



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: Submission DSC-D1-1 (Middleton Farms) & DSC-D1-2 (Jackson Property)
of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1)

February 1, 2018

GENERAL LOCATION: South of Frying Pan Road, east of Route 28

SUPERVISOR DISTRICT: Dranesville, Sully

PLANNING AREA: Area III

SPECIAL AREA:
Dulles Suburban Center

SUB-DISTRICT DESIGNATION:
Land Unit D-1

PARCEL LOCATION: 24-2 ((1)) 1, 10
and 24-2 ((1)) 2, 3, 4

PLANNING COMMISSION PUBLIC HEARING:
February 15, 2018 @ 7:30 PM

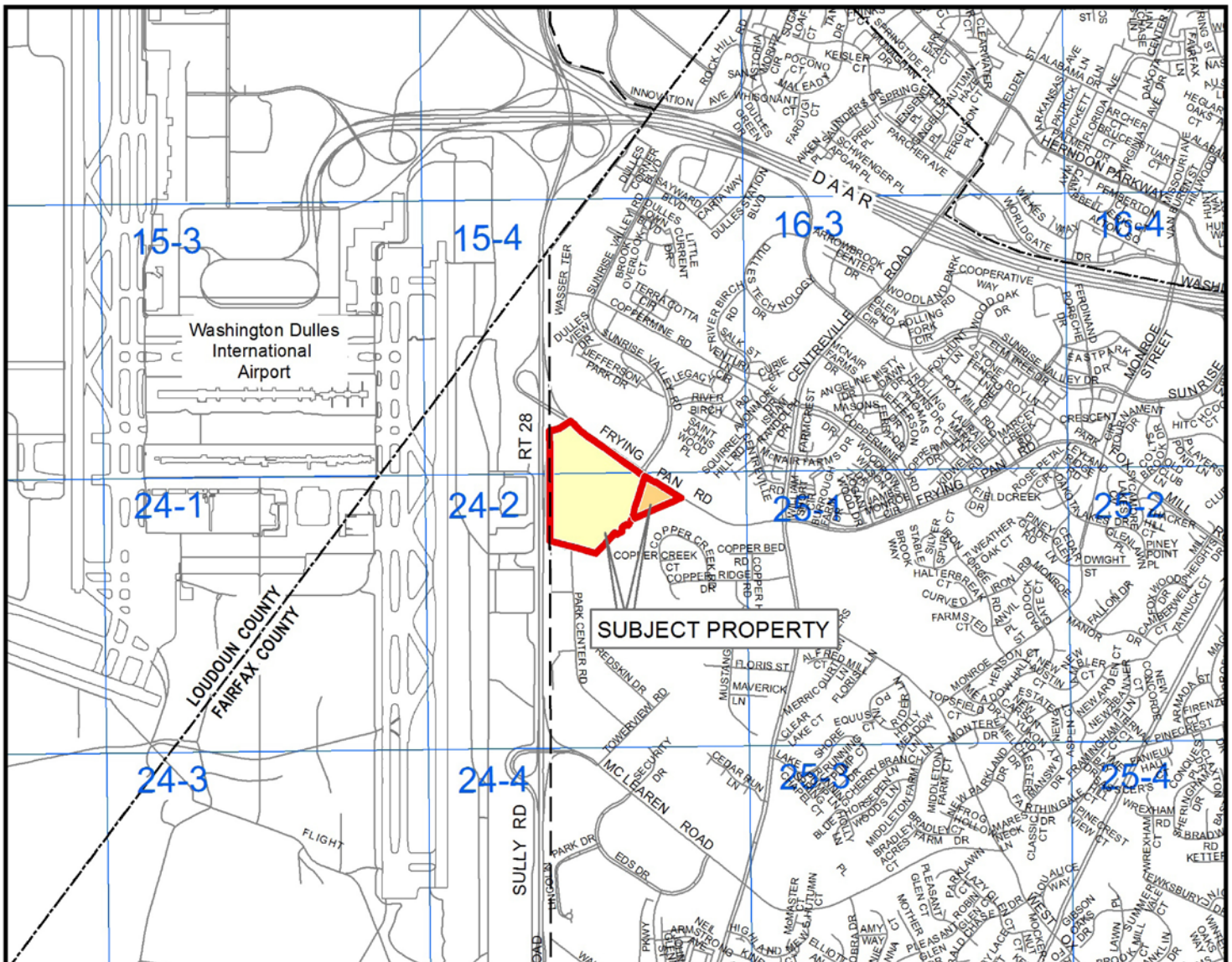
BOARD OF SUPERVISORS PUBLIC HEARING:
March 20, 2018 @ 4:00 PM

**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.

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



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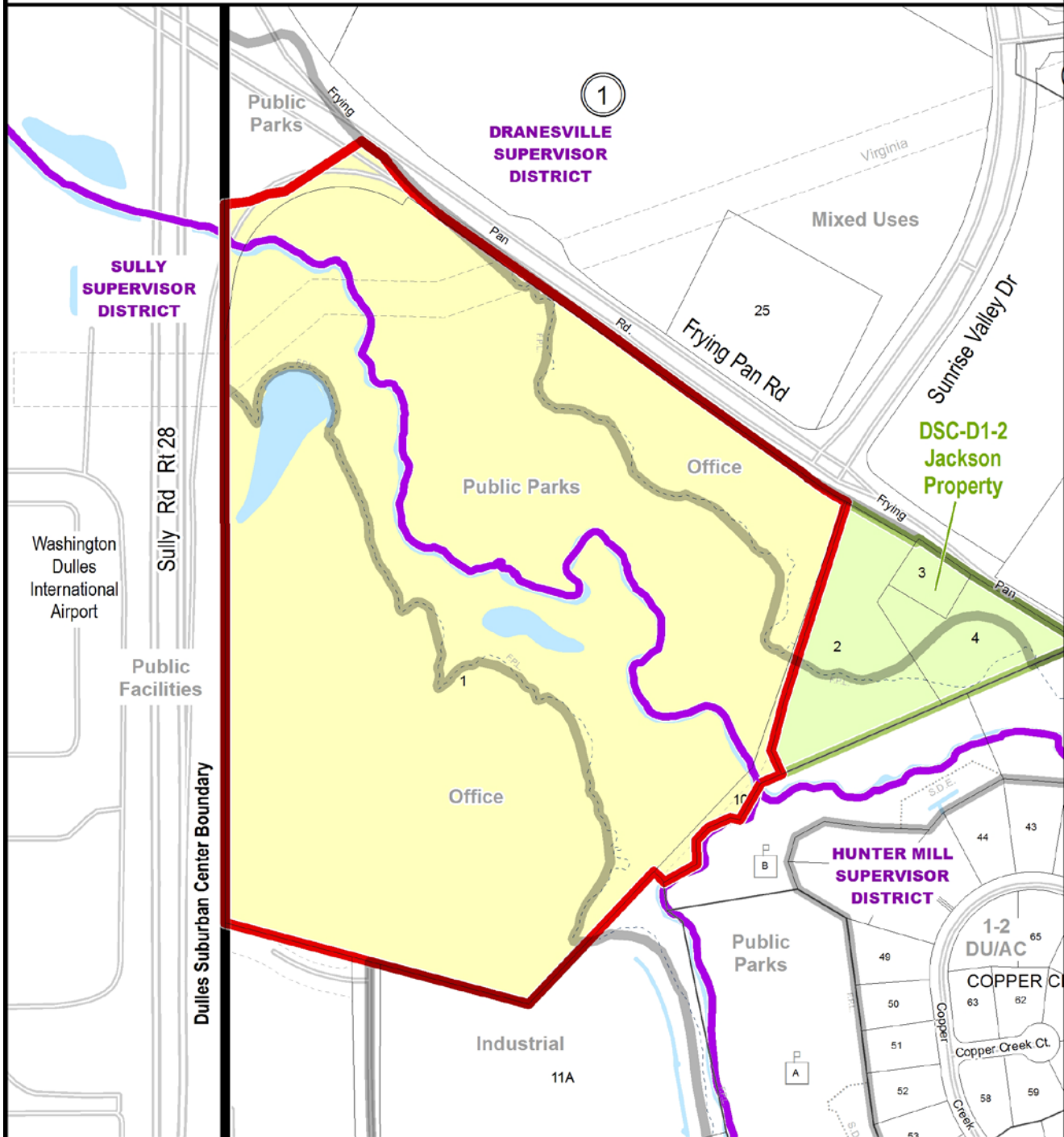
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DSC-D1-1 Middleton Farms

