

**County of Fairfax, Virginia
Planning Commission Meeting
March 6, 2019
Verbatim Excerpt**

PA 2018-III-DS1 – COMPREHENSIVE PLAN AMENDMENT (DULLES SUBURBAN CENTER, LAND UNIT J) – *To consider proposed revisions to the Comprehensive Plan for Fairfax County, VA, in accordance with the Code of Virginia, Title 15.2, Chapter 22. Plan Amendment 2018-III-DS1 concerns approx. 1156 ac. generally located to the east and west of Route 28, bounded to the northwest by Old Lee Road, to the northeast by Walney Road and to the southwest by Braddock Road, to the south by Stonecroft Boulevard and to the southeast by Poplar Tree Road. The subject area is located in Tax Maps 43-2, 43-4, 44-1, 44-2, 44-3, and 44-4 in the Sully Supervisor District. The area is identified as Land Unit J of the Dulles Suburban Center in the Comprehensive Plan and is planned at the baseline for office, conference center/hotel, industrial flex and industrial use at an average intensity of 0.50 FAR, with options. The amendment will consider new land uses within the overall baseline intensity of 0.50 FAR, including new residential use (the addition of approximately 4250 units) and the addition of approximately 200,000 SF of retail use. Conditions relating to consolidation, impact mitigation, design and the flexibility to allow residential uses currently not envisioned by Comprehensive Plan policies related to airport noise may be recommended. Recommendations relating to the transportation network may also be modified. (Sully District)*

During Commission Matters:

Commissioner Tanner: Thank you, Mr. Chairman. And I do apologize, I am a little bit under the weather today, which it's probably appropriate that there's nobody sitting next to me right now. But tonight, we're going to talk again about the Plan Amendment for Sully District. And I want to thank the other commissioners. We had a good week of conversation, discussions, agreed with some changes as it applies the language specifically in the Plan Amendment itself. And I think we are actually at a really good point. So, I want to talk a little bit about some of the things we talked about this week. There was – there was a conversation about the road - the road language that was there. We've taken that out since then. The buffer, we want to protect. We want to make sure that everybody who is not just the initial buyers, but also subsequent lot buyers, they are also notified of the airport noise as well, and then we also made some changes to the school language. So, with that Mr. Chairman, my proposed changes to the staff recommendations are noted in bold italics in the handout you received tonight, and are highlighted in yellow. Mr. Chairman, I MOVE THAT THE PLANNING COMMISSION RECOMMEND TO THE BOARD OF SUPERVISORS A PLANNING COMMISSION ALTERNATIVE TO THE LAST STAFF RECOMMENDATION FOR PLAN AMENDMENT 2018-III-DS1, AS SHOWN ON TONIGHT'S HANDOUT DATED MARCH 6th, 2019.

Commissioner Migliaccio: Second.

Chairman Murphy: Seconded by Mr. Migliaccio. Is there a discussion of the motion? Mr. Ulfelder.

Commissioner Ulfelder: Thank you Mr. Chairman. I appreciate the changes. I think they are moving in a direction that addresses some of the issues and concerns that came up. However, we - we received this material late today and I think that there - I think it would be worthwhile in taking a little more time for the commission and the Commissioners to have an opportunity to

review it and to – and to consider to - and to continue to consider the impact particularly concerning the airport noise issues, which do concern me considering the testimony we received at the public hearing. And so, I would – I would move that we defer decision - I WOULD OFFER A SUBSTITUTE MOTION, TO DEFER THE DECISION ON THIS MATTER FOR ONE WEEK TO MARCH 13TH.

Chairman Murphy: Second?

Commissioner Hart: Second.

Chairman Murphy: Seconded Mr. Hart. Is there a discussion of that motion?

Commissioner Tanner: Yes. So, just to understand. Is there any additional language or areas that you would want be addressed during that deferral period?

Commissioner Ulfelder: Well, I- one, I want to be able to digest what is presented here, late today in this evening. And, I don't know if there's additional language so much as this – this is - this question of how we deal with airport noise. Particularly in light of the testimony by the MWAA representative at the public hearing concerning the status of their most recent revisions to the noise contours around Dulles Airport and the new information about the impact of flight paths in connection with noise. I would - I just want to have a little more time to look at this, to look at the language that's being proposed and see if there's anything else that might be added that would make it, make it - would deal - would address some of the concerns that I may have.

Chairman Murphy: Mr. Hart.

