

## 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 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 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

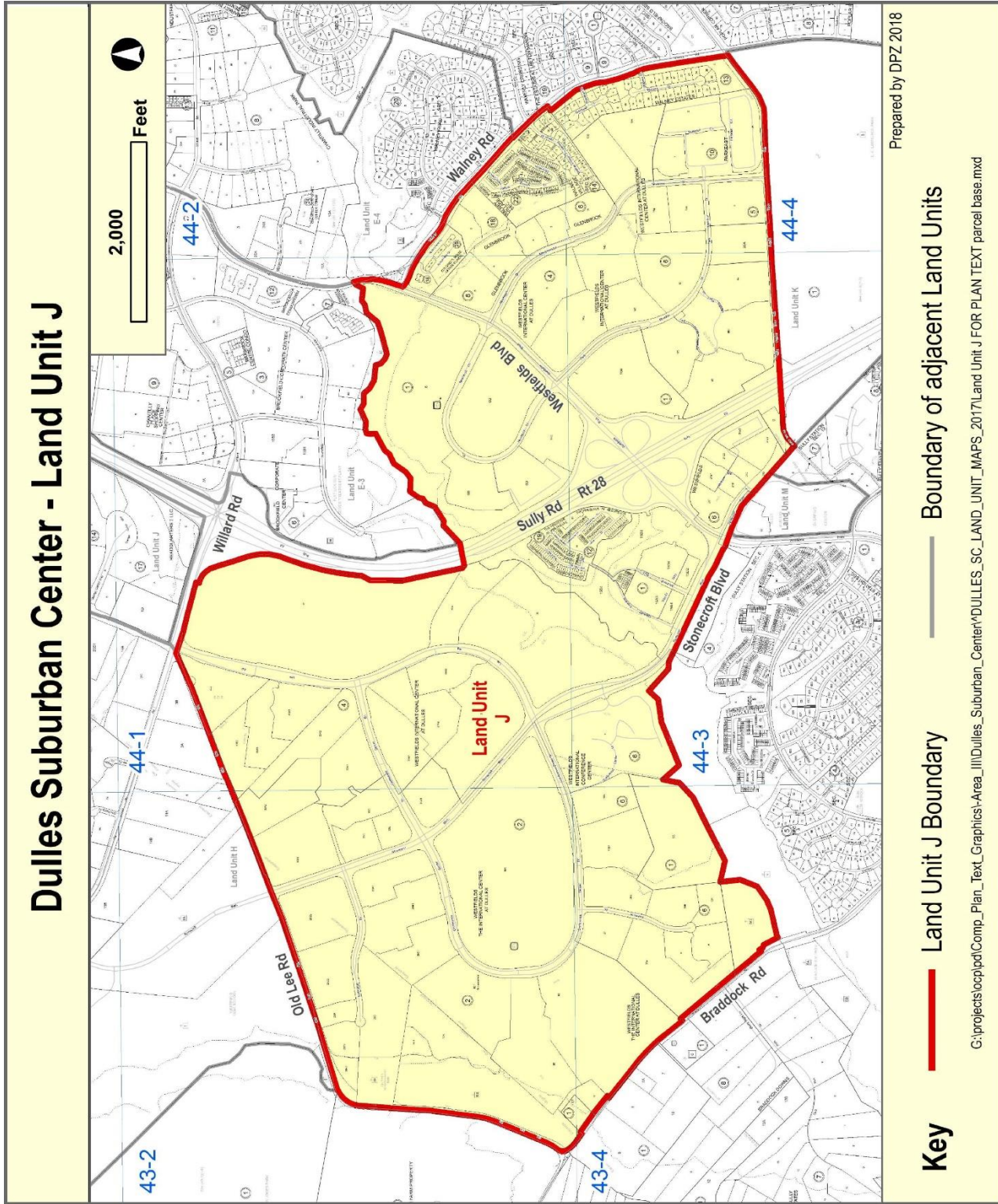
1. Land Unit J is planned at the baseline and approved for office, conference center/hotel, industrial/flex and industrial use at an average of .50 FAR except as noted in the options below. Land Use Recommendation #6 below. Future development should be consistent with the character of the existing development. 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.

2. Mixed Use Focal Point

Described below are two options under which higher intensity mixed-use development may be appropriate for 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 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.



**FIGURE 37**

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

- 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.

### **Option A**

A higher-intensity mixed use focal point may be appropriate within Land Unit J, including such uses as office, retail, 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. The additional intensity (above .50 FAR) should be permanently transferred from within Land Unit J.

### **Option B**

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 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 250 feet in width should be maintained between Braddock Road and Westfields. This buffer is intended to provide the transition between residential development south of Braddock Road and Westfields nonresidential development north of Braddock Road. The following conditions should be maintained:
    - This buffer should consist of existing and supplemental vegetation and land forms;
    - No development or parking 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. 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 area east of the Stonecroft and Westfields intersection (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 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.

