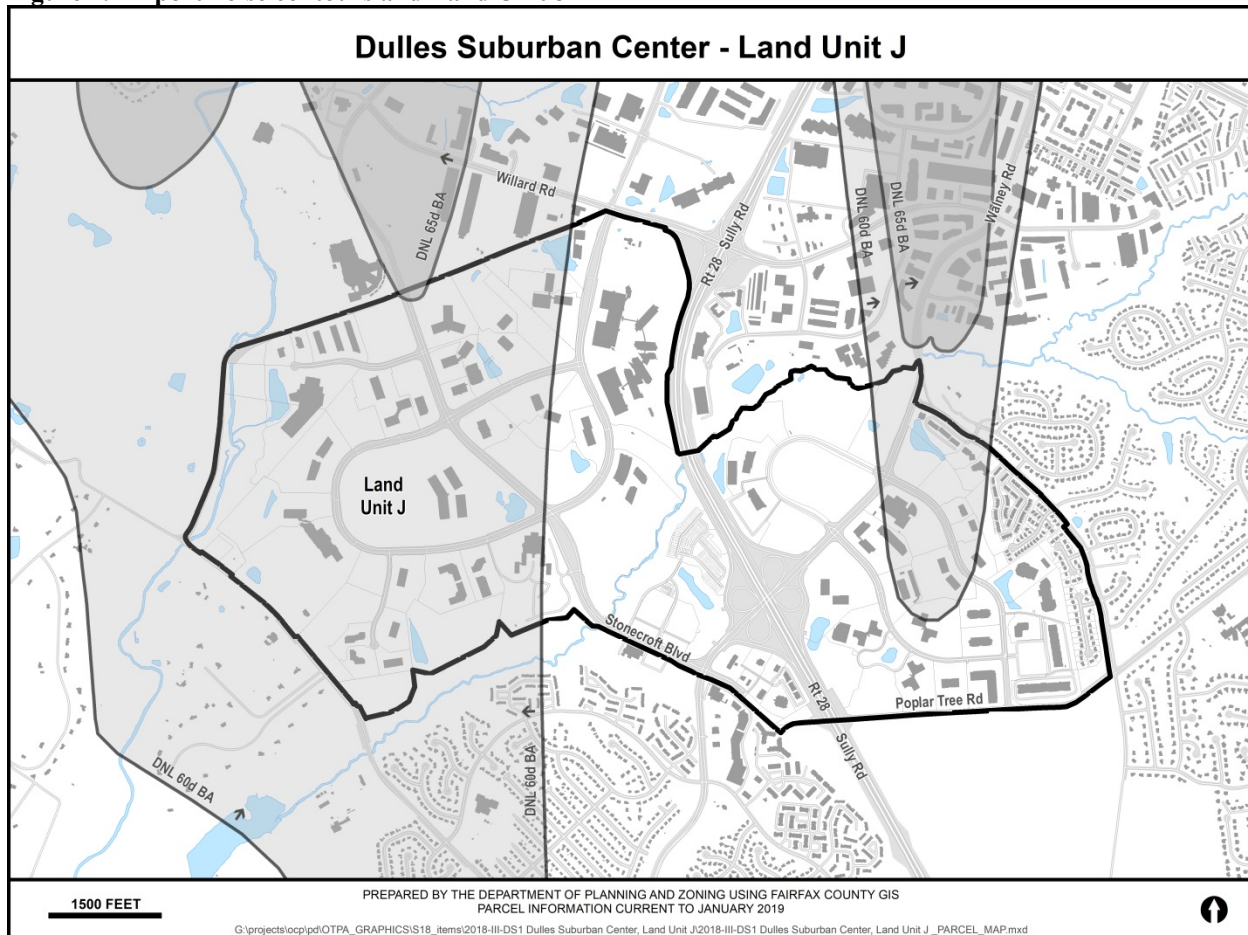
The proposed Plan Amendment will increase the number of emergency calls. FRD will analyze any proposed level of commercial and residential development to determine the need for additional fire and rescue facilities or resources at the time of future rezoning applications. The FRD will continue to pursue traffic signal emergency preemption throughout the county to improve response times to emergency incidents and safety at intersections.

## Environment

### Airport Noise

Land Unit J is located to the south of Dulles International Airport, and areas within Land Unit J are included in the 60 and 65 dBA airport noise contour lines (Figure 4).

