

AN AMENDMENT TO THE COMPREHENSIVE PLAN FOR FAIRFAX COUNTY, VIRGINIA 2013 EDITION

GENERAL LOCATION: Northwest of the Sayward Blvd. and Carta Way intersection, 1/4 mile south of the planned Innovation Center Metrorail Station.

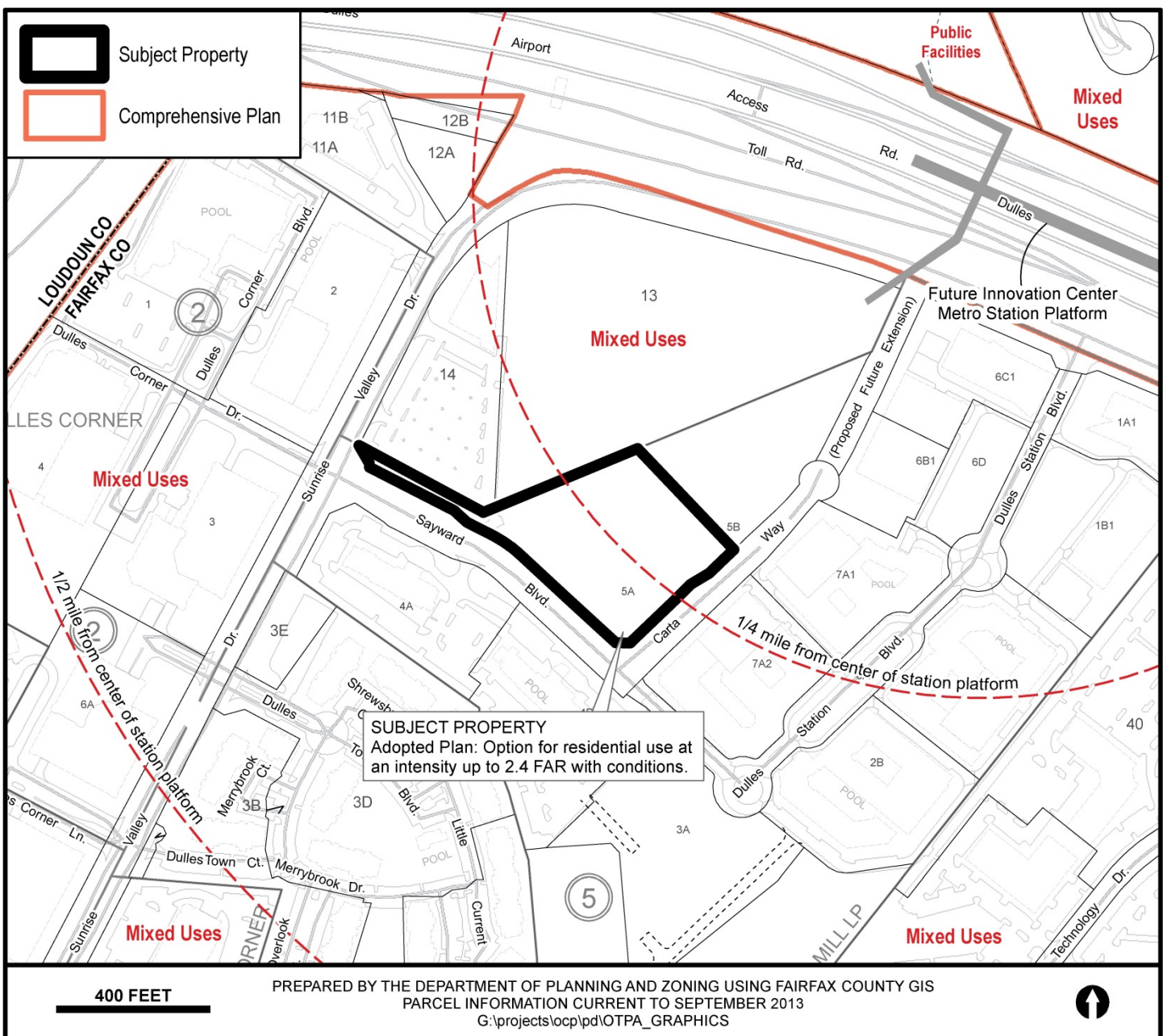
PLANNING AREA AND DISTRICT: III, Dulles (Route 28 Corridor) Suburban Center

SUB-DISTRICT DESIGNATION: Land Unit A

PARCEL LOCATION: 15-4 ((5)) 5A

SUPERVISOR DISTRICT: Dranesville

ADOPTED: July 30, 2013 **ITEM NO.** S11-III-DS1
FOR ADDITIONAL INFORMATION CALL (703) 324-1380



AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown as underlined and deleted text is shown with a ~~strikethrough~~.