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.

8. As an option for Land Unit J, a mix of uses is encouraged to support the office park, and create an environment with opportunities to work, live and play. Introduction of residential use and retail use to the baseline planned uses for office, conference center/hotel, industrial/flex and industrial use, at an average of .50 FAR may be appropriate under this option. The following conditions should be met to implement this option:

- The development intensity remains at .50 FAR.
- The introduction of additional residential use and support retail use is carefully located to create a sense of place, organized around the concept of three village centers that offer well-connected public spaces and a balance of uses that encourage activity while supporting the office park. Connections between the village centers should be provided. Generally, one village center should be located on the west side of Route 28 and two on the east side (the existing Commonwealth Centre area, and generally near/at the Westone shopping center.
- Pedestrian and bicycle connections should be designed and provided to ensure connections throughout Land Unit J.
- If not in a village center location, development proposals should create a high-quality living environment within the context of a larger area that is planned for nonresidential uses. Proposals should demonstrate that a scattered, isolated infill developments are not created.
- Parcel consolidation is encouraged to ensure adequate site size to provide for a high-quality development with space for 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 are adequate.
- Residential use in Land Unit J should not exceed 5500 total units (including existing and approved units as of December 2018).
- Residential use in the land unit should be comprised of approximately 2/3 multi-family units and 1/3 single-family attached units for Land Unit J. Single-family detached units are not appropriate.
- A variety of housing types should be provided. Multi-family and single-family attached units of varying sizes are strongly encouraged to provide diversity in housing type and to

offer options to improve affordability. Appropriate transitions should be provided between different uses and unit types.

- If residential use is proposed that is not in conformance with airport noise policies in the Comprehensive Plan then the following mitigation should be provided: [PLACEHOLDERS]
  - Sequential notification/disclosure at purchase and to subsequent homeowners
  - Enhanced building construction techniques to mitigate interior noise levels to DNL 45 dBA
- Total retail use does not exceed 600,000 SF in Land Unit J, with approximately 200,000 SF of that total to be allocated among village center areas.
- Opportunities to include community uses for education (such as private technical schools, or community colleges) and remote work spaces should be explored
- Opportunities for spaces that residents, employees and visitors could use to work or attend classes remotely.
- Public art should be a component of any future development.
- Opportunities to integrate technology into site design should be explored, such as use of solar power, charging stations, etc. [this was a task force suggested and is covered in the Policy Plan]

#### SCHOOLS – PLACEHOLDER FOR LANGUAGE

(970-1500 new students estimated – need for a site(s))

- new school site(s)
- reuse of building(s)
- contributions/other approaches

#### PARKS

- Publicly accessible recreational facilities and park land should be provided within the land unit or nearby to fully meet the needs generated by the increased residential and/or commercial growth using the county’s adopted park typologies and acreage standards, and facility service level standards (Policy Plan, Parks and Recreation element, appendices 1-3).
- Outdoor parks and recreation facilities should be sited and designed so as to minimize negative impacts from airborne and transportation-generated noise per the county’s noise exposure policies. Noise mitigation measures, such as providing indoor facilities, use of bubbles, or tenting, may be appropriate.
- Mixed-use development within the land unit should incorporate a publicly-accessible parks network per the guidance of the Urban Parks Framework. Active and passive recreational facilities should be provided to fully meet the needs of residents, employees and visitors.

- Development within the land unit should take appropriate steps to minimize impacts to Ellanor C. Lawrence Park to the south. Due to the presence of high-quality ecosystem and sensitive natural resources, land disturbance, stormwater outfall, and similar human impacts should be avoided in the parkland south of Poplar Tree Road east of Route 28.
- Trail connections to Ellanor C. Lawrence Park, Rock Hill District Park, and other public parkland should be encouraged, consistent with the county's then-current transportation planning and the Park Authority's park master plans.
- Pedestrian and non-motorized connectivity between and within new development and the county's natural stream valleys and EQCs should be encouraged, particularly in the EQCs between Walney Road and Newbrook Drive, along Cub Run, and along Flatlick Branch. In order to enhance the public benefits derived from these natural resources, the outer perimeter of the EQCs should be developed with appropriate passive recreation amenities, wildlife observation, and/or educational waysides.

### Transportation

1. Dedicated transit should be considered along 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. Lawrence Park 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.

### Parks and Recreation

1. The Fairfax County Park Authority should collaborate with property owners 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.
2. 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.
3. Flatlick Stream Valley Park borders this land unit on the south. 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.

### 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



Draft Plan text for Task Force Review 1/9/19

Proposed deletions shown with a ~~striketrough~~; proposed new text shown with an underline

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 considered as part of the Phase II transportation improvements.

DRAFT