Commissioner Hart: Yes, thank you, I - thank you Mr. Chairman, I don't disagree with what Mr. Ulfelder has said. I wanted - I had hoped during the deferral that we would get closer to a consensus, and we – we often do with a deferral and we got this language, I think, maybe, I saw it around three o'clock or three thirty or something, and I have not had a chance to go through the changes in yellow with my supervisor even, and I would like to at least touch base. I think that, with the board meeting on the 19th, we're not affecting the critical path necessarily by deferring for a week. I think that, we also had some competing points of view expressed at the public hearing and I think maybe a few more days would give us a chance to try and harmonize those sort of competing or opposing points of view. I think we're sympathetic to the – the plight of the Westfields owners, I mean the office market is dead and it may never come back and they want to do something. But I think Mr. Ulfelder is right. This is a pretty big policy shift if we're gonna start putting residential at 60 to 65 and the red flag that we got was the MWAA representative and I think that the phrase that he used twice, I may have misunderstood, but it was either that the language was wholly inadequate or wholly insufficient. It was something like that and I think he said that twice, at least with respect to the flight paths and I'd understood that we can consider that. I think that the changes in yellow, at least the first few changes are - bless you - going in the right direction on that. I don't know that the MWAA guy has had a chance to look at this or offer any other specifics. I don't know that there is a citizen in the county besides the folks at this horseshoe who have seen the changes since – since they were typed up, and I don't know if somebody else would comment on this before we - before we vote. With something as important as the airport is to the county, with the airport representative telling us there is a problem with something we're about to do, I think it behooves us to tread carefully and

if we can make sure this is as good as we can get it before we send it to the board, a week helps with that. And I – I guess, if you're asking specifically, I'm fine with the transportation change. I think that was Commissioner Cortina's idea, and I think that just sort of going back to where we were - and I - I mean we could spend time on that but I'm fine with that. It's the – it's the noise - it's the implications of the change to the noise policy and I would at least like a chance to – to bounce that off my supervisor, if that's possible, if we have time to do that. Thank you.

Chairman Murphy: Further discussion of the motion?

Commissioner Tanner: Yes Mr. Chairman.

Chairman Murphy: Yes.

Commissioner Tanner: Just to clarify, this is not changing the policy. I mean especially when you look at the Zoning Ordinance and what FAA talks about as well, but I can respect what you're – what you're asking. So - so, I just want to make it very clear that we're not changing policy here. We're talking about a Comprehensive Plan amendment, which I think in previous meetings you've also suggested that we are using the Comprehensive Plan as a guide and as suggestions, and then if the Zoning Ordinance itself says that yes, we are good up to 65, then it's not a change of policy itself.

Chairman Murphy: Yes. Okay, Mr. Migliaccio.

Commissioner Migliaccio: If the maker of the substitute motion would be amenable, 3/13 is our CIP evening. Would you do it on the 14th, the next night, which is a full Planning Commission.

Commissioner Ulfelder: That certainly makes more sense.

Jill Cooper: We do have other decisions scheduled for 3/13 though. So, it's possible to add this, if you'd like.

Commissioner Ulfelder: Yeah, we do have a couple of decision only's on the 13th before we begin, but because it's a CIP night, it's a long night. Although I know the 14th is gonna be a long night because it's all the seven cases that we didn't hear on the night we were snowed out. So, let's see.

Chairman Murphy: I would rather have a postponement.

Commissioner Ulfelder: How about I stick with the 13th.

Commissioner Hart: They're both horrible.

Chairman Murphy: Okay.

Commissioner Tanner: I – I wouldn't say that I would be more amenable to the 14th, if you were gonna make that such a motion.

Commissioner Ulfelder: Oh, you would be more amenable to the 14th?

Commissioner Tanner: Yes.

Commissioner Ulfelder: Okay. Then I'll - I'LL ACCEPT A FRIENDLY AMENDMENT TO MY SUBSTITUTE MOTION TO DEFER THE DECISION ONLY TO MARCH 14TH.

Commissioner Hart: Was I the second? I'll go along if I was.

Chairman Murphy: Yes. Mr. Hart seconds the suggestion. Alright, all those in favor of the alternate motion, which is defer decision only on the Dulles Suburban Center Plan Amendment, Land Unit J, which is 2018-III-DS1, to a date certain of March 14th, with the record remaining open for comment to take further look at the proffers as amended this evening, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries.

The motion carried by a vote of 10-0. Commissioners Carter and Niedzielski-Eichner were absent from the meeting.