Submission for 2016 Dulles Suburban Center Area Study



KEY **DSC-D1-1** **Other DSCA Study Proposals** **Baseline Plan Value**

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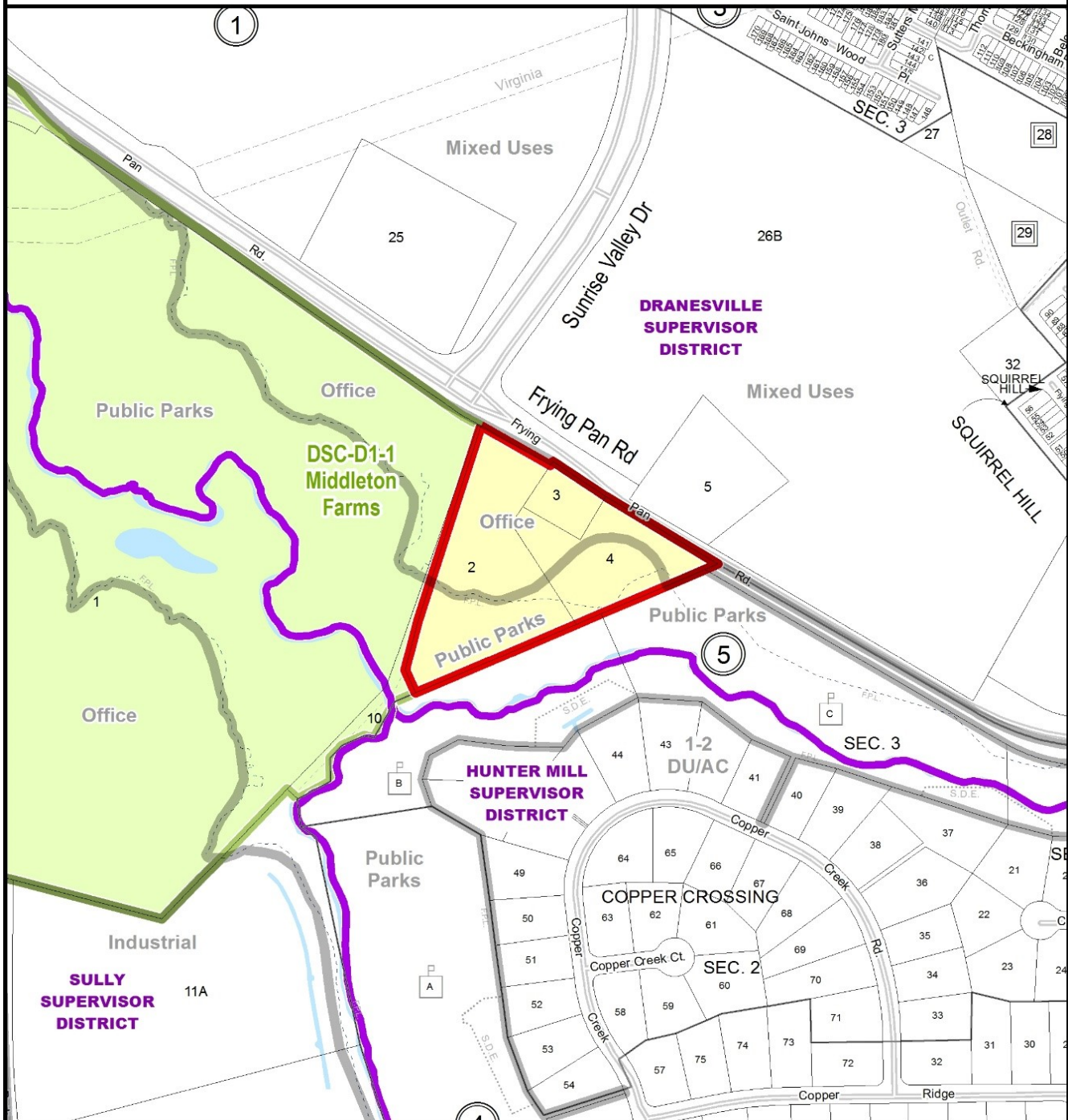
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MAP LAYERS CURRENT TO AUGUST 2016

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DSC-D1-2 Jackson Property

Submission for 2016 Dulles Suburban Center Area Study



KEY **DSC-D1-2** **Other DSCA Study Proposals** **Baseline Plan Value**

400 FEET

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MAP LAYERS CURRENT TO AUGUST 2016



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**STAFF REPORT FOR SUBMISSIONS
DSC-D1-1 (Middleton Farms) & DSC-D1-2 (Jackson Property)
OF THE DULLES SUBURBAN CENTER STUDY
(PLAN AMENDMENT 2013-III-DS1)**

BACKGROUND

On July 9, 2013, through the approval of the 2013 Comprehensive Plan Work Program, the Fairfax County Board of Supervisors (Board) authorized Plan Amendment (PA) 2013-III-DS1 for consideration of a Comprehensive Plan Amendment for the Dulles Suburban Center. As a part of the Dulles Suburban Center Study, submissions to suggest potential changes to the Dulles Suburban Center section of the Comprehensive Plan were received, including submissions DSC-D1-1 (Middleton Farms) and Submission DSC-D1-2 (Jackson Property), which are the subject of this staff report. The submission forms can be found in Attachment I and Attachment II, respectively. These submissions were reviewed separately from the Dulles Suburban Center Study because they fall into two Supervisor Districts: Middleton Farms is located in both the Sully and Dranesville Districts, and Jackson Property is located in the Dranesville District. The Middleton Farms site is under concurrent review for rezoning, described in further detail below.

CHARACTER OF THE AREA

The Dulles Suburban Center (DSC) is located in western Fairfax County, adjacent to the eastern and southern boundaries of Dulles Airport. The DSC extends from the Innovation Center Transit Station Area on the north to I-66 on the south. Route 28 traverses the DSC from north to south and Route 50 bisects the DSC from east to west. The Dulles Suburban Center area is primarily planned for and developed with industrial use and office use. Figure 1 shows the Dulles Suburban Center Land Units.

CHARACTER OF THE SITE

The subject properties for both submissions together comprise the entirety of Land Unit D-1 of the Dulles Suburban Center. Land Unit D-1 consists of approximately 75 acres and is bounded to the north by Frying Pan Road, to the east by Frying Pan Branch Stream Valley Park, to the west by Route 28 and to the south by office and industrial-flex uses in Land Unit D-2 (Figure 2). Horse Pen Run traverses the land unit, with approximately 50 percent of the land unit within the floodplain of the stream valley. The land unit contains the former Middleton Farm and a few other structures and otherwise is not developed. The western portion of the land unit is approximately 68 acres and consists of Tax Map Parcels 24-2((1)) 1 and 10. The properties are under concurrent review for rezoning for residential use (RZ 2017-MD-027). The eastern portion of the land unit is approximately 7.35 acres and consists of Tax Map Parcels 24-2((1)) 2, 3 and 4.

North: Across Frying Pan Road is land planned for mixed use ranging from .50-1.0 FAR, which may include office, hotel, community serving retail, and residential uses. The land is largely undeveloped. The area is primarily zoned I-5 with smaller areas zoned PDC and R-1. The properties located to the north directly across Frying Pan Road are currently under

review for rezoning for a mix of uses including a residential component (RZ 2016-DR-027); the properties to the northwest are also under review for rezoning (RZ 2017-DR-012) for mixed use.

East: The area to the east, across from Frying Pan Stream Valley Park, is planned and developed with residential use at 1-2 dwelling units per acres (du/ac), and zoned R-1. The Horse Pen Run stream valley is planned for public park uses.

South: The area to the south of the site along Park Center Road is planned for office use up to .50 FAR and light industrial uses up to a maximum .35 FAR. It is zoned I-5 and developed with office and industrial uses.

West: To the west of Land Unit D-1, is Route 28 and the Washington Dulles International Airport. The airport is planned for public facilities use and zoned R-1.