**Figure 4. Airport noise contours and Land Unit J**



The existing airport noise contours associated with the Dulles International Airport were developed in 1992 and 1993. Contours were based on the most current aviation activity forecasts available at the time with consideration of existing operations and projected operations at the

ultimate buildout of the airport. The Comprehensive Plan recognizes that “*the objective of the county is to minimize to the fullest extent the potential for adverse aircraft noise impacts upon its citizens*” (Fairfax County Comprehensive Plan, 2017 Edition, Area III, Area Plan Overview, Amended through 3-20-2018, Introduction, Page 20). Due to the location of Dulles Airport runways, the type and frequency of aircraft using the airport, as well as airport operating procedures, portions of Fairfax County in the vicinity of the airport are either currently, or are projected to be, subject to levels of aircraft noise which may be incompatible with residential development and other noise sensitive land uses. The Comprehensive Plan does not recommend residential uses within the DNL 60-65 dBA (Day-Night Average Sound Level (decibels, A-weighted)) contour lines.

Staff was directed to evaluate the consideration of residential uses in areas not currently recommended for that use under the Comprehensive Plan policy. While single-family detached uses should be strongly discouraged within the DNL 60-65 dBA noise contour, the following conditions are recommended if other residential or noise sensitive uses are contemplated within the DNL 60-65 dBA noise contour in Land Unit J:

- A noise study should be prepared during the development review process for all noise sensitive uses proposed.
- Commitments should be made to construction standards and materials that mitigate indoor auditory impacts to acceptable levels such that interior noise levels within living spaces of all dwelling units do not exceed 45 dBA.
- Disclosure statements should be included in all leasing and purchase agreements for residential units that disclose that a residence is located within an area that will be impacted by aircraft noise. This notice should be made to all initial and subsequent lessors and purchasers.
- Disclosure statements should be included into promotional and marketing materials for residential developments within all areas with average noise levels of 60 dBA and greater and prominently posted within marketing offices. Such materials should include a map of Dulles Airport and the DNL 60-65 dBA airport noise contour lines.
- Noise mitigation measures for community active recreation facilities should be considered, to include the placement of those facilities indoors and/or the enclosing of those facilities with flexible or rigid structures, such as domes.

The Metropolitan Washington Airports Authority (MWAA) has produced draft new noise contours maps for the future buildout of the Dulles International Airport. MWAA formed a Local Jurisdictional Stakeholder Working Group for this project comprised of MWAA interdisciplinary staff, professional technical staff from local government (including Fairfax County) who have been appointed by their respective jurisdictions, airline partners, and key Federal Aviation Administration (FAA) officials. The draft contours were released in January 2019 and can be viewed online here: <https://www.flydulles.com/iad/dulles-international-noise-contour-map-update>. The draft contours will undergo an extensive review process before being finalized. That process will include review by the surrounding jurisdictions, including community members and staff.

Additional Plan policies focused on evaluating and mitigating impacts to the environment are noted below. Future development proposals will be reviewed with this Plan guidance.

### Road Noise

New development is expected to protect people from unhealthful levels of transportation generated noise. *“New development should not expose people in their homes, or other noise sensitive environments, to noise in excess of DNL 45 dBA (decibels, A-weighted), or to noise in excess of 65 dBA in the outdoor recreation areas of homes.”* (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 11-12).

### Stream Valleys

The protection and restoration of the ecological integrity of streams is expected in Fairfax County. In order to minimize the impacts that new development and redevelopment projects may have on County streams, the Comprehensive Plan encourages the protection of stream channels, buffer areas along stream channels, and commitments to the restoration of degraded stream channels and riparian buffer areas (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 7-9).

Significant stream corridors within the Dulles Suburban Center include Cub Run, Flatlick Branch, and Schneider Branch. These streams generally feature active and wide floodplains, which help to minimize downstream erosion. The Comprehensive Plan encourages the protection of stream channels, buffer areas along stream channels, and commitments to the restoration of degraded stream channels and riparian buffer areas.

### Forest Cover

The Comprehensive Plan anticipates that new development will include an urban forestry program and be designed in a manner that retains and restores meaningful amounts of tree cover, consistent with planned land use and good silvicultural practices. Good quality vegetation should be preserved and enhanced and lost vegetation restored through replanting. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Page 18).

### Stormwater Management

Developments are expected to optimize stormwater management and water quality controls through the use of innovative Best Management Practices and infiltration techniques, nonstructural best management practices and bioengineering practices, pervious parking surfaces in low-use parking areas, and infiltration landscaping within streetscapes. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 8-9).