KAS

**DRAFT MOTION
PLANNING COMMISSION**

Planning Commissioner Donte Tanner
Sully District

**PLAN AMENDMENT 2018-III-DS1
Dulles Suburban Center, Land Unit J (Westfields)**

March 6, 2019

Background:

The language distributed this evening with my motion dated March 6, 2019 includes proposed revisions to the staff recommendation to address the items discussed at the public hearing on February 27, 2019 related to airport noise, mitigation of school needs, and the proposed buffer language along Braddock Road.

Motion:

My proposed changes to the staff recommendation are noted in bold italics and are highlighted in yellow. Mr. Chairman, I move that the Planning Commission recommend to the Board of Supervisors a Planning Commission alternative to the staff recommendation for Plan Amendment 2018-III-DS1, as shown on tonight's handout dated March 6, 2019.

End of Motion

**PLANNING COMMISSION ALTERNATIVE
PROPOSED PLAN LANGUAGE
Plan Amendment 2018-III-DS1**

Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~strikethrough~~.

(Excerpt from February 13, 2019 Staff Report, pages 26-36) with changes to staff recommendation shown in ***bold italics*** and **highlighted in yellow**)

RECOMMENDATION

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

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

LAND UNIT J

.CHARACTER

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

.RECOMMENDATIONS

Land Use

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

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

[NOTE: Re-number recommendations accordingly]

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

- The development intensity remains at an average .50 FAR for the entirety of Land Unit J.
- Residential and support retail uses are carefully located to create a sense of place, organized generally around the concept of three core areas, or village centers, that offer a mix of uses and well-connected public spaces that encourage activity and support the office campus.
 - One village center should be located in the western portion of Land Unit J, generally in the eastern portion of the land bay created by the Conference Center Drive loop road.
 - A second village center should be located in the Westone Plaza shopping center area, east of the intersection of Stonecroft Boulevard and Westfields Boulevard and west of Route 28.
 - The third village center should be located in the Commonwealth Centre area, generally west of Westfields Boulevard along the Newbrook Drive loop road.
- Residential use should not exceed a total of 5500 units in Land Unit J (including existing and approved units as of January 2019). This total includes existing and approved residential uses along Walney Road, Stonecroft Boulevard (The Preserve), and the northern portion of Commonwealth Centre, and represents the potential for an additional 4,250 units above what is existing and approved.
- Of the approximately 4,250 new residential units anticipated under this option, the unit type should be comprised of approximately 2/3 multi-family units (approximately 2,830) and a maximum of 1/3 single-family attached units (approximately 1,420). Single-family detached units are not appropriate.
- Retail use should not exceed approximately 600,000 SF in Land Unit J, with approximately 200,000 SF of that total to be allocated among the three village center areas.
- Development proposals with residential use should create high-quality living environments that provide appropriate transitions within the context of a larger area of nonresidential uses. Proposals should demonstrate that new developments have appropriate vehicular and pedestrian connections to surrounding uses, and offer amenities and activities for both existing and future residents, employees and visitors. Infill proposals should avoid the creation of scattered, isolated developments.

- Parcel consolidation is encouraged to ensure that adequate site size is provided for a high-quality development and associated amenities. Coordinated development plans may be an alternative to parcel consolidation, if it can be demonstrated that site design, building locations, open space, and access achieve plan objectives.
- At a minimum, 12% of the residential units should be affordable to meet county goals for affordable and workforce housing. These units should be distributed throughout any new development and should include a variety of housing types and sizes. Multi-family and single-family attached units of varying sizes and designs are strongly encouraged to provide diversity in housing type and to offer options to improve affordability. Opportunities for units that would appeal to residents who wish to stay local but downsize, as well as for those entering the housing market, are strongly encouraged to respond to different demands in the housing market.
- Publicly accessible active and passive recreational facilities and parkland should be provided within the land unit or nearby to meet the needs of new and existing residents, employees and visitors, based on the county's adopted park typologies and standards.
- Pedestrian and bicycle connections between the village centers and surrounding uses are provided to ensure connections throughout the land unit.
- Opportunities to include community uses for education (such as private technical schools, or community colleges) and remote work spaces are explored
- Opportunities are provided for spaces that residents, employees and visitors could use to work or attend classes remotely.