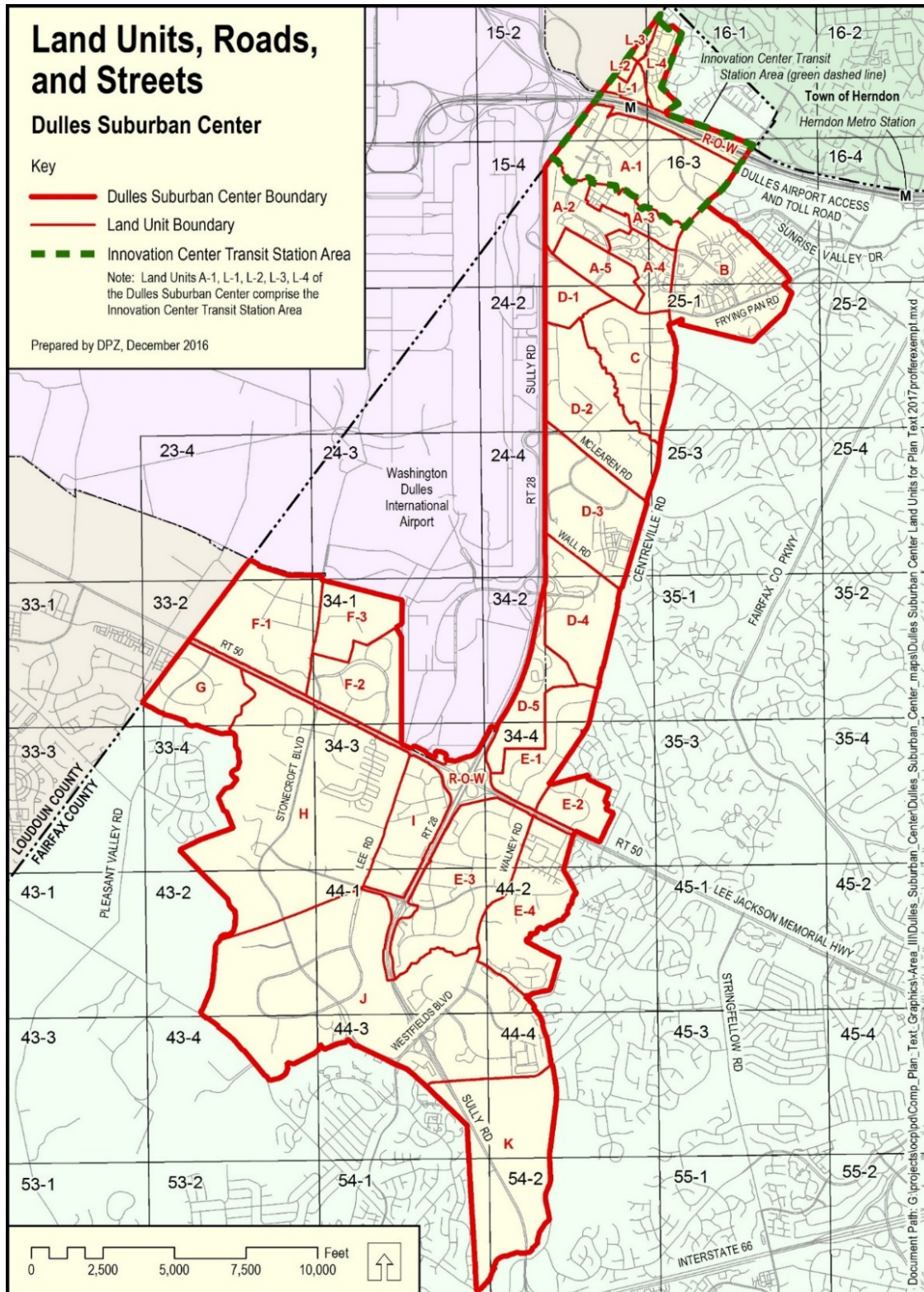


Figure 1. Dulles Suburban Center Land Units

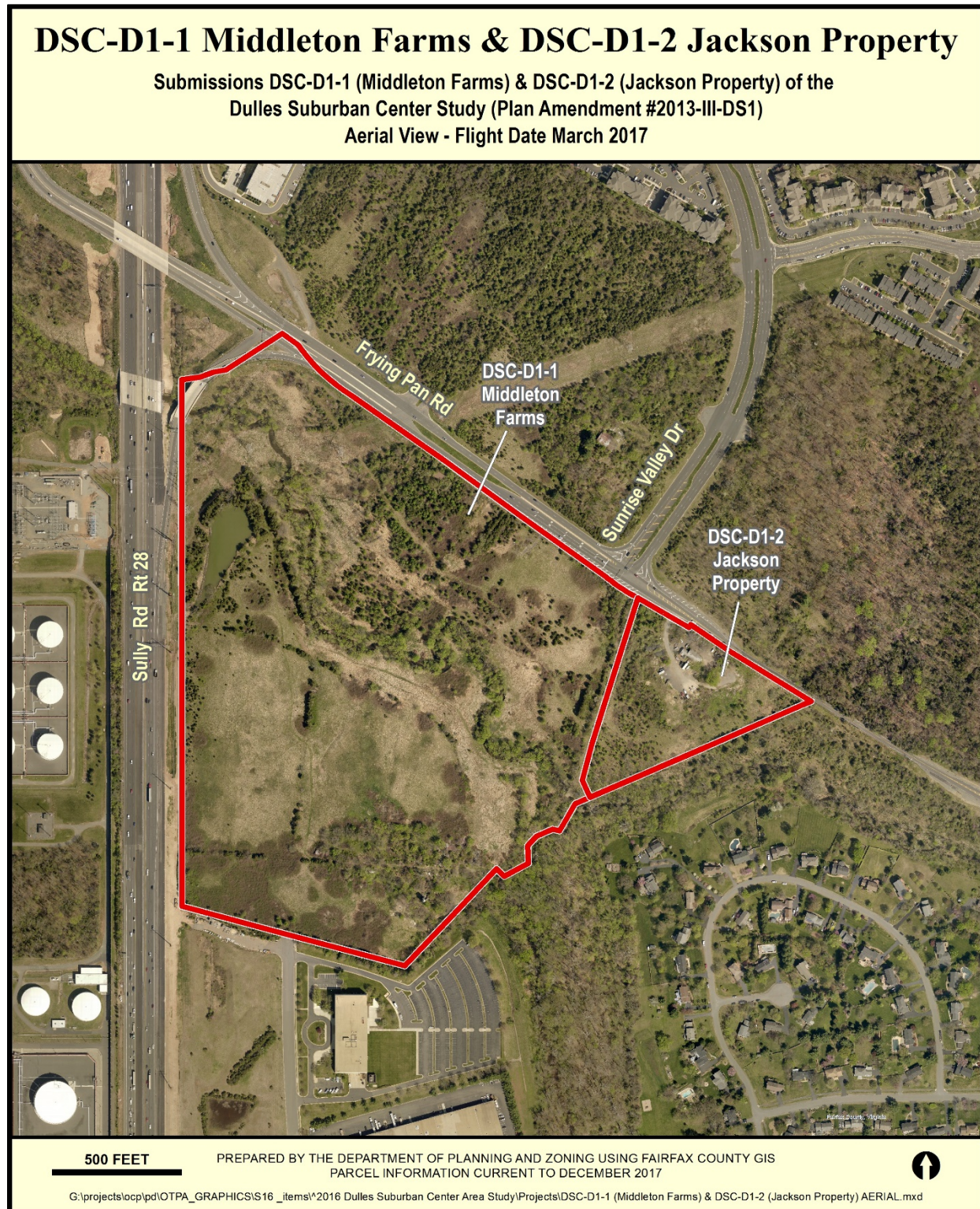


Figure 2. Aerial View of Subject Property

PLANNING HISTORY

In 1993 the planning guidance for Land Unit D-1 was established with the adoption of the Dulles Suburban Center Plan amendment (S92-CW-4CP). Five plan amendments were proposed for the site between 2000 and 2006 through both the Area Plan Review (APR) cycle and through Out-of-Turn Plan Amendments, for proposals for mixed use and for office use at higher intensities, however all were either rescinded from review or deferred indefinitely.

APR Item 08-III-6DS was reviewed during the 2008-2009 APR review cycle and reflects the current Plan recommendation for Land Unit D-1, which includes the options for consolidation and redevelopment described below. The Board of Supervisors adopted this Plan change on February 23, 2010.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through May 2, 2017, Land Unit Recommendations, Land Unit D-1, Recommendations, beginning on page 85:

“Western Portion of Land Unit – Tax Map 24-2((1)) 1 and 10

1. Tax Map 24-2((1))1 and 10 contain a considerable amount of EQC. Horse Pen Run Stream Valley traverses the northern portion of the area and is planned for public park use. The western portion of the land unit is planned for office use up to .15 FAR to provide development that is compatible with existing and planned adjacent land uses within this entire land unit, Land Unit D-2 and C. Dedication of the right-of-way for the planned roadway extension between Park Center Road and Sunrise Valley Drive to the county and of the EQC lands to the Fairfax County Park Authority should be provided. Stream restoration and revegetation of the Horse Pen Run EQC should be provided in consultation with county staff. In addition, all trails shown on the Trails Plan Map should be constructed in consultation with county staff.
2. As an option for the western portion of the land unit, office, hotel, recreational facilities and support service retail uses may be appropriate up to .40 FAR if all of the following conditions are met:
 - Full consolidation between Tax Map Parcels 24-2((1))1 and 10 is achieved;
 - With the exception of necessary road crossings and park improvements, all development should be south of the Horse Pen Run EQC;
 - The planned roadway extension between Park Center Road and Sunrise Valley Drive is constructed as a four-lane divided roadway prior to any development beyond the current Comprehensive Plan base density of .15 FAR;

- Any development beyond the current Comprehensive Plan base of .15 FAR should be phased to transportation improvements and trip reduction measures identified at the time of rezoning;
- All EQCs and the area north of the Horse Pen Run Stream Valley are dedicated to the Fairfax County Park Authority and the land generally north of Horse Pen Run Stream Valley is developed for active recreational uses. Buildable recreational areas should be developed as a destination park to address recreation deficiencies in this area. Built facilities may include, but not limited to: ball fields, tot lots, destination playground, skate park, picnic pavilions, parking and other amenities. Lighting for recreational uses should minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity. A continuous trail loop should be provided to connect this area with the development within the remainder of Land Unit D-1 and to Land Unit C, and designed in consultation with county staff;
- Appropriate screening is provided between any office development in this land unit and the existing residential development in Land Unit C to protect these stable residential communities; and
- The architecture, design and location of both principal and secondary structures and uses should ensure optimal views and overall appearance from Route 28 and further ensure a proper and reasonable transition to the existing residential uses in Land Unit C. In furtherance of these objectives, building heights should not generally exceed ten (10) stories, or approximately 150 feet for areas west of the Park Center Road/Sunrise Valley Drive extension and eight (8) stories, or approximately 120 feet for areas generally east of the same;
- A study of heritage resources is conducted and appropriate preservation measures taken. Recordation of significant heritage resources should occur.
- Support retail uses should be of a use and scale logically related to and supportive of the office and hotel uses and be physically or functionally integrated with other uses. Auto-oriented uses or stand-alone retail uses should not be permitted; however, eating establishments may be free standing. Such support retail should not be planned independently of the planned commercial uses, however phased development of commercial and retail uses is permitted
- Development should incorporate TDMs of a scope and level appropriate to the mix of uses and the available transit; and
- The planned road extension between Park Center Road and Sunrise Valley Drive should be designed to accommodate reasonably projected or anticipated transit needs; as first envisioned, bus stop locations should be provided along the planned extension, and be provided in a manner that has flexibility to support other forms of transit;
- Transit stop(s) should be included along the planned road extension;
- A contribution to help fund county acquisition of land for the development of recreational facilities in the vicinity is appropriate to help offset impacts. Such contributions should increase proportionately based on the amount of FAR approved above .35 FAR; and

- An all-weather crossing should be provided connecting stream valley trails within Tax Map Parcels 24-2((1))1 and 10 to stream valley trails within Land Unit C

Eastern Portion of the Land Unit – Tax Map Parcels 24-2((1)) 2, 3 and 4

3. The eastern portion of this land unit which includes Tax Map Parcels 24-2((1))2, 3 and 4 contains a significant amount of EQC. Horse Pen Run Stream Valley traverses the southern portion of the Tax Map Parcels 24-2((1))2, 3 and 4 and is planned for public park use. The remainder of the sub-unit is planned for office use up to .15 FAR to provide development that is compatible with existing and planned adjacent land uses within this land unit and Land Units D-2 and C. In addition, all trails shown on the Countywide Trails Plan Map should be constructed in consultation with county staff.
4. As an option, the land within Tax Map Parcels 24-2((1))2, 3 and 4 may be consolidated with Tax Map Parcels 24-2((1))1 and 10 and used to support the development referred in Option 2 for the western portion of the land unit – Tax Map Parcels 24-2((1))1 and 10 above. Exercising such option requires that the area of all of the parcels within Land Unit D-1 be fully consolidated, and the entirety of Tax Map Parcels 24-2((1))2, 3, and 4 be dedicated and developed with park and open space uses. The intensity associated with parcels dedicated for park and open space can be transferred to the area located south of the EQC. Any recommended use with lighting should minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity.

Parks and Recreation

The EQC comprised of the confluence of the Horse Pen Run Stream Valley and Frying Pan Branch should be dedicated to the Fairfax County Park Authority in accordance with the Stream Valley Policy and to facilitate development of regional greenway trail linkages and trailhead support facilities. Additional land should be acquired by the Park Authority through cooperative public/private mechanisms for development of Community Park facilities to serve residents in the northern quadrant of the Suburban Center. The amount of land required to meet this additional need will depend on the extent and intensity of development which may be introduced into this area, but sufficient land suitable for development of active recreation facilities should be included.