To ensure that water quality and water quantity are appropriately managed, the Comprehensive Plan promotes site design and low impact development (LID) techniques that reduce stormwater runoff volumes and peak flows, increase groundwater recharge, and increase the preservation of undisturbed areas. Water management measures may include infiltration and landscaping techniques. (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 8-9).

Additionally, larger developments within the Dulles Suburban Center are expected to meet the following stormwater management and water quality controls, allowing for flexibility in specific approaches. Stormwater management options include:

1. Specific Performance Targets regarding reduction in runoff volumes leaving the site equivalent

to at least three-quarters of an inch from impervious surfaces on the site; and reduction in discharges leaving the site to levels that will minimize stream erosion through the use of the energy balance method or any equivalent methodology;

2. Stormwater management measures sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or Core & Shell (LEED-CS) rating system (or equivalent of this/these credit(s) that may be based on an alternate rating system); or
3. Stormwater management measures and/or downstream improvements that optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site.  
(Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, Amended through 7-31-2018, Dulles Suburban Center Area-Wide Recommendations, Page 241).

### Green Building

Within the Dulles Suburban Center, proposals for nonresidential development or proposals for multifamily residential development are expected to *“incorporate green building practices sufficient to attain certification through the LEED-NC or LEED-CS program or an equivalent program specifically incorporating multiple green building concepts, where applicable, where these zoning proposals seek at least one of the following:*

- *Development in accordance with Comprehensive Plan Options;*
- *Development involving a change in use from what would be allowed as a permitted use under existing zoning;*
- *Development at the Overlay Level; or*
- *Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.*

*Where developments with exceptional intensity or density are proposed (e.g. at 90 percent or more of the maximum planned density or intensity), ensure that higher than basic levels of green building certification are attained.” (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 20-21).*

Proposals for residential development that are not otherwise addressed in the policy above are expected to *“incorporate green building practices sufficient to attain certification under an established residential green building rating system that incorporates multiple green building concepts and that includes an ENERGY STAR Qualified Homes designation or a comparable level of energy performance. Where such zoning proposals seek development at or above the mid-point of the Plan density range, ensure that county expectations regarding the incorporation of green building practices are exceeded in two or more of the following measurable categories: energy efficiency; water conservation; reusable and recycled building materials; pedestrian orientation and alternative transportation strategies; healthier indoor air quality; open space and habitat conservation and restoration; and greenhouse gas emission reduction. As intensity or density increases, the expectations for achievement in the area of green building practices would commensurately increase.” (Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Pages 20-21).*

### Electric Vehicle Charging

Fairfax County encourages the “*provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals, particularly for residential where other opportunities are not available.*” (*Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Page 21*).

### Lighting

The Policy Plan recognizes the nuisance aspects of unfocused light emissions and recommends a minimization of “*light emissions to those necessary and consistent with general safety.*” (*Fairfax County Comprehensive Plan, 2017 Edition, Policy Plan, Environment, Amended through 3-14-2017, Page 12*).

### **Sanitary Sewer Service**

Sewage generated within Dulles Suburban Center, Land Unit J is treated at Upper Occoquan Service Authority (UOSA) treatment plant. As a regional facility, UOSA’s plant serves the southwestern part of the County and also treats sewage from Prince William County, and the cities of Manassas and Manassas Park. Under a service agreement, the County has 22.6 million gallons per day (mgd) treatment allocation of UOSA’s 54 mgd treatment capacity. The County’s current flow to UOSA is averaging less than 13.0 mgd, approximately 58% of the allocation. The County’s existing sewage treatment allocation at the UOSA treatment plant is capable of handling the sewage from for the proposed Plan amendment for existing land use, current comprehensive plan, proposed land use changes, and new proposed land use alternatives. The sewer lines serving the plan amendment area would be evaluated during the development review process for adequacy of capacity for conveyance of flow and may need to be extended and/or upsized based upon the density of the proposed use at a particular parcel.

