

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

GENERAL LOCATION: South of EDS Drive, West of Air and Space Museum Parkway, North of Wall Road.

PLANNING AREA AND DISTRICT:
Area III, Bull Run Planning District

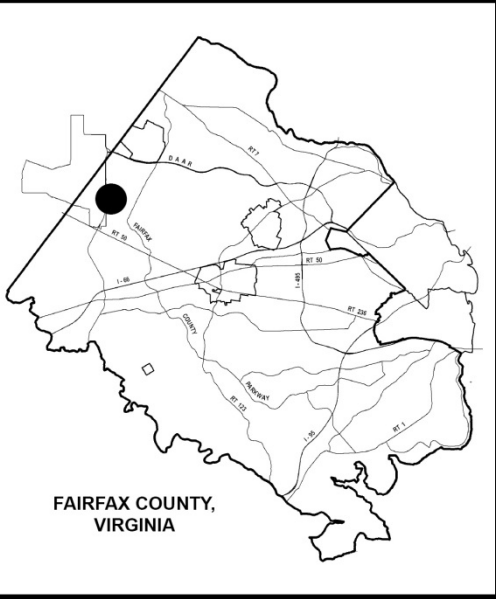
SUB-DISTRICT DESIGNATION:
Dulles Suburban Center, Land Unit D-3