Greenways/Trails

1. The stream valley trail along Frying Pan Branch should be developed. This trail is planned to connect with the Monroe Street transit area site and north to the Sugarland Run Stream Valley and the Town of Herndon's planned trail system.
2. The stream valley trail along Horse Pen Run should be developed and connect to Land Units C and D-2.
3. Trails planned for this land unit are delineated on Figure 10 and are an integral part of the overall county system. While some of the segments have already been constructed, the map portrays the ultimate system for the land unit. In addition, the map specifies either a

pedestrian or bicycle classification for each segment, which represents the desired ultimate function of that trail. For new trails, specific construction requirements are detailed in the Public Facilities Manual.”

SUBMISSION PROPOSALS

Submission DSC-D1-1 (Middleton Farms) proposes to add an option for single-family residential use at a density of 5 du/ac for the approximately 70-acre property.

Submission DSC-D1-2 (Jackson Property) originally proposed to add an option for residential use at 10-12 du/ac but that proposal was revised to propose an option for residential use at 5 du/ac for the 7.35-acre property.

Figure 3 compares the existing development with development under the current Plan recommendation, and the proposed Plan for residential uses in this land unit.

	Existing Development	Current Comprehensive Plan (Base Level)	Current Comprehensive Plan (Option with Consolidation)	Proposed Plan Amendment
Middleton Farms (66.9 acres)	Vacant	437,495 s.f Office	1,166,654 s.f Office	5 du/ac: 334 Townhomes
Jackson Property (7.35 acres)	Vacant	48,003 s.f Office	128,000 s.f. Office (development on Middleton Farms)	5 du/ac: 36 Townhomes

Figure 3. Comparison of Existing Development with Current and Proposed Plan Recommendations

ANALYSIS

This Plan amendment considers the proposed residential uses and their compatibility with the surrounding area. The subject properties are further considered in the context of the larger mix of uses in the area and the extent to which it furthers the Dulles Suburban Center Plan goal of improving the balance of non-residential uses with residential uses. Other considerations include the potential impact of additional residential uses on the transportation network, schools, parks and recreation, and the environment.

Land Use

The area to the north of Frying Pan Road (Land Unit A) was re-planned for a mix of uses that include residential development in anticipation of the opening of the Innovation Center Metrorail Station. The Copper Crossing community to the east is a stable neighborhood of single-family detached homes planned for 1-2 du/ac. The current and proposed Plan recommend that the northwest portion of Land Unit D-1 be retained for park use, which would also create opportunities for recreation for new residents. The residential uses proposed for Land Unit D-1 present an opportunity to design a neighborhood that is both compatible with these existing residential areas and that also creates a transition between the higher intensity uses to the north, the single-family neighborhood to the east and the office and industrial uses to the south.

Development in Land Unit D is primarily high quality, campus-style office buildings and industrial-flex uses with the exception of residential uses planned and developed in Land Unit D-3 (Discovery Square). The dominance of non-residential land use in Land Unit D and in the larger Dulles Suburban Center has contributed to an imbalance between planned land use and transportation impacts. Since at least the 1990s, the Comprehensive Plan has acknowledged that the estimated maximum non-residential zoning 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. 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 is one reason that the Dulles Suburban Center Plan includes the Performance Based Strategy for Optional uses which, as the Plan states, provides the opportunity for “a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation and that the uses are compatible with adjacent development and of a high quality that will contribute to the image and economic vitality of the Dulles Suburban Center.” The Plan section on the Performance Based Strategy for Optional Uses is included in Attachment III. The Performance Criteria for Optional Uses section of the Dulles Suburban Center Plan is included as Attachment IV.

Another objective of the Dulles Suburban Center Plan is to incorporate a variety of housing opportunities within and near the Dulles Suburban Center, to promote economic diversity and supply a variety of workers for nearby jobs. The Plan further indicates that residential development should create a high-quality living environment with good design, recreation and other amenities. Single-family neighborhoods are located less than 400 feet to the east. Located less than half a mile drive to the west is Route 28, which provides key access to areas north and south. To the north, Sunrise Valley Drive provides a direct route to the Innovation Center Metrorail station that is currently under construction. Tax Map Parcels 15-4((1)) 25 and 15-4((1)) 26A, located north of Land Unit D-1 in Land Unit A-5, are the subject of a rezoning application (RZ 2016-DR-027) to consider mixed use with a majority residential component.

To the northeast of Land Unit D-1, Tax Map 15-4((1)) 26B and 24-2((1)) 5, in Land Unit A-5, are also subject to a rezoning application (RZ 2017-DR-012) to consider a mix of uses.

Considering Plan guidance to incorporate housing where appropriate and the proximity of existing and planned neighborhoods, residential use for the subject area is consistent with these objectives. The provision of affordable and workforce housing, another major objective, could be addressed through a variety of housing types and prices.

Transportation

Transportation issues and Comprehensive Plan recommendations for the subject submissions should be adequately addressed during the course of the development review process.

Trip Generation

A summary of trip generation for the Comprehensive Plan option with consolidation and comparison to the proposed plan amendments is provided in Figure 4. Trip generation is provided for comparison only and does not account for pass-by, internal capture or transit. Under the proposed plan there is a decrease in the number of daily, morning and evening peak hour vehicle trips. Daily trips decrease by 2,681 trips, AM peak hour trips by 572, and PM peak hour trips by 523 as compared to the current Comprehensive Plan. The proposed plan generates significantly fewer vehicle trips than the current plan option. The decrease in trips is due to the proposed residential use which even at a higher intensity, generates fewer trips than office, especially during the AM and PM peak hours.

	Use (ITE Code)	Quantiles	Daily Trips	AM			PM		
				In	Out	Total	In	Out	Total
Current Comprehensive Plan									
Middleton Farms	Office (710)	437 KSF	4,030	548	75	623	97	472	568
Jackson Property	Office (710)	48 KSF	752	94	13	106	22	110	132
Total Trips Generated			4,782	642	88	730	119	582	701
Current Comprehensive Plan Option									
Middleton Farms	Office (710)	1,167 KSF	8,493	1,202	164	1,366	235	1,150	1,385
Jackson Property	Office (710)	128 KSF	1,584	205	28	233	38	184	222
Total Trips Generated			10,077	1,407	192	1,599	273	1,334	1,607
Gross Impact Over Current Plan Base			5,295	765	104	869	154	752	906
Proposed Plan Amendment									
Middleton Farms	Townhome (230)	334 DU	1,837	23	112	135	102	50	153
Jackson Property	Apartment (220)	36 DU	264	4	19	23	16	8	25
Total Trips Generated			2,101	27	131	158	118	58	178
Gross Impact Over Current Plan			(2,681)	(615)	43	(572)	(1)	(524)	(523)

Figure 4. Trip Generation Comparison for Middleton Farms and Jackson Property

Transportation Improvements

A new 4 lane divided roadway extension is identified in the Comprehensive Plan to link Park Center Road to Sunrise Valley Drive at Frying Pan Road in Land Unit D-1. This improvement should be constructed prior to any development beyond the Comprehensive Plan base density of .15 FAR. This facility will provide needed connectivity for the area west of Centreville Road, providing a parallel facility that connects the Innovation Center Metrorail Station to EDS and areas farther south. The design of this road should be coordinated with the Department of Transportation and should include adequate bike pedestrian and bike facilities.

The Countywide Trails Master Plan recommends a shared use path on Frying Pan Road and a minor paved trail along Frying Pan Run and Horsepen Run. The Bicycle Master Plan recommends

a bike lane on Sunrise Valley Drive and Frying Pan Road. The new connection should be planned to safely accommodate all modes and to connect to pedestrian and bicycle facilities recommended in the Countywide Trails Master Plan and Bicycle Master Plan.

Transit Services

There are two existing Fairfax Connector Routes in close proximity to the site, Route 985 and Route 927. Route 985 connects Wall Road and Dulles Discovery, Dulles Corner and the proposed plan amendment site to the Wiehle-Reston East Metro Station with all day service. Route 927 connects the area to the Herndon-Monroe Park and Ride, with morning and evening peak service. Consideration should be given to how the proposed development can facilitate access to the existing and future transit service in the area.

Transportation Demand Management (TDM)

Given the properties proximity to the Innovation Center Metrorail Station the development should implement TDM measures to mitigate vehicular peak hour site trip impacts and encourage transit, bicycle and pedestrian (non-single occupant vehicle) use.

Access

The Jackson Property is currently only accessible from eastbound Frying Pan Road. This makes entering and exiting the property difficult. Vehicles traveling west on Frying Pan Road can only access the site by making a U-turn at the intersection of Sunrise Valley Drive and Frying Pan Road. Vehicles exiting the property can only make a right turn onto eastbound Frying Pan Road. To travel from the site to Sunrise Valley Drive or Route 28, vehicles must exit eastbound onto Frying Pan Road and make a U-turn at the intersection of Frying Pan Road and Centreville Road. Requiring U-turns at the intersection of Frying Pan Road and Centreville Road, approximately .5 miles from the site is awkward. As described, access to the site is constrained and less than ideal.

There are safety concerns with requiring U-turns on high volume intersections like the intersection of Sunrise Valley Drive and Frying Pan Road and the intersection of Centreville Road and Frying Pan Road. The latter intersection is anticipated to be over capacity in the future, and encouraging U-turns will only increase the operational and safety issues at this location. Despite the lower number of trips associated with the proposed use, access is still a concern.

A safer access to and from the site would be from the planned extension of Sunrise Valley Drive/Park Center Road. This access point would provide more logical routings from the site to Sunrise Valley Drive and Route 28. If necessary, a supplemental access may be provided from Frying Pan Road.