### **CONCLUSION**

The Plan amendment considers an option for a mix of uses for Land Unit J, to include the introduction of residential use (approximately 4,250 new residential units and 200,000 SF of retail uses) at the baseline level of development (at an overall intensity of .50 FAR) with conditions that address use, intensity, connectivity, compatibility with surrounding uses, affordable housing, and mitigation of school, parks, and noise impacts. The proposed Plan guidance provides flexibility related to the location of new residential uses, while organizing the option around the concept of three village centers in Land Unit J. The proposed Plan amendment provides a unique opportunity to introduce new uses to energize an area predominantly planned for and developed with non-residential uses, while allowing for flexibility in the Plan to respond to opportunities that can provide options for residents in Fairfax County to live, work and play. Proposed Plan guidance also includes editorial updates to recommendations and descriptions.



## RECOMMENDATION

Staff recommends that Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~.

**MODIFY:** Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, amended through 12-4-2018, Dulles Suburban Center Land Unit Recommendations, pages 123-128:

### LAND UNIT J

#### CHARACTER

Land Unit J is 1,156 acres comprised almost entirely of the Westfields International Center, a corporate office park with, conference center/hotel, industrial and industrial/flex space uses (Figure 37). The land unit is bounded on the north by Old Lee Road, on the northwest by Route 28 (Sully Road), Flatlick Branch and Walney Road, on the south by Poplar Tree Road, Stonecroft Boulevard and Flatlick Branch, and on the east by Braddock Road and Cub Run. Westfields has a network of landscaped sidewalk and trails and enhanced stormwater detention facilities that serve as ornamental ponds. Large natural buffers exist between ~~Westfield's~~ Westfields nonresidential development and adjacent residential areas. The Cub Run and Flatlick Branch Environmental Quality Corridors (EQCs) form some of the boundaries of the land unit and are create a prominent natural features that traverse the land unit. ~~A commuter parking lot is located on Stonecroft Boulevard, near its intersection with Westfields Boulevard.~~

#### RECOMMENDATIONS

##### Land Use

1. Land Unit J is planned at the baseline and approved for office, conference center/hotel, industrial/flex and industrial use at an average of .50 FAR except as noted in the options that follow. ~~Land Use Recommendation #6 below.~~ Future development should be consistent with the character of the existing development. High quality site, building and landscape design should be maintained throughout the land unit.

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

***[NOTE: Re-number recommendations accordingly]***

2. A mix of uses in Land Unit J is encouraged to support the office park, and to create an environment with opportunities to work, live and play. As an option, residential and retail uses may be considered for Land Unit J. The following conditions should be met to implement this option:

- The development intensity remains at an average .50 FAR for the entirety of Land Unit J.

- Residential and support retail uses are carefully located to create a sense of place, organized generally around the concept of three core areas, or village centers, that offer a mix of uses and well-connected public spaces that encourage activity and support the office campus.
  - One village center should be located in the western portion of Land Unit J, generally in the eastern portion of the land bay created by the Conference Center Drive loop road.
  - A second village center should be located in the Westone Plaza shopping center area, east of the intersection of Stonecroft Boulevard and Westfields Boulevard and west of Route 28.
  - The third village center should be located in the Commonwealth Centre area, generally west of Westfields Boulevard along the Newbrook Drive loop road.
- Residential use should not exceed a total of 5500 units in Land Unit J (including existing and approved units as of January 2019). This total includes existing and approved residential uses along Walney Road, Stonecroft Boulevard (The Preserve), and the northern portion of Commonwealth Centre, and represents the potential for an additional 4,250 units above what is existing and approved.
- Of the approximately 4,250 new residential units anticipated under this option, the unit type should be comprised of approximately 2/3 multi-family units (approximately 2,830) and a maximum of 1/3 single-family attached units (approximately 1,420). Single-family detached units are not appropriate.
- Retail use should not exceed approximately 600,000 SF in Land Unit J, with approximately 200,000 SF of that total to be allocated among the three village center areas.
- Development proposals with residential use should create high-quality living environments that provide appropriate transitions within the context of a larger area of nonresidential uses. Proposals should demonstrate that new developments have appropriate vehicular and pedestrian connections to surrounding uses, and offer amenities and activities for both existing and future residents, employees and visitors. Infill proposals should avoid the creation of scattered, isolated developments.
- Parcel consolidation is encouraged to ensure that adequate site size is provided for a high-quality development and associated amenities. Coordinated development plans may be an alternative to parcel consolidation, if it can be demonstrated that site design, building locations, open space, and access achieve plan objectives.
- At a minimum, 12% of the residential units should be affordable to meet county goals for affordable and workforce housing. These units should be distributed throughout any new development and should include a variety of housing types and sizes. Multi-family and single-family attached units of varying sizes and designs are strongly encouraged to provide diversity in housing type and to offer options to

improve affordability. Opportunities for units that would appeal to residents who wish to stay local but downsize, as well as for those entering the housing market, are strongly encouraged to respond to different demands in the housing market.