PARCEL LOCATION: 24-4 ((1)) 6B4

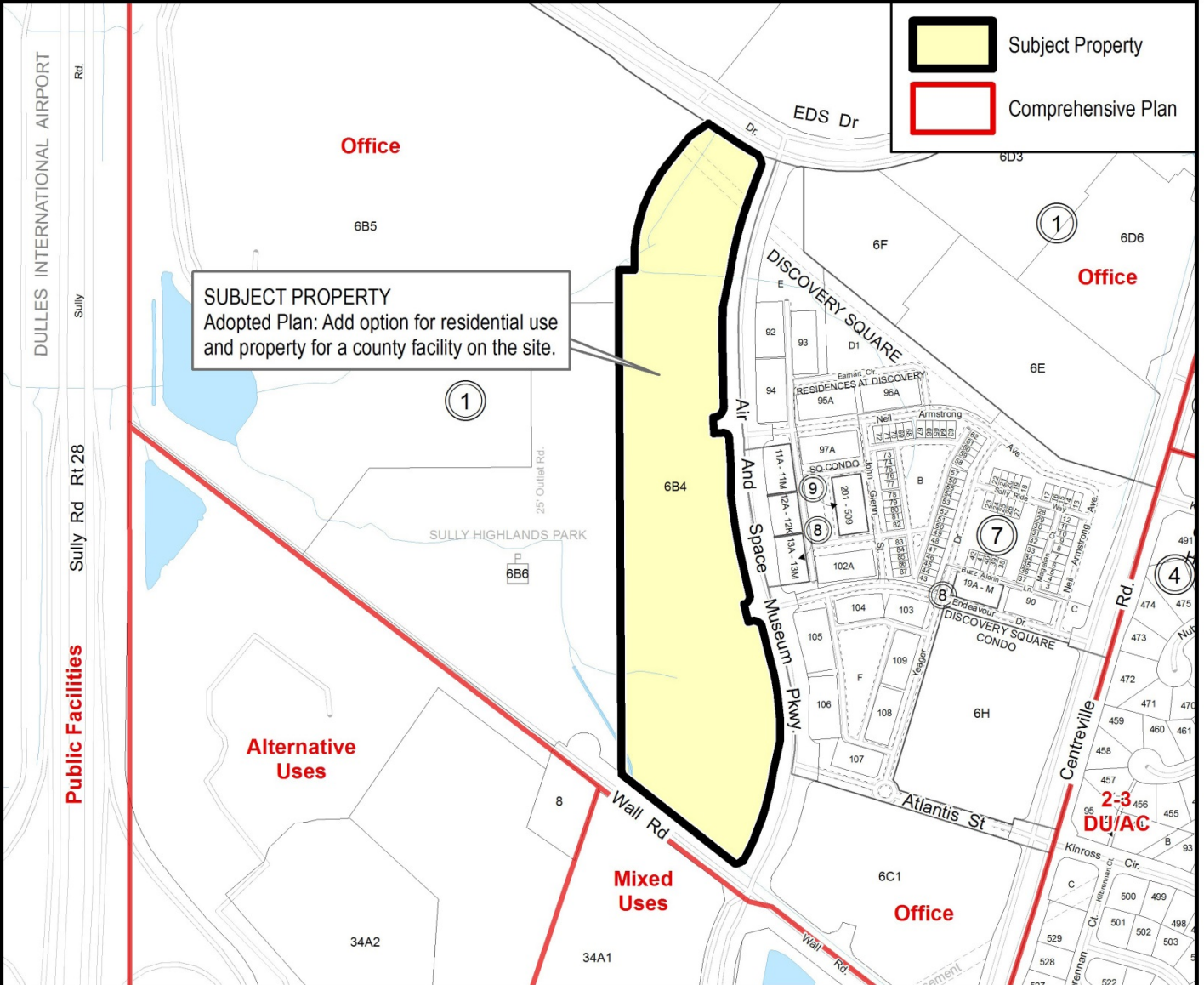
SUPERVISOR DISTRICT: Sully

ADOPTED: July 28, 2015 **ITEM NO.** 2015-III-DS2

FOR ADDITIONAL INFORMATION CALL (703) 324-1380



 Subject Property
 Comprehensive Plan



500 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND ZONING USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO AUGUST 2015
Dulles Suburban Center, Land Unit D-3, Timber Ridge



AMENDMENT TO THE COMPREHENSIVE PLAN (2013 EDITION)

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

MODIFY: Fairfax County Comprehensive Plan, 2013 Edition, Area III, Bull Run Planning District, Amended through 6-2-2015, Dulles Suburban Center Area, Land Unit D-3, Land Use Recommendations, pages 97-99:

“Land Use

...

3. As an option, mixed use up to .70 FAR may be considered within Land Unit D-3 to create a high quality mixed use node where office, retail, recreation and residential uses are provided. In addition to area-wide guidance, this option should address the following site-specific conditions:

- The development application should encompass the approximately 67-acre portion of the land unit south of EDS Drive, east of the EDS corporate complex, and bounded by Wall Road and Centreville Road.
- The mixed-use development should include ~~the~~ one of the two following mix of uses (the percentages are approximate):

A) - Retail use, 5-10%
- Office use, 20-30%
- Residential units, 50-70%

B) - Retail/office use, 5-10%
- Residential units, 90-95% [to include a maximum of up to 150 residential units, inclusive of affordable units and associated bonus densities, on Tax Map Parcel 24-4 ((1)) 6B4]

In addition, other uses, such as institutional, may also be appropriate.

- If land use mix option B is chosen, no less than five acres of Tax Map Parcel 24-4 ((1)) 6B4 should be dedicated to the Fairfax County Board of Supervisors for a use such as a community center.

- If land use mix option B is chosen, “in-kind” contributions may be appropriate to mitigate the impacts of development on the school system. Examples of “in-kind” contributions include land dedication; opportunities for shared space in private buildings for activities such as community use, adult education, vocational training, academy programs; or other alternative arrangements that provide Fairfax County Public Schools with additional resources to accommodate its growing student population.
- The trip generation of the mixed use development should meet the *Performance Criteria for Optional Uses* found in the Dulles Suburban Center Overview, and result in significantly fewer peak-hour trips than the office use planned at the baseline.
- Retail use should be integrated with other uses. Restaurants are encouraged to serve both residents and visitors to the area. A grocery store and drug store are also desirable uses.
- Residential use should provide a mix of unit types, including live/work units, for a total of approximately 900-1000 units. Live/work units are defined as the combination of a private residence with a professional office, retail or other nonresidential use.
- An active recreation area with at least five athletic fields and provision of parking on or adjacent to the site or in a shared parking arrangement with adjacent uses. Facilities should be developed according to Fairfax County Park Authority standards in consultation with FCPA staff. This park should be dedicated to the Fairfax County Park Authority.
- A plaza in the village center should provide usable open space for public events and casual recreation use.
- Office use is integrated into the both the village center and elsewhere in the development.
- To ensure needed access and circulation for this development option, a public road connection between Wall Road and EDS Drive should be provided.
- Pedestrian links should provide a safe and pleasant walking environment.

- Parking should be mostly in structured garages. However, surface lots and on-street parking should be used to promote street activity and convenience to retail uses.
- Development along Centreville Road should be set back 50-100 feet, depending on the applicant's proposed land use, design and height of buildings, and the amount and quality of the landscaping provided.
- There may be a need for an additional high school in the western portion of the county served by Westfield, Chantilly and Centreville High Schools because of existing and projected overcrowding at this level. If a high school site has not been acquired by the time a rezoning application is under review, then the applicant must demonstrate that the school impacts of the residential development can be mitigated by other means that meet the approval of Fairfax County. Mitigation measures may include, but are not limited to:
 1. Provision of land for additional facilities, such as vocational training, academy programs and adult learning centers, examples of programs that are currently provided at existing schools which could be relocated to the site that is the subject of the rezoning application;
 2. Financial contributions that would facilitate the acceleration and/or construction of new facilities or the expansion of existing facilities;
 3. Financial contributions for, or donations of, equipment and other items that increase the utilization or efficiency of existing facilities; and
 4. Measures that facilitate the better utilization of existing school facilities from an operational standpoint or other solutions to increase utilization of under-capacity schools.”

LAND USE PLAN MAP:

The Comprehensive Land Use Plan map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan map will not change.