Parks

The proposed Middleton Farms submission would allow up to 334 townhomes on site which would have an estimated 925 residents. The proposed Jackson Property submission would allow up to 36 townhouses with an estimated 101 residents. As a result, the community will need access to usable

open space and recreational amenities onsite or nearby. Pedestrian connectivity between the new development and surrounding stream valley trails is highly recommended. To provide the necessary pedestrian connectivity, the language supporting trail connections to link the stream valley trails within the subject parcels to the trails within Land Unit C should be retained.

Per the current adopted Comprehensive Plan, the Horse Pen Run Stream Valley traverses the northern portion of the area and is planned for public park use. This future land use recommendation should be retained. The FCPA owns and operates Horse Pen Run and Frying Pan Stream Valley Parks, which are located adjacent to the vacant land proposed for development as part of the Comprehensive Plan and proposed Plan Amendment.

During development review, commitments should be made to avoid adverse impacts to Horse Pen Run and Frying Pan Stream Valley Parks and their associated natural resources. This includes the protection of water resources from stormwater runoff and excessive flows.

If landscaping is proposed, it should consist of only locally common native plant species, not include any invasive species, and use non-native, non-invasive species only when there are no suitable native plant alternatives. The recommendation that the Environmental Quality Corridor (EQC) lands be dedicated to the Park Authority should be retained. FCPA recommends that that the Horse Pen Run EQC undergo stream restoration and revegetation.

FCPA recommends the continuation of heritage resource study and protection to the area. The parcels contain an archaeological site and are in close proximity to other potentially significant sites. Staff recommends Phase I archaeological study, and Phase II/III data recovery if the resources are found to be eligible for the National Register of Historic Places. If found to be eligible or significant, avoidance or additional archaeological work is recommended. If Federal funding or permitting are required, staff recommends consultation with the Virginia Department of Historic Resources under Section 106 of the National Historic Preservation Act.

Heritage Resources

Tax Map Parcel 24-2((1)) 1 is listed in *The Fairfax County Inventory of Historic Sites* as Middleton Farm. The historic buildings on the parcel have been demolished. The property remains listed in the Inventory due to its archaeological potential. To be consistent with Comprehensive Plan guidance, and because the property is listed in *The Fairfax County Inventory of Historic Sites*, the applicant should consult with the Archaeology and Collections Branch of the Park Authority to determine the need for on-site archaeological surveys and to develop a scope of work for any on-site archaeological surveys that are needed. Consultation should be undertaken concurrently with the review of any rezoning. If archaeological resources are discovered, further survey and testing should occur. If such resources are found to be eligible for inclusion in the National Register, mitigation measures should be developed.

Sanitary Sewer Service

Sewage generated within the Middleton Farms area is treated at the Blue Plains treatment plant, located in Washington D.C., a regional facility which also treats sewage from District of Columbia, Montgomery County and Prince George Counties in Maryland, Loudoun County, Washington Dulles Airport, and the Town of Vienna in Virginia. Under a service agreement, the County has 31 million gallons per day (mgd) treatment allocation of Blue Plains 370 mgd treatment capacity. The County's current average flow to Blue Plains is about 27.1 mgd, approximately 87.4% of the allocation. The County's existing allocation at the Blue Plains treatment plant is not adequate to handle the projected sewage flow through 2040. To alleviate the future treatment deficit for the Blue Plain service area, the County has purchased 1 mgd treatment capacity from Loudoun Water. For projected flow beyond 32 mgd, the County is rehabilitating the Difficult Run Pump station to allow the excess flow to be pumped over from the Blue Plain service area into the Noman M. Cole Jr. Pollution Control Plant (NMCPCP). The entire trunk sewer lines for the study area have adequate capacity to handle the projected flow for the adopted Comprehensive Plan and Proposed Plan.

Schools

School Capacities

The schools serving this area are: Westfield High, Carson Middle, and Coates Elementary schools. The chart below shows existing school capacity, enrollment, and projected enrollment.

School	Program Capacity SY 17-18	Membership SY 17-18	Program Capacity Utilization % SY 17-18	Projected Membership SY 18-19	Program Capacity Utilization % SY 18-19	Projected Membership SY 22-23	Program Capacity Utilization % SY 22-23
Westfield HS	2,771	2,640	95%	2,663	96%	2,692	97%
Carson MS *	1,494	1,474	99%	1,497	100%	1,574	105%
Coates ES	682	733	107%	740	109%	671	98%

Capacities and Projected Enrollments based on the adopted FY 2019-23 Capital Improvement Program (January 2018). Membership numbers include: general education, special education, AAP, FECEP/Head Start and preschool (wherever applicable) students. Membership numbers do not include: adult education, private school special education, home schooled, multi-agency, transitional ESOL high schools, or special education centers.

** General education and AAP center school.*

Middleton Farms Development Impact

Based on the number of residential units proposed, the chart below shows the number of anticipated students by school level based on the current countywide student yield ratio.

School Level	Single Family Attached Ratio	Proposed # of Units	Proposed Student Yield
High	0.137	334	46
Middle	0.067	334	22
Elementary	0.258	334	86
Total Student Count			154

2015 countywide student yield ratios (November 2016).

Jackson Property Development Impact

Based on the number of residential units proposed, the chart below shows the number of anticipated students by school level based on the current countywide student yield ratio.

School Level	Low-Rise Multi-Family Ratio	Proposed # of Units	Proposed Student Yield
High	0.094	36	3
Middle	0.047	36	2
Elementary	0.188	36	7
Total Student Count			12

2015 countywide student yield ratios (November 2016).

School Facility Needs

As the charts indicate, 334 townhomes on the Middleton Farms site is estimated to result in an increase of 154 students above what would result from the current Plan – a total of 46 high, 22 middle, and 86 elementary school students. The Jackson Property proposal of up to 36 townhomes is estimated to result in an increase of 12 students above the current Plan – a total of 3 high, 2 middle, and 7 elementary school students.

This area is projected to have capacity challenges at the middle school level. The Capital Improvement Program (CIP) recommends reassigning Advanced Academic Program (AAP) students residing within the Franklin Middle School (MS) attendance area from Carson MS AAP Center to the new AAP Center at Franklin MS. This option will provide capacity relief to Carson MS. Additionally, the CIP recommends the construction of a new high school in the vicinity of the western end of the Silver Line Metro. This solution will involve multiple boundary adjustments to the schools in the western portion of the county, including Westfield HS. Further, the CIP recommends the construction of a new elementary school facility in the Northwestern part of the County to accommodate growth at McNair and Coates Elementary Schools.

Environment

The subject property falls within the Horsepen Creek Watershed. Approximately half of Land Unit D-1 contains a considerable amount of EQC. Horse Pen Run Stream Valley traverses the northern portion of the area and is planned for public park use. The planned road extension that connects Park Center Road with Sunrise Valley Drive would cross the EQC area.

During the course of the Dulles Suburban Center study, staff identified the need for the integration of stormwater management practices when planning for development. To encourage an enhancement to past stormwater management practices, staff developed new draft Plan guidance for stormwater management. The new draft Plan guidance emphasizes Low-Impact Development (LID) and stormwater management goals that would be applicable to projects with more than one acre of land disturbance. The new draft Plan guidance will be included in the staff report for the Dulles Suburban Center study, which is currently scheduled for public hearing before the Board of Supervisors on May 15, 2018. This guidance may become applicable to the review of the zoning application for the Middleton Farms site at that time.

The property is located immediately adjacent to Dulles Airport. Full airport noise disclosure is recommended for future residents purchasing or living in the proposed new residences.

Because the property is adjacent to Route 28 a noise study would help determine what transportation generated noise impacts may exist for this property. New residential use must meet the recommended 45 decibel interior standard and outdoor recreation areas should not exceed 65 decibel for noise generated from roadways.

CONCLUSION

The Plan amendment considers an option for a residential development for Land Unit D-1. Introduction of residential use to this Land Unit may be appropriate if it can be designed to be integrated with and provide connections to the surrounding uses. Development proposed under this Plan option should be consistent with the Performance Based Strategy for Optional Uses and should demonstrate that the new option would result in fewer peak-hour transportation impacts than the baseline Plan. The design of new residential structures should be compatible with adjacent development and should be of the high quality that contributes to the image and economic vitality and diverse land uses in the Dulles Suburban Center.

Application of the Design Guidelines for Dulles Suburban Center to any new residential development will encourage high-quality building and site design in future development. Further, enhanced connectivity to the existing and planned pedestrian and bicycle network would help make it safe and convenient for people to access transit located to the north of the site without needing the use of a motor vehicle. The EQC is a prominent feature that with appropriate site design, can be enhanced, preserved and protected.

The addition of a residential option would be consistent with stated major objectives in the Plan to encourage a variety of residential opportunities in the Dulles Suburban Center, reduce peak hour demands on the road network and optimize use of the existing roadway capacity. Residential development would be able to meet other Plan objectives relating to compatibility, high quality design and environmental protection. The extension of Sunrise Valley Drive to Park Center Road would add an important link to the roadway and bicycle network.