- Publicly accessible active and passive recreational facilities and parkland should be provided within the land unit or nearby to meet the needs of new and existing residents, employees and visitors, based on the county's adopted park typologies and standards.
- Pedestrian and bicycle connections between the village centers and surrounding uses are provided to ensure connections throughout the land unit.
- Opportunities to include community uses for education (such as private technical schools, or community colleges) and remote work spaces are explored
- Opportunities are provided for spaces that residents, employees and visitors could use to work or attend classes remotely.

#### Noise

- While Comprehensive Plan policy discourages certain uses within the DNL 60-65 dBA aircraft noise contour, other planning goals support residential and other noise sensitive uses under the following conditions:
  - A noise study that documents the expected noise impacts is submitted during the development review process for all noise sensitive uses.
  - Commitments are provided during the development review process to construction standards and materials that mitigate interior auditory impacts to ensure that interior noise levels within living spaces do not exceed 45 dBA.
  - Disclosure statements, as well as a map of Dulles Airport, the DNL 60 dBA noise contour line, and general locations of residential units, are included in all promotional and marketing materials and leasing and purchase agreements for residential and noise-sensitive uses, and are recorded in the land records, that state that a property is located within an area that will be impacted by aircraft noise. Notice should be made to all initial and subsequent lessors and purchasers.

#### Road noise

- Where residential or other noise sensitive uses are proposed that may be impacted by transportation-generated noise such as from Route 28, such proposals should be accompanied by a noise study during the review of the development, and appropriate commitments to noise mitigation measures and potentially commitments to the provision of disclosure statements should be provided.

## Schools

- Elementary and middle schools serving the area are nearing full capacity or will be at or above full capacity with existing housing units and approved residential zoning cases as of January 2019 that are within the boundaries of the existing schools serving Land Unit J. One or two new sites may be needed that will allow flexibility in school facility types to support the increased enrollment that would be generated by the proposed residential development. Up to two sites may need to accommodate two new elementary schools or one new middle school depending on the identified need. Additionally, facilities such as vocational training, academy programs, adult learning centers and/or other support functions could be located in this area.
- Fairfax County Public Schools (FCPS) should collaborate with property owners and developers in Land Unit J to identify location(s) for school facilities preferably in advance of approval of applications for new residential developments in order to maintain and improve the county's high standards for educational facilities and to not impact current levels of service provided by the public school system. For land, the acreage of a site(s) may be determined with FCPS staff based on school policy. For reuse of a building(s), the applicant in coordination with FCPS may select a building(s) that provides access, safety, security, and meets play space requirements. Sites or buildings would ideally be in a location outside of the DNL 60 dBA airport noise line to minimize noise impacts.
- To address this need, developers proposing residential use should provide land or contribute to the provision of suitable land or building(s), as may be practical, to accommodate flexibility in future school facility needs. Contributions could be more traditional in nature, such as dedication of a school site, or might include more innovative urban solutions such as repurposing buildings, locating school facilities with parks or within buildings serving other uses. Alternatively, developers could make contributions toward land acquisition and school construction based on a contribution formula determined by FCPS and Fairfax County.