ADD: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Dulles Suburban Center, as amended through April 9, 2013, Land Unit Recommendations, Land Unit A, Land Use, Other Recommendations, a new recommendation (#9), page 64:

- “9. The approximately 4.26 acre property located northwest of the Sayward Drive and Carta Way intersection (Tax Map parcel 15-4 ((5)) 5A) is part of the Dulles Station development. It is located one quarter mile from the future Innovation Center Metrorail Station.

The property is planned and zoned for office and support retail at an intensity of 1.0 FAR. As an option, this area may be appropriate for residential use and support retail at intensity up to 2.4 FAR. Support retail uses may be located within the residential building and be complementary to other uses with the object of allowing the area’s residents and employees to minimize daily reliance on the automobile. The following guidance applies to this option:

- In addition to existing Sayward Boulevard and Carta Way, new roads on the north and west side should be designed and provided for the ultimate road configuration.
- Site access should be coordinated with the surrounding properties, especially the planned Metrorail station parking garage and other development to the north that are to be oriented to the Innovation Center Station.
- Transportation Demand Management (TDM) measures should be provided that will reduce the demand on the transportation system by 35 percent to 45 percent with the goal to achieve the high end of the range.
- Proposed intensity higher than 1.0 FAR should provide a greater contribution that is above and beyond what is required by the existing Affordable Dwelling Unit Ordinance (ADU) and Countywide Workforce Housing Policy (WDU). Proposals for development in the Transit Station Area are planned between a 1.0 and 3.0 FAR and should provide at a minimum proportionally 12% to 16% of total units as WDU’s.
- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying its entry into

the stream system. The emphasis should be on low impact development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects. At a minimum, stormwater management measures should be provided as follows.

- The total volume of runoff released as well as the peak release rate for the 1 and 2 year, 24 hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.
- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids are removed, or through which at least an equivalent level of water quality control is provided.
- As an alternative if the U.S. Green Building Council has supplanted its LEED® 2009 rating system, stormwater management measures may be provided that are sufficient to attain the stormwater management-related credit(s) of the most current version of LEED-NC or LEED-CS rating system (or equivalent of this/these credit(s)).

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

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

- Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building practices.

- Residential development is a noise sensitive use and this property is located near Dulles International Airport and the Dulles Toll Road. Comprehensive Plan policy recommends against new residential development in areas where current and/or projected future highway noise levels exceed DNL 75 dBA (a day-night weighted average noise level) or where projected aircraft noise exposures exceed DNL 60 dBA. Broad planning goals for this area may suggest that sites near the Dulles Toll Road and Metrorail would be appropriate for residential development and/or other noise-sensitive uses, even where projected noise impacts may exceed DNL 75 dBA. However, design approaches may be available that would shield noise-sensitive areas from these impacts; efforts should be taken to design noise-sensitive uses to minimize, if not avoid, the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

A noise study should be provided that clearly defines the current and projected noise levels that would affect the development. If the study indicates that noise levels will be in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

- Impacts on the need for publicly accessible park space and amenities should be offset using the Urban Parks Framework, including the urban park service level standard, as a guide for the quantity, design and amenities for urban park space. The need for active recreation should be offset as guided by adopted recreation facility service level standards, through provision and/or enhancement of on-site and off-site recreation facilities.
- Urban design should create a high-quality and walkable urban environment both in terms of the pedestrian realm and building and site design. The character of the streetscape should be determined by the pedestrian activities generated by the adjacent land uses. The streetscape should include: a landscape amenity panel abutting the curb which is typically 6 feet and includes street trees, a sidewalk that is typically 6 feet with a utility zone underneath, and a building zone of 4 to 12 feet. Buildings should be oriented to the street. Above-grade parking structures should be “wrapped” with active uses on all sides except along a service street. Any exposed parking levels should employ architectural treatments to mitigate the negative impact of exposed parking levels.”

PLAN MAP: The Comprehensive Plan map will not change.