RECOMMENDATION

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

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center as amended through May 2, 2017, Land Unit D-1 Recommendations, pages 85-88:

2. As anTwo options for the western and central portion of the land unit, ~~office, hotel, recreational facilities and support service retail uses~~ may be appropriate and include up to .40 FAR if all of the following conditions are met: (1) office, hotel, recreational facilities and support service retail uses up to .40 FAR and/or (2) residential use up to 5 du/ac. Implementation of these options may be appropriate if all the following conditions are met:
 - Full consolidation between Tax Map Parcels 24-2((1))1 and 10 is achieved;
 - With the exception of necessary road crossings and park improvements, all development should be south of the Horse Pen Run EQC;
 - The planned roadway extension between Park Center Road and Sunrise Valley Drive is constructed as a four lane divided roadway prior to any development beyond the current Comprehensive Plan base density of .15 FAR under either of these options;
 - Provide for access from Tax Map Parcels 24-2((1))2, 3 and 4 to the extension of Sunrise Valley Drive;
 - Any development ~~beyond the current Comprehensive Plan base of .15 FAR~~under these options should be phased to transportation improvements and trip reduction measures identified at the time of rezoning;
 - Parks and recreation facilities to meet the needs of new development are provided. All EQCs and the area north of the Horse Pen Run Stream Valley ~~are should be~~ dedicated to the Fairfax County Park Authority and the land generally north of Horse Pen Run Stream Valley ~~is should be~~ developed for active recreational uses. Buildable recreational areas should be developed as a destination park to address recreation deficiencies in this area. Built facilities may include, but are not limited to: ball fields, tot lots, destination playground, skate park, picnic pavilions, parking and other amenities. Lighting for recreational uses should minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity. A continuous trail loop should be provided to connect this area with the development

- within the remainder of Land Unit D-1 and to Land Unit C, and be designed in consultation with county staff;
- Appropriate screening is provided between any office development in this land unit and the existing residential development in Land Unit C to protect these stable residential communities; ~~and~~
 - The architecture, design and location of both principal and secondary structures and uses should ensure optimal views and overall appearance from Route 28 and further ensure a proper and reasonable transition to the existing residential uses in Land Unit C. In furtherance of these objectives, building heights should not generally exceed ten (10) stories, or approximately 150 feet for areas west of the Park Center Road/Sunrise Valley Drive extension and eight (8) stories, or approximately 120 feet for areas generally east of the same;
 - A study of heritage resources is conducted and appropriate preservation or avoidance measures taken. Recordation of significant heritage resources should occur.
 - Any ~~Support~~ retail uses should be of a use and scale logically related to and supportive of the office, ~~and~~ hotel and residential uses and be physically or functionally integrated with other uses. Auto-oriented uses or stand-alone retail uses should not be permitted; however, eating establishments may be free standing. Such support retail should not be planned independently of the other planned ~~commercial~~ uses, however phased development of commercial and retail uses is permitted;
 - Development should incorporate TDMs of a scope and level appropriate to the mix of uses and the available transit; ~~and~~
 - The planned road extension between Park Center Road and Sunrise Valley Drive should be designed to accommodate reasonably projected or anticipated transit needs; as first envisioned, bus stop locations should be provided along the planned extension, and be provided in a manner that has flexibility to support other forms of transit;
 - Transit stop(s) should be included along the planned road extension; and
 - ~~A contribution to help fund county acquisition of land for the development of recreational facilities in the vicinity is appropriate to help offset impacts. Such contributions should increase proportionately based on the amount of FAR approved above .35 FAR; and~~
 - ~~An all-weather crossing~~ Trail connections should be provided connecting stream valley trails within this land unit Tax Map Parcels 24-2((1))1 and 10 to and to stream valley trails within Land Unit C.

Eastern Portion of the Land Unit – Tax Map Parcels 24-2((1))2, 3 and 4 [underlined in existing text]

3. The eastern portion of this land unit which includes Tax Map Parcels 24-2((1))2, 3 and 4 contains a significant amount of EQC. Horse Pen Run Stream Valley traverses the southern portion of the Tax Map Parcels 24-2((1))2, 3 and 4 and is planned for public park use. The

remainder of the sub-unit is planned for office use up to .15 FAR to provide development that is compatible with existing and planned adjacent land uses within this land unit and Land Units ~~D-2 and C~~. Adequate access should be provided to the Park Center Road/Sunrise Valley Drive extension. If necessary, a secondary access should be provided on Frying Pan Road. In addition, all trails shown on the Countywide Trails Plan Map should be constructed in consultation with county staff.

As an option, Tax Map Parcels 24-2((1)) 2, 3 and 4 may be appropriate for residential use up to 5 du/ac with full parcel consolidation if adequate access can be provided to the Park Center Road/Sunrise Valley Drive extension in a way that provides for the full use of the intersection with Frying Pan Road. If that cannot be achieved, a secondary access should be provided on Frying Pan Road. However, it is highly desirable that access provided should allow for the full use of the intersection of Park Center Road/Sunrise Valley Drive extension with Frying Pan Road to minimize U-turns when residents make their way to Route 28.

Option with Full Consolidation of the Land Unit– Tax Map Parcels 24-2((1)) 1,2,3,4 and 10

4. As an option, the land withinWith full consolidation of Tax Map Parcels 24-2((1)) 1, 2, 3 and 4 and 10, may be consolidated with Tax Map Parcels 24-2((1))1 and 10 and used to support the development referred in Option 2 for the western portion of the land unit— Tax Map Parcels 24-2((1))1 and 10 above the development options in Land Use Recommendation 2 may be appropriate for the entire land unit. Exercising such option requires that the area of all of the parcels within Land Unit D-1 be fully consolidated, and the entirety of Tax Map Parcels 24-2((1))2, 3, and 4 be dedicated and developed with park and open space uses. The intensity or density associated with parcels dedicated for park and open space can be transferred to the area located south of the EQC. Any recommended use with lighting should minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity.

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.

**Dulles Suburban Center Comprehensive Plan
Submission Form for Proposed Changes**

The Dulles Suburban Center Area (DSC) study will primarily focus on editorial updates to recommendations contained in the Comprehensive Plan. There is an opportunity to suggest potential changes to the DSC Comprehensive Plan land use recommendations as part of this study. This form should be used to suggest potential changes to the Comprehensive Plan guidance for this area. Land Units A and B were the subject of a 2013 land use study and will be excluded from consideration at this time.

Portions of Fairfax County are in the vicinity of Washington Dulles International Airport and are subjected to levels of aircraft noise which may be incompatible with noise sensitive land uses. For example, consistent with long-standing policy, new residential development is not recommended in areas with projected aircraft noise exposures at or above DNL 60 dBA. Proposals for noise sensitive uses within the DNL 60 dBA will not be considered. For more information, please consult the Dulles Suburban Center Area-Wide Recommendations, Environment section:

www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf#page=33

All applicants are encouraged to review the Performance Criteria for Optional Uses section of the DSC Comprehensive Plan text prior to the development of their submission.

To submit a proposed change to the DSC Comprehensive Plan guidance, complete this form detailing the proposal by **Tuesday, May 31, 2016**. Anyone can submit a proposed change. Please use a separate form if you have more than one change to propose.

Review of proposed changes is anticipated to begin in **June 2016**. Interested parties are encouraged to notify and consult with landowners prior to the submission of a proposed change. Planning staff is available to answer questions. Proposed changes will be used to inform the study of the Dulles Suburban Center, and may be modified or combined with other proposed changes in similar geographic areas. Proposed changes that are contrary to longstanding Plan policies or do not meet the criteria stated on this form may be excluded from consideration.

To use this form, type responses or print in ink. Attachments may be used as necessary. An online version of this form and a detailed version of this map are also available on the Web at: www.fairfaxcounty.gov/dpz/dullessuburbancenter/

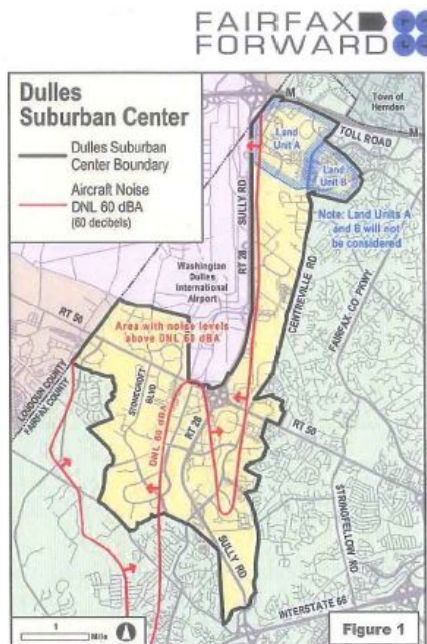
1. Proposal Type (choose one)

- ☒ Site-specific
☐ Areawide topic

2. Subject Property Information (for site-specific proposals.)

Identify general location, street address, or Tax Map parcels, if available.

- a) General Location: South side of Frying Pan Road, at Rt. 28; 13801 Frying Pan Road
- ☐ Inside the DNL 60 dBA area
☒ Outside the DNL 60 dBA area
- b) Street Address: 13801 Frying Pan Road
- c) Tax Map Parcel Numbers: 24-2((1))1, 10
For help visit the [Department of Tax Administration website](#) or the [Digital Map Viewer](#)
- d) Identify total aggregate size of all subject parcels in acres or square feet: 66.96 acres
For help visit the [Department of Tax Administration website](#)



Submission DSC-D1-1 (Middleton Farms) & DSC-D1-2 (Jackson Property)
of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1)

2

e) Do you own the subject property or represent the owner of the subject property:

- ☒ Yes
☐ No

3. Proposed Amendment to Comprehensive Plan recommendations

a) *(For site-specific proposals)* Describe the proposed change and how it would modify the current Plan recommendations. For proposed land use changes, explain the character and type of proposed development. The potential development could be described in terms of land use floor area ratio (FAR) or dwelling units per acre. Building height or size may also be used to convey scale.

See attached

b) *(For areawide topics)* Describe the proposed change and why it should be addressed at an areawide level within the Dulles Suburban Center Area.

c) *(For site-specific and areawide topics)* Provide justification for the proposed change. Describe how the proposal meets any of the following criteria. Check all that apply.

- ☒ Address emerging community concerns or changes in circumstance
- ☐ Respond to actions by others, such as Federal, State, or adjacent jurisdictions
- ☒ Advance major policy objectives, such as promoting environmental protection, preserving heritage resources, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development
- ☒ Better implement the Concept for Future Development
- ☐ Reflect implementation of Comprehensive Plan guidance through zoning approvals
- ☐ Respond to or incorporate research derived from technical planning or transportation studies
- ☐ Other

Explanation for (c). *(Additional sheets may be attached.)*

See attached

4. Contact Information

a) Name (required): Greg Riegler, McGuireWoods LLP

b) Daytime Phone (required): 703-712-5360

c) Street Address: 1750 Tysons Blvd. Suite 1800, Tysons, VA 22102

d) Email Address: griegler@mcguirewoods.com

Review of proposed changes is anticipated to begin in June 2016. Please contact the Planning Division by phone or email if you have any questions about the submission procedure.