## 2. Mixed Use Focal Point – Transit Options *[remove underline and bold, Transit Options is new text]*

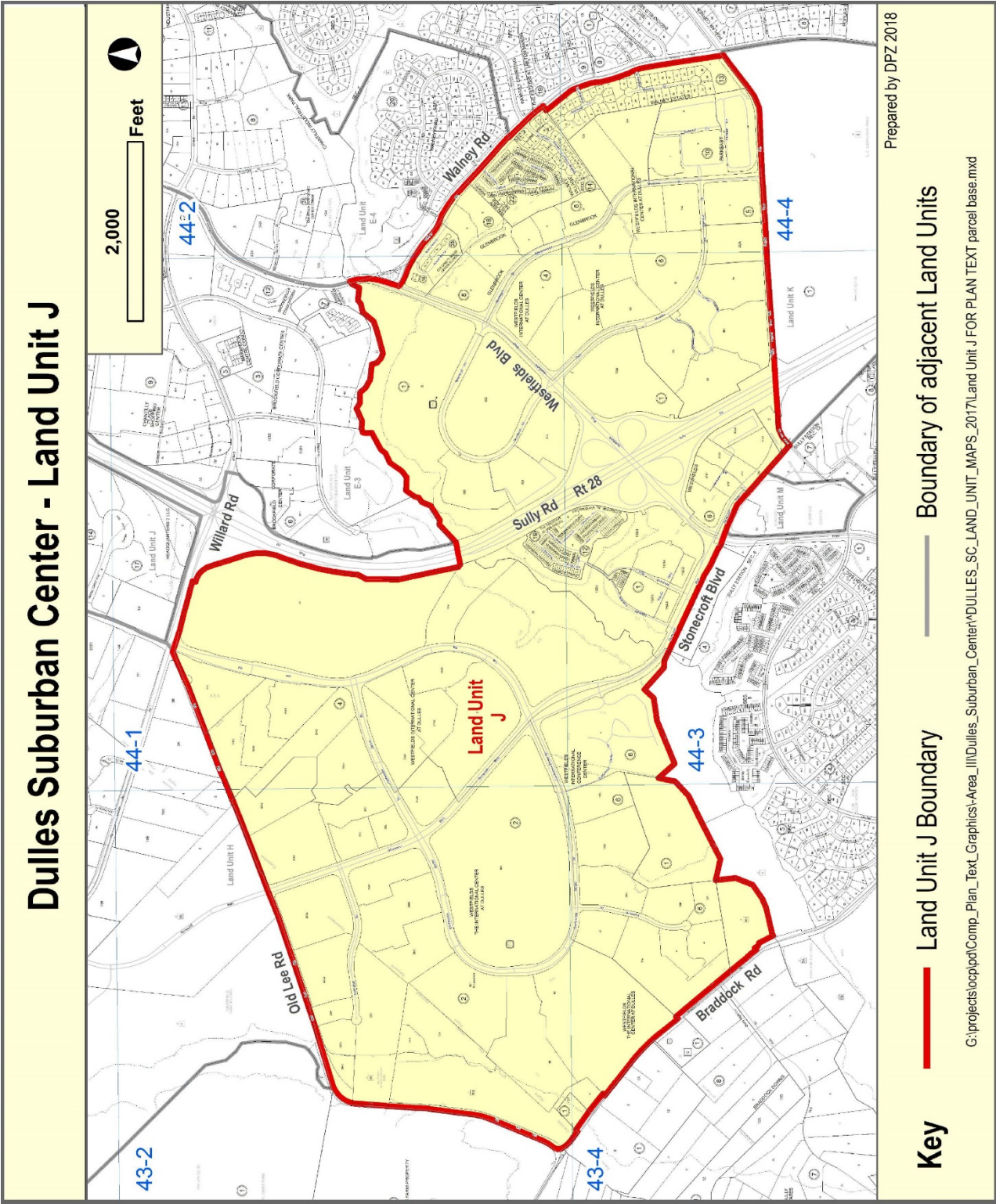
Described below are two options under which higher intensity mixed-use development may be appropriate for a portion ~~portions~~ of Land Unit J in the vicinity of the intersection of Stonecroft Boulevard and Westfields Boulevard. The intent of this higher intensity mixed use development is to create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

- ~~• Access to this development should not be oriented to Route 28.~~
- ~~• A parking maximum for commercial development in the focal point should be established at the number of spaces required for office use at 1.0 FAR in conventional development without public transportation. To offset the decreased supply of parking, employers should be encouraged to participate in a transportation demand management~~

~~program (TDM) including such alternatives as carpools and vanpools.~~

- ~~• The quality of development should reinforce the showplace standards established by Westfields.~~
  - ~~• A network of quality, publicly accessible urban parks should be provided per the Urban Parks Framework. There is an opportunity to connect the park spaces with Ellanor C. Lawrence Park, south of Westfields, and the planned trail along Poplar Tree Road. These connections to the county park system are encouraged and should be provided such that access to the park is enhanced while safeguarding its abundant natural and cultural resources.~~
- ~~A limited amount of high-density residential development may be appropriate for incorporation within this mixed use focal point under either option under the following conditions:~~
- ~~• Residential development should be consistent with the county's adopted policies regarding residential development in areas impacted by noise from Dulles Airport.~~
  - ~~• Residential development should be limited to mid-rise or high-rise buildings with a sufficient number of units to ensure a high-quality living environment with active recreation and other site amenities provided so as to avoid the creation of an isolated pocket of residential use within this area that is planned predominantly for nonresidential uses.~~