Noise

- While Comprehensive Plan policy discourages certain uses within the DNL 60-65 dBA aircraft noise contour, other planning goals support residential and other noise sensitive uses under the following conditions:
 - A noise study that documents the expected **maximum** noise impacts is submitted during the **initial** development review process for all noise sensitive uses. ***If the maximum noise impact is above 65 dBA, then residential use is not appropriate.***
 - ***Noise studies are completed prior to the issuance of a building permit to ensure that noise levels are mitigated to interior levels of 45 dBA or less. A subsequent noise study should be completed following construction and before the issuance of a Residential Use Permit or Non-Residential Use Permit, as applicable, to ensure that interior noise is mitigated to this level.***

- Commitments are provided during the development review process to construction standards and materials that mitigate interior auditory impacts to ensure that interior noise levels within living spaces do not exceed 45 dBA.
- **Mitigation to below 65 dBA is provided for private active recreation uses, such as placement of facilities indoors, and/or enclosing facilities with a flexible or rigid structure, such as a dome.**
- Disclosure statements, as well as a map of Dulles Airport, the DNL 60 dBA noise contour line, and general locations of residential units **and private active recreation spaces**, are included in all promotional and marketing materials and leasing and purchase agreements for residential and noise-sensitive uses, and are recorded in the land records, that state that a property is located within an area that will be impacted by aircraft noise. Notice should be made to all initial and subsequent lessors and purchasers.

Road noise

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

Schools

- Elementary and middle schools serving the area are nearing full capacity or will be at or above full capacity with existing housing units and approved residential zoning cases as of January 2019 that are within the boundaries of the existing schools serving Land Unit J. One or two new sites may be needed that will allow flexibility in school facility types to support the increased enrollment that would be generated by the proposed residential development. Up to two sites may need to accommodate two new elementary schools or one new middle school depending on the identified need. Additionally, facilities such as vocational training, academy programs, adult learning centers and/or other support functions could be located in this area.
- **Property owners and developers in Land Unit J should collaborate with Fairfax County Public Schools (FCPS) ~~should collaborate with property owners and developers in Land Unit J~~ to identify location(s) for school facilities preferably in advance of approval of applications for new residential developments in order to maintain and improve the county's high standards for educational facilities and to not impact current levels of service provided by the public school system. For land,**

the acreage of a site(s) may be determined with FCPS staff based on school policy. For reuse of a building(s), the applicant in coordination with FCPS may select a building(s) that provides access, safety, security, and meets play space requirements. Sites or buildings would ideally be in a location outside of the DNL 60 dBA airport noise line to minimize noise impacts.

- To address this need, developers proposing residential use should provide land or contribute to the provision of suitable land or building(s), as may be practical, to accommodate flexibility in future school facility needs. Contributions could be more traditional in nature, such as dedication of a school site, or might include more innovative urban solutions such as repurposing buildings, locating school facilities with parks or within buildings serving other uses. Alternatively, developers could make contributions toward land acquisition and school construction based on a contribution formula determined by FCPS and Fairfax County.