Submit the completed form by mail or email: **Fairfax County Department of Planning and Zoning**
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5500
703-324-1380, TTY 711 (Virginia Relay)
DPZDullesSubCenter@fairfaxcounty.gov

**Proposed Site Specific Change to Dulles Suburban Center Comprehensive Plan Language
Land Unit D-1
May 2016**

Introduction/Executive Summary

The subject property is located in the western portion of Land Unit D1 and is more particularly identified as Tax Map 24-2((1))1 and 10. The property is zoned R-1, contains 66.96 acres, and is undeveloped.

For the reasons outlined in this narrative, we are requesting that single family attached residential units be considered for this property in order to encourage a variety of residential dwelling types in this area of the Dulles Suburban Center and to complement and serve as a transition between the approved higher density multifamily development to the north and the single family detached dwellings south and east of the property. Ultimately, this proposed re-planning also facilitates a critical piece of public infrastructure, would provide much needed housing diversity and additional affordable housing as well as recreational amenities as discussed below.

Current Comprehensive Plan Recommendation

Currently, the base plan for the subject property is office at an FAR of 0.15. As an option, provided several conditions are satisfied, office, hotel, recreational facilities and support service retail may be appropriate at an FAR of 0.4.

Explanation of Request 3(a)

This submission requests that single family attached units be added as an option for development of the Property at a density of five dwelling units per acre. The Dulles Suburban Center Study was initiated based on the logical premise that the area had not been comprehensively studied in decades and that such reevaluation was in the County's interest to better reflect structural changes in the County's economy, changing and evolving infrastructure needs and a general need to reevaluate how and where people live, work and travel in the western parts of the County. Fundamentally, this request is consistent with these same principles. The Comprehensive Plan recommendations for this Property were last evaluated ten years ago. In 2006, the office and commercial option was added to the Plan language. This made objective sense at the time and in intervening ten years the property owner has extensively marketed the Property for the planned office and commercial uses with no success.

The Property faces a well-documented challenge common to many properties in the Dulles Suburban Center – namely significant oversupply of existing or planned office uses combined with demand that has contracted. At present, there are millions of square feet of vacant office space in the Route 28 corridor. This same reality is reflected in recent land use decision making that has endorsed the conversion of similarly challenged office properties to residential mixed use concepts in places like Westfields, Dulles Discovery and Timber Ridge, to name a few. The

Land Unit D1
Dulles Suburban Center Plan Amendment
Tax Map 24-2((1))1, 10

challenges and opportunities associated with this Property are identical to what was a driver for land use changes in these examples.

At roughly one mile from the Innovation Center Station, the Property is legitimately transit accessible through combinations of pedestrian, bicycle or connector bus service. The Property also enjoys even more proximate access to the retail and other amenities logically associated with the land immediately to the north that is planned for mixed use development options. In the context of other existing development, the proposed single family attached units provide an ideal transition from the more intense development in the transit station area to nearby stable single family detached communities east of the site. Introducing a well-designed single family attached form of housing would also be a logical complement to the new multi-family development that is the predominant form of housing closer to the Innovation Center Station. The resulting diversity of housing opportunities would further the area's evolution as a diversified and balanced living and working environment.

Justification and Alignment with Concept for Future Development 3(c)

Currently and historically, the Property has always been the subject of a planned extension of Sunrise Valley Drive from its current terminus with Frying Pan Road. The inability to effectuate office and/or commercial development on the Property is essentially preventing the completion of this critical leg of the area's road network. This planned connection has an even greater strategic importance based on planning and land use decisions at the Innovation Center Station that will only increase the need for additional north/south connections in this area of the County. This road improvement would be closer to realization through a residential rezoning. This, together with potential ability to provide recreational fields in the very northern most portion of the Property that can serve the Property's residents and the community at large, the permanent preservation of substantial amounts of environmentally sensitive land as open space and the provision of affordable housing in a location just over a mile from a transit station collectively advance major environmental, housing and transportation policy objectives.

The current language in the Concept for Future Development in the Dulles Suburban Center states that "Vision, creativity, reason, and public-private cooperation can be rewarded by fashioning a model community characterized by an exemplary quality of life featuring an optimal mix of employment, housing, environmental protection, transportation service, and other services, all while significantly enhancing the tax base." Single family attached residential development on this Property with the development elements discussed above will contribute to the exemplary quality of life envisioned in the Dulles Suburban Center.

Dulles Suburban Center Comprehensive Plan Submission Form for Proposed Changes

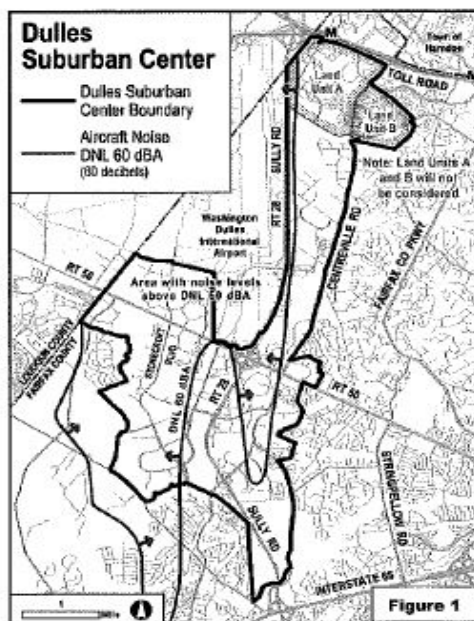


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Portions of Fairfax County are in the vicinity of Washington Dulles International Airport and are subjected to levels of aircraft noise which may be incompatible with noise sensitive land uses. For example, consistent with long-standing policy, new residential development is not recommended in areas with projected aircraft noise exposures at or above DNL 60 dBA. Proposals for noise sensitive uses within the DNL 60 dBA will not be considered. For more information, please consult the Dulles Suburban Center Area-Wide Recommendations, Environment section:

www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/dulles.pdf#page=33

All applicants are encouraged to review the Performance Criteria for Optional Uses section of the DSC Comprehensive Plan text prior to the development of their submission.



To submit a proposed change to the DSC Comprehensive Plan guidance, complete this form detailing the proposal by **Tuesday, May 31, 2016**. Anyone can submit a proposed change. Please use a separate form if you have more than one change to propose.

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To use this form, type responses or print in ink. Attachments may be used as necessary. An online version of this form and a detailed version of this map are also available on the Web at: www.fairfaxcounty.gov/dpz/dullessuburbancenter/

1. Proposal Type (choose one)

- ☒ Site-specific
- ☐ Areawide topic

2. Subject Property Information (for site-specific proposals.)

Identify general location, street address, or Tax Map parcels, if available.

a) General Location: 13717 Frying Pan Road, Herndon, Virginia 20171

- ☐ Inside the DNL 60 dBA area
- ☒ Outside the DNL 60 dBA area

b) Street Address: 1410 Spring Hill Rd #600 McLean, VA 22102

c) Tax Map Parcel Numbers: 0242-01-0002, 0242-01-0003, 0242-01-0004

For help visit the [Department of Tax Administration website](#) or the [Digital Map Viewer](#)

d) Identify total aggregate size of all subject parcels in acres or square feet: 7.35 acres or 320,166 square feet

For help visit the [Department of Tax Administration website](#)

Submission DSC-D1-1 (Middleton Farms) & DSC-D1-2 (Jackson Property)
of the Dulles Suburban Center Study (Plan Amendment #2013-III-DS1)

2

e) Do you own the subject property or represent the owner of the subject property:

- ☒ Yes
☐ No

3. Proposed Amendment to Comprehensive Plan recommendations

a) (For site-specific proposals) Describe the proposed change and how it would modify the current Plan recommendations. For proposed land use changes, explain the character and type of proposed development. The potential development could be described in terms of land use floor area ratio (FAR) or dwelling units per acre. Building height or size may also be used to convey scale.

The current plan for the property is as office use at a 0.15 FAR. The property is part of Dulles Suburban Center Land Unit D1. The proposed change would like to see the property designated with residential development potential at an intensity of 10-12 dwelling units per acre. This intensity would provide a buffer from the lower density property to the west, which is close to 5 dwelling units per acre and the Pomeroy property (Application Number RZ96-H-007) to the north that has been planned as PDH20 for mixes of uses including high density residential.

b) (For areawide topics) Describe the proposed change and why it should be addressed at an areawide level within the Dulles Suburban Center Area.

Given that the property is located approx. 1 mile from the Metro platform higher density is appropriate to encourage Metro use as well as more vibrant mix of uses. There is currently an oversupply of existing office in the corridor as evidenced by office vacancy rates approaching 20%.

c) (For site-specific and areawide topics) Provide justification for the proposed change. Describe how the proposal meets any of the following criteria. Check all that apply.

- ☒ Address emerging community concerns or changes in circumstance
- ☐ Respond to actions by others, such as Federal, State, or adjacent jurisdictions
- ☒ Advance major policy objectives, such as promoting environmental protection, preserving heritage resources, supporting economic development, preserving open space, providing affordable housing, or balancing transportation infrastructure and public facilities services with growth and development
- ☒ Better implement the Concept for Future Development
- ☒ Reflect implementation of Comprehensive Plan guidance through zoning approvals
- ☒ Respond to or incorporate research derived from technical planning or transportation studies
- ☒ Other

Explanation for (c). (Additional sheets may be attached.)

The property has been planned for low density office uses in direct proximity to a county owned park property to the south, medium density residential to the west and high density residential to the north. The area is poised for a transition of residential uses leading to Frying Pan road to provide a buffer to the higher density that will ultimately be across the street flowing south.

Introduction to Metro as well as office oversupply are changes in circumstance since the current plan language was adopted.

4. Contact Information

a) Name (required): Mark Anstine

b) Daytime Phone (required): (703) 575-2101

c) Street Address: 1410 Spring Hill Rd #600 McLean, VA 22102

d) Email Address: manstine@aranewmark.com

Review of proposed changes is anticipated to begin in June 2016. Please contact the Planning Division by phone or email if you have any questions about the submission procedure.