**LAND UNIT J  
LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION**

**FIGURE 37**

Option A [underline, not bold]

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

Option B [underline, not bold]

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

- Additional intensity over .50 FAR should be permanently transferred from within Land Unit J or from land ~~already~~ zoned for commercial or industrial development and located in areas between transit nodes in the Route 28 Tax District where decreased intensity is planned.
  - Within a radius of approximately one-quarter mile of the transit stop/station site and within the Tax District boundary, a baseline intensity of 1.5 FAR is appropriate. Transition to lower intensities should commence within this area to ensure compatibility with adjacent uses.
  - Residential uses should be permitted and encouraged as part of the mix of uses as added intensity at an overall FAR of 2.25.
3. The property located north of the Sully District Governmental Center and Police Station, and accessed from Stonecroft Boulevard by Westcroft Boulevard ~~the intersection of Stonecroft Boulevard and Westfields Boulevard~~ is approximately 50 acres in size. A prominent feature of the property is the EQC that traverses the center of the property covering approximately 40% of the site. Like other property in Land Unit J, the property is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR.

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

- The majority of the development is residential and at least 80% of the units are in mid-rise multifamily structures with appropriate transitions provided between different uses and unit types.
- The south side of the EQC is developed with an urban character with predominantly mid-rise residential development, with limited retail and restaurant uses encouraged to serve both residents and visitors.
- Drive-through uses are discouraged.

- The north side of the EQC is appropriate for multifamily residential, townhouse or office uses.
  - Site layout and building design create a pedestrian friendly environment oriented towards Stonecroft Boulevard that enhances and connects to the existing pedestrian network.
  - Phasing of the development should not lead to an interim condition where there is an isolated pocket of residential development on the north side of the EQC.
  - Development is sequenced such that infrastructure and public amenities to support the project, such as roads and parks, is completed with the first phase.
  - A buffer from Route 28 provides noise attenuation and visual screening with measures that include high quality landscaping that has a balanced mix of deciduous and evergreen trees and shrubs that are native species.
  - The development mitigates negative transportation impacts to Stonecroft Boulevard and nearby intersections.
4. A substantial undeveloped buffer of ~~not less than~~ approximately 250 feet in width has been provided and should be maintained between Braddock Road and development in Westfields. This buffer is intended to provide provides the transition between low density residential development south of Braddock Road and Westfields nonresidential development north of Braddock Road. A reduction in this buffer area may be considered based on the ability of a proposed development to demonstrate that the transition between any proposed new development and the low density residential areas is appropriate and in keeping with the character and intent of the existing buffer. The following conditions should be maintained:
- This buffer should consist of existing and supplemental vegetation and land forms;
  - No New development or parking lots and structures are ~~not~~ is appropriate in this buffer area;
  - The areas adjacent to trails and ponds should be considered ~~to allow~~ amenities for use by employees and residents;
  - ~~No road access to the nonresidential development should be cut through this buffer to Braddock Road; and~~
  - The siting and height of ~~nonresidential~~ development should not create a negative visual impact on existing or future residential communities south of Braddock Road. However, height increases should be considered in order to preserve green space when there will be no adverse visual impact on existing communities.
5. ~~Like other property in Land Unit J, the~~ The area east of the Stonecroft and Westfields intersection has developed as the Westone Plaza Shopping Center (Tax Map Parcels 44-3((6))21A1, 21A2, 21C, 21D, 21E1, 21E2, 21F) is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR. As an option, this area may be developed with neighborhood-serving retail and service uses, under the following conditions:
- The ~~parcel~~ property is planned and designed comprehensively to function as an integrated development that is compatible with both the hotel and Sully Station Shopping Center;

- The development has pedestrian access to the hotel; and
  - Access is from Stonecroft Boulevard ~~or the planned extension of Poplar Tree Road.~~
- ~~6. The Walney Village subdivision is planned and developed with residential use at 5-8 dwelling units per acre. Residential development should be consistent with the county's adopted policies regarding residential development in areas impacted by airport noise.~~
7. Commonwealth Centre is located east of Route 28 and north of Westfields Boulevard. Like other property in Land Unit J, this property is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR. There are two development options for this area.