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

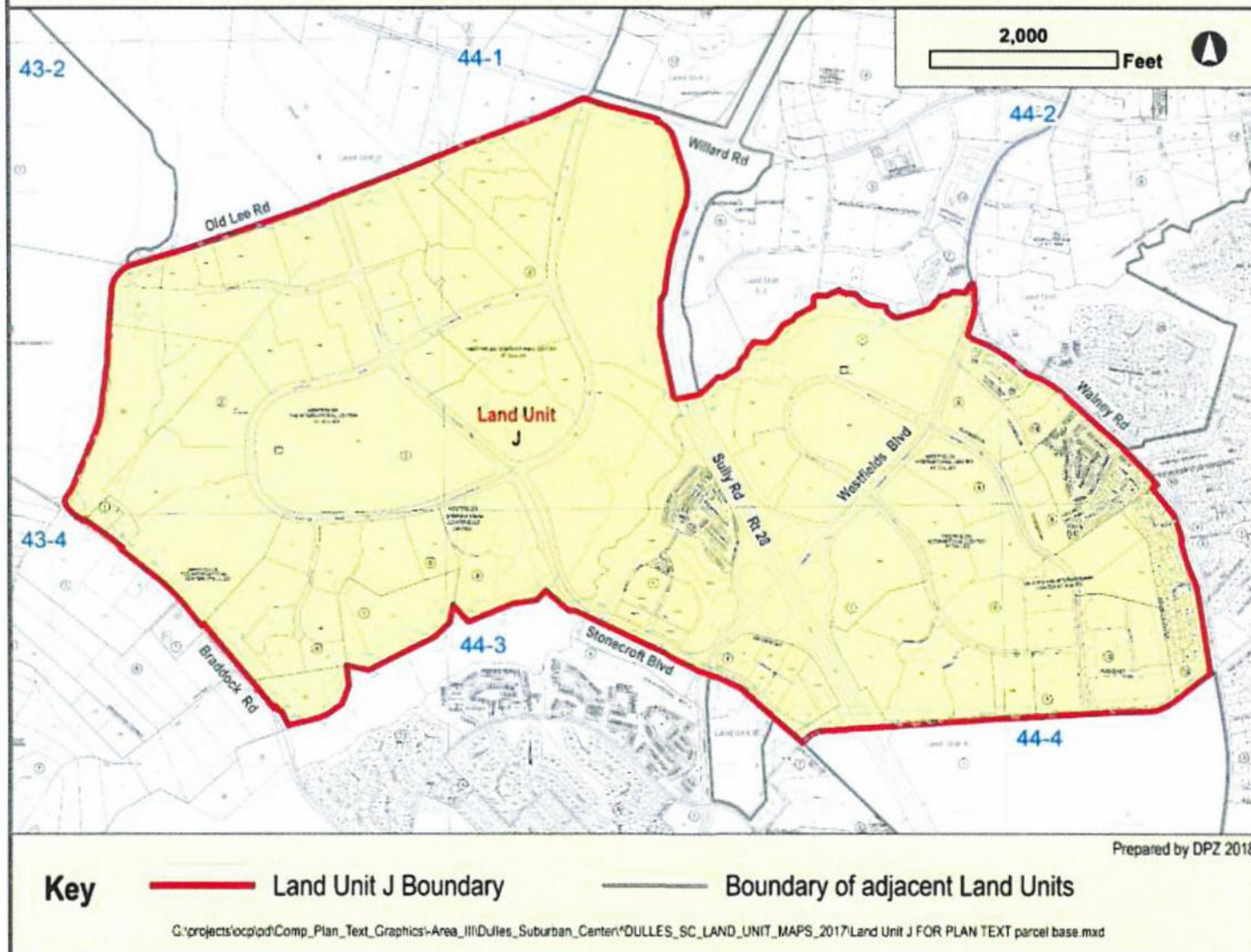
Described below are two options under which higher intensity mixed-use development may be appropriate for a portion ~~portions~~ of Land Unit J in the vicinity of the intersection of Stonecroft Boulevard and Westfields Boulevard. The intent of this higher intensity mixed use development is to create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

- ~~• Access to this development should not be oriented to Route 28.~~
- ~~• A parking maximum for commercial development in the focal point should be established at the number of spaces required for office use at 1.0 FAR in conventional development without public transportation. To offset the decreased supply of parking, employers should be encouraged to participate in a transportation demand management program (TDM) including such alternatives as carpools and vanpools.~~
- ~~• The quality of development should reinforce the showplace standards established by Westfields.~~
- ~~• A network of quality, publicly accessible urban parks should be provided per the Urban Parks Framework. There is an opportunity to connect the park spaces with Ellanor C. Lawrence Park, south of Westfields, and the planned trail along Poplar Tree Road. These connections to the county park system are encouraged and should be provided such that access to the park is enhanced while safeguarding its abundant natural and cultural resources.~~

~~A limited amount of high density residential development may be appropriate for incorporation within this mixed use focal point under either option under the following conditions:~~

- ~~• Residential development should be consistent with the county's adopted policies regarding residential development in areas impacted by noise from Dulles Airport.~~
- ~~• Residential development should be limited to mid-rise or high-rise buildings with a sufficient number of units to ensure a high quality living environment with active~~

Dulles Suburban Center - Land Unit J



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.

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LAND UNIT J
LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION

FIGURE 37

Option A [underline, not bold]

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

Option B [underline, not bold]

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

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

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

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

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

Shopping Center;

- The development has pedestrian access to the hotel; and
- Access is from Stonecroft Boulevard ~~or the planned extension of Poplar Tree Road.~~

~~6. The Walney Village subdivision is planned and developed with residential use at 5-8 dwelling units per acre. Residential development should be consistent with the county's adopted policies regarding residential development in areas impacted by airport noise.~~

7. Commonwealth Centre is located east of Route 28 and north of Westfields Boulevard. Like other property in Land Unit J, this property is planned for office, conference center/hotel, industrial/flex and industrial use up to an intensity of .50 FAR. There are two development options for this area.

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

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

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

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

Transportation

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

Parks and Recreation

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

Greenways/Trails

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

Countywide Greenways/Trails: Trails planned for this land unit are delineated on the Countywide Trails Plan Map and are an integral part of the overall county system. Internal trails within Westfields ~~are an integral part of the Dulles Greenway and~~ should provide continuity of

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

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.