Submit the completed form by mail or email: **Fairfax County Department of Planning and Zoning**
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5500
703-324-1380, TTY 711 (Virginia Relay)
DPZDullesSubCenter@fairfaxcounty.gov

Attachment III

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through May 2, 2017, Dulles Suburban Center Overview, pages 16-18:

“Performance Based Strategy for Optional Uses

A performance based strategy for development in the Dulles Suburban Center is set forth below. This strategy provides the developer the opportunity for a broader range of uses if it can be clearly demonstrated that the uses will have lesser peak-hour impacts than would be generated if the site were developed at the baseline Plan recommendation and that the uses are compatible with adjacent development and of a high quality that will contribute to the image and economic vitality of the Dulles Suburban Center.

Under this approach, the Plan text for each land unit generally provides for a baseline recommendation and one or more optional uses. For each land unit, the baseline Plan recommendation generally provides for the continuation of existing uses and intensities. In some cases, these may be uses which primarily generate off-peak hour trips and these uses are planned to be retained. Where optional uses are specified, these uses generally generate fewer peak-hour trips, and can be developed compatibly with the surrounding area. Site-specific conditions may also apply to the baseline and optional use recommendations. Under the options, the overall intensity may vary as long as the identified performance criteria for traffic impacts and compatibility and site-specific conditions are met. Once a land use option is exercised through site plan or construction, any future redevelopment should also result in lesser impacts on peak-hour road capacity when compared to the baseline Plan recommendation.

With this strategy, both the county and the landowner benefit through the effective extension of capacity of the planned roadway network and a broader mix of uses creating a more desirable environment. The performance based approach is predicated on the understanding that this approach creates a forum for flexibility, negotiation and mutually beneficial development solutions. Development proposals must demonstrate that the proposed use will contribute to objectives for the Dulles Suburban Center.

The section below describes the elements for trip generation and compatibility which form the basis for the performance criteria. The actual performance criteria are contained in the section of the Plan titled "Performance Criteria for Optional Uses".

Trip Generation Elements

As described above, development potential in the Dulles Suburban Center is far in excess of the capacity of the planned road network. Allowing for optional uses that will generate fewer peak-hour traffic trips than generated by baseline development, or that will have a lesser peak-hour transportation impact, will effectively increase the capacity of the road network by spreading the trips throughout the day or by providing more of a balance between inbound and outbound trips.

Transportation Demand Management (TDM) programs that include innovative strategies to reduce single-occupancy vehicle use are appropriate and essential in the area.

In order for an optional use to be considered for approval, the applicant must demonstrate to the satisfaction of the Fairfax County Department of Transportation that the uses and intensities/densities proposed will result in lesser peak-hour traffic impacts than would be

generated if the site were to develop at the maximum allowable intensity under the baseline recommendation of the Plan. The Fairfax County Department of Transportation and the Department of Planning and Zoning will provide the applicant guidelines for this demonstration.

Compatibility Elements

Compatibility issues relate to land uses, parcel consolidation, buffers, access and circulation, the mitigation of noise and other nuisances, design and landscaping.

Land Use

Proposed uses in the Dulles Suburban Center should be compatible with adjacent existing and planned uses in terms of height and scale. If nonresidential development occurs adjacent to residential uses, substantial landscaped buffers, screening, other landscape features, and/or other buffer treatments must be provided to mitigate adverse visual and noise impacts. Where residential development or mixed-use development with a residential component is recommended as an optional use, projects should have sufficient acreage and number of units to create a high quality living environment through the provision of well-designed projects with recreational and other amenities for residents. Projects must provide affordable dwelling units.

Parcel Consolidation

Proposals for both baseline and optional uses should provide sufficient parcel consolidation to ensure that a development can meet all standards for setbacks, buffering and screening, open space, parking and recreational amenities; function in a well-designed, efficient manner; and not preclude the development of unconsolidated parcels in conformance with the Comprehensive Plan.

Buffers

Buffers between potentially incompatible land uses can occur at various scales - area-wide and land unit specific. At the area-wide scale, buffers can be land use types and/or intensities planned in positive relationships to one another. It is expected that transitions and buffers will occur so that the peripheral land uses of the Suburban Center are compatible in type and intensity to the adjoining areas to protect existing residential neighborhoods. Within individual land units, land use buffering should be encouraged wherever possible. Setbacks, berms, and vegetative or structural (walls and fences) screens are recommended as buffer treatments. Where appropriate, environmental quality corridors can be incorporated as natural buffer areas.

Access and Circulation

As a part of the process to consider optional uses, the applicant should demonstrate that adequate vehicular access and circulation can be accomplished. Likewise, it should be demonstrated that the optional use or uses help provide a circulation pattern that can efficiently serve the area and will not result in adverse impacts to the surrounding area. If residential development is an optional use under consideration, the analysis of access and circulation should examine how the residential community will provide access to mass transit, public transportation, schools, parks and recreation facilities, and other community services.

Pedestrian circulation is an important issue that should be addressed through the development process. While the degree of pedestrian circulation provided on-site may vary, all optional uses should demonstrate that they will contribute to the implementation of a comprehensive network of trails and sidewalks for pedestrian circulation related to the Dulles Suburban Center.

Mitigation of Noise and Other Nuisances

Noise and light produced by an optional use must be examined to determine that it does not negatively impact adjacent residential or nonresidential uses. Measures such as landscape buffers, berms, walls and fences, pedestrian - scaled light poles, and the directing of light away from existing development should be used to mitigate any identified impacts.

Design and Landscaping Elements

Frequently in the land unit recommendations the term "high quality" is used to describe the character of development desired for the Dulles Suburban Center. For the purpose of evaluating development proposals, the quality of development for both baseline and optional uses will be defined in terms of the proposal's ability to achieve the "Design Guidelines for the Dulles Suburban Center," following the recommendations for Land Unit L."

Attachment IV

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through May 2, 2017, Dulles Suburban Center Overview, Performance Criteria for Optional Uses, page 18:

“PERFORMANCE CRITERIA FOR OPTIONAL USES

Within each of the land units A-K of the Dulles Suburban Center, recommended land uses and intensities/densities are specified with a baseline Plan recommendation for development. In some cases, other uses that may be appropriate under certain conditions are also specified. These are called optional uses. Under the options, the overall intensity may generally vary as long as the identified performance criteria for traffic impacts, compatibility and site-specific conditions are met. In those instances where retail use is an option, a maximum intensity is specified to provide guidance as to the scale of retail development that is appropriate. Although not specifically referenced in each land unit, institutional uses and uses allowed by special permit and special exception may be considered as optional uses throughout the Dulles Suburban Center.

To develop property with an optional use, an applicant shall submit to the county a development proposal for a rezoning, special exception or special permit, as appropriate, with sufficient detail and information that fulfills the following items:

- Provides an analysis that demonstrates, to the satisfaction of the Fairfax County Department of Transportation, that the uses and intensities/densities proposed will result in lesser peak-hour traffic impacts than would be generated if the site were to develop at the maximum allowable intensity for the Plan baseline recommendation. In those land units where a range of intensities is specified (example: .50-1.0 FAR) the low end of the range should be used for calculating peak-hour trip equivalencies;
- Provides evidence that all compatibility elements are satisfied;
- Provides information that demonstrates that the proposed uses will contribute to the economic vitality of the area; and
- Provides excellence of design, as demonstrated by the development proposal's ability to respond to the Design Guidelines for the Dulles Suburban Center.

Development Elements: Transportation

In order for an optional use to be considered for approval, the applicant must meet the following applicable criteria for trip generation:

- For all options, the proposed use and intensity will have lesser peak-hour traffic impacts than would occur if the site were to be developed at the maximum intensity allowed in the baseline Plan recommendation. This should be demonstrated to the satisfaction of the Fairfax County Department of Transportation and the Department of Planning and Zoning.
- In assessing the peak-hour traffic impacts, conversion ratios for some common optional uses will be assessed according to the factors specified in the current edition of the

Institution of Transportation Engineers (ITE) Manual. For example, the following conversion ratios, from the 4th edition of the ITE Manual, would be used in assessing the impacts of an optional use against a baseline recommendation of general office use. One million gross square feet of general office use will generate a level of afternoon outbound traffic that is similar to:

1.4 million gross square feet of industrial flex space (a ratio of 1:1.4);

3.0 million gross square feet of hotel space, (or 3700 rooms) (a ratio of 1:3.0);

11.1 million gross square feet of townhouse space (or 6150 units) (a ratio of 1:11.1); or

6.4 million gross square feet of multifamily space (or 6400 units) (a ratio of 1:6.4).

Compatibility Elements

Residential

Where residential development is to be considered as an option, the proposed development must:

- Be compatible with adjacent existing and planned development in terms of building heights, scale and density.
- Assure that development of adjacent lands can occur in a fashion which is compatible through joint application and/or demonstration that the zoning for adjacent lands would be compatible with the proposed use.
- Minimize human exposure to unhealthful levels of noise in accordance with the guidance provided by the Policy Plan under Environment Objective 4.
- Predominately residential projects as opposed to mixed-use projects should be approximately 10 acres in size to create a high quality living environment including recreational and other on-site amenities, at a minimum.
- Provide for affordable housing as outlined in the Plan text for the Dulles Suburban Center.
- Provide needed right-of-way for an integrated rail transit system for the Dulles Suburban Center, once a general alignment has been determined.
- If sites are identified, provide or participate in the provision of land, as may be practical, to achieve future school facility needs.

Nonresidential

Where nonresidential development is to be considered as an option, the proposed development must:

- Demonstrate that mitigation measures for noise, glare, lights and other nuisance aspects related to nonresidential development are adequate to ensure the proposed use will not adversely impact adjacent development. Mitigation measures may include the provision of berms and landscaping, limitation on hours of operation, limitation on the heights of light poles and other measures.
- Provide coordinated access.
- Provide for consolidation of appropriate parcels.
- Provide needed right-of-way for an integrated rail transit system for the Dulles Suburban Center, once a general alignment has been determined.

Design Elements

Where residential and nonresidential development is to be considered as an option, the proposed development must demonstrate high quality design. Design will be evaluated in terms of the ability of a development proposal to meet the Design Guidelines for the Dulles Suburban Center.”