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

- In order to create a sense of place, a network of well-connected public spaces should be provided. Plazas and open spaces should be designed to function as public places for people to gather and linger and help to integrate the proposed retail with the existing and planned office uses at Commonwealth Centre.
- The option will either result in fewer peak hour trips than the planned base level uses consistent with the Performance Criteria for Optional Uses or the development will mitigate negative transportation impacts to Westfields Boulevard and nearby intersections and not degrade the LOS below what it would be with implementation of the base level Plan. If such improvements and proposed mitigations are not possible, intensity should be reduced accordingly.
- The site layout and building design should link the open space to the EQC and stormwater management pond, located to the north of Newbrook Drive, to create a shared amenity area.
- The site layout should provide for connectivity with adjoining properties and connect to the existing pedestrian sidewalk and trail network.
- Drive through uses are discouraged.

As another option, multi-family and single-family attached residential and retail uses may be appropriate up to an intensity of .50 FAR on approximately 39 acres located north of the planned Newbrook Drive loop road. Any development under this option is deemed to be inclusive of the density bonus applicable to the dwelling unit type for affordable housing. In addition to the conditions listed above, the following conditions should be met to implement this option:

- New residential and retail uses should be oriented to be functionally integrated with the approved retail uses inside of the Newbrook Drive loop road so as to create a vibrant mixed use environment.
- Adequate access and circulation should be provided.

#### Transportation

1. Dedicated transit should be considered along corridors parallel to Route 28 and other

alternative routes in the land unit.

2. If future studies determine that right-of-way is needed in Land Unit J to facilitate development of an integrated transit system for the Dulles Suburban Center, then the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate.
3. If any future improvements to Poplar Tree Road on the east side of Route 28 are required, every effort should be made to protect ~~E.C.~~ Ellanor C. Lawrence Park by obtaining any additional right-of-way (if needed) from the north side of Poplar Tree Road and ~~minimizing~~ avoiding impact on the parkland, to the extent possible.

#### Parks and Recreation

1. The Fairfax County Park Authority ~~should collaborate with~~ and property owners ~~should collaborate in Land Unit J~~ to provide active recreation facilities, especially athletic fields, to serve employee and local community needs. As appropriate, access to Ellanor C. Lawrence Park should be enhanced via trail connections in the area of Poplar Tree Road per the park's master plan.
2. Proposals should minimize impacts to Ellanor C. Lawrence Park. Due to the presence of high-quality ecosystem and sensitive natural resources, land disturbance, stormwater outfall, and similar human impacts should be avoided, particularly in the parkland south of Poplar Tree Road east of Route 28.
- 2.3. Cub Run Stream Valley Park is located on the western boundary of this land unit. Portions of this EQC contain sensitive resource areas; however, development of the stream valley trail and other amenities such as wildlife observation, seating and open play areas within the outer perimeter of the EQC will enhance the passive recreation value of this natural resource.
4. Trail connections to Ellanor C. Lawrence Park, Rock Hill District Park, and other public parkland should be encouraged, as well as connectivity with the county's natural stream valleys and EQCs, particularly in the EQCs between Walney Road and Newbrook Drive, along Cub Run, and along Flatlick Branch.
- 3.5. ~~Flatlick Stream Valley Park and borders this land unit on the south. Rock Hill District Park is a 10-acre site located adjacent to Braddock Road outside the floodplain. border this land unit.~~ The Park Authority has planned Rock Hill District Park ~~the park~~ for active recreation uses, athletic fields, and natural resource protection and management.

#### Greenways/Trails

Stream Valley Recreational Trails: Complete the Cub Run Stream Valley Trail through this land unit to connect with Flatlick Stream Valley Park. Completion of the Flatlick Stream Valley Trail through Westfields by means of a public access trail easement is desirable to connect with the recommended trail through Land Unit E-4.

Countywide Greenways/Trails: Trails planned for this land unit are delineated on the Countywide Trails Plan Map and are an integral part of the overall county system. Internal trails within Westfields ~~are an integral part of the Dulles Greenway and~~ should provide continuity of access between the Cub Run, Flatlick Branch EQCs, and Ellanor C. Lawrence Park. A



pedestrian/bicycle access across Route 28 to Ellanor C. Lawrence Park should be constructed ~~considered~~ as part of the ~~Phase II~~ area transportation improvements.

**COMPREHENSIVE LAND USE PLAN MAP:**

The Comprehensive Land Use Plan Map will not change.

**TRANSPORTATION PLAN MAP:**

The Countywide Transportation Plan Map will not change.