County of Fairfax, Virginia
Planning Commission Meeting
March 12, 2025
Planning Commission Action

PA 2023-00009 (SSPA 2023-II-1F) - AT&T OAKTON
(Providence District)

PLANNING COMMISSION RECOMMENDATIONS:
On March 12, 2025, the Planning Commission voted 8-0 (Commissioner Bennett was absent from the meeting. Commissioners Clarke and Sargeant recused themselves from the application) to recommend to the Board of Supervisors the adoption of the Planning Commission alternative text for Plan Amendment SSPA 2023-II-1F, dated March 11, 2025.

The Planning Commission also voted 8-0 (Commissioner Bennett was absent from the meeting. Commissioners Clarke and Sargeant recused themselves from the application) to recommend to the Board of Supervisors the following follow-on motion:

To direct FCDOT to conduct an Oakton congestion and safety study spanning approximately one mile from the intersection of Chain Bridge Road and Jermantown Road, staying north of I-66. The study should consider enhanced, modified, and/or new connections to Chain Bridge Road from the Oakton neighborhoods as well as evaluate the connectivity and quality of the pedestrian and bicycle network. The study should recommend near-term and long-term improvements along with potential private and public funding options that the County can pursue.

ATTACHED DOCUMENTS:
Planning Commission alternative text dated March 11, 2025

MJ

SSPA 2023-II-1F, AT&T OAKTON
PLANNING COMMISSION RECOMMENDATION
DRAFT Date: March 11, 2025

The Planning Commission recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined (text proposed to be added that would be underlined is shown as double-underlined) and text proposed to be deleted is shown with a ~~strikethrough~~. Explanatory text to guide the reader is shown in **bold**. Text shown to be replaced is noted as such.

The proposed Staff Recommendation, dated February 5, 2025, is noted in yellow. Planning Commission recommendations revise and/or expand upon the Staff Recommendation and are noted in blue.

Note that the following modifications include changes to the overall suburban center guidance necessary to develop Land Unit B as the core area. Editorial changes include a reorganization of the Flint Hill Suburban Center section for legibility and clarity. Additional changes outside of the subject site are proposed to update the Plan recommendations to reflect the current entitlements and existing development, and to remove recommendations that have been implemented or superseded. Other transportation recommendations are off of the subject site yet would be recommended for future consideration to alleviate demands on the network and provide enhancements as a result of the subject site's development. Consistent with the authorization for this SSPA, the land use recommendations, such as planned intensities and uses outside the subject site, should remain as adopted.

MODIFY:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Page 4 (first bullet point):

- Provide pedestrian and bicycle facilities to support a walkable, bikeable, and transit supportive community with access to and from residential and employment areas to retail areas.

Page 4, last paragraph:

Community and neighborhood sized commuter parking facilities are needed along Braddock Road. Park and ride lots could be built for commuters, or shared parking arrangements could be made with churches, parks, and other uses. Provisions need to be made for safe pedestrian and bicyclist access between bus stops, park and ride lots, and nearby developments.

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Page 17:

The Flint Hill Suburban Center is defined primarily by 110 contiguous acres of planned and developed for a mixture of office, retail and residential uses that straddle Chain Bridge Road on the north side of I-66. ~~The majority of development, however, is office use. The area contains over 1,700,00 square feet of office space and has a typical FAR of about .40. The only vacant land is a five are tract at the intersection of White Granite Drive and Chain Bridge Road.~~ The area contains the AT&T Corporate office site at Chain Bridge Road and Jermantown Road and the 35-acre Flint Hill Office Park between Jermantown Road and Chain Bridge Road. Other smaller tracts are fully developed with office, retail, or restaurant uses. Building heights do not generally exceed six stories in the Center area. The Oakton Gable apartments are adjacent to the Flint Hill Office Park and both were developed as part of the same planned unit development.

…

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends this area as a Suburban Center. The area includes a mixture of office and residential uses. Flint Hill is much smaller in size than the other designated Suburban Centers in the county. Land Unit B is designated as the core area of the Suburban Center.

AREAWIDE RECOMMENDATIONS

Land Use

Extensive landscaping and integrated pedestrian and bicycle systems should be provided throughout the Flint Hill Suburban Center to make the ~~office and hotel~~ area more attractive and convenient ~~to use~~. Plazas, urban parks, fountains and street furniture are examples of amenities that would enhance ~~office use~~ the area, even in existing development.

…

[Add the following text after Figure 7 on Page 18]

Transportation

Transportation recommendations for the Flint Hill Suburban Center are shown on Figures 8 and 8A. In some instances, site -specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized location of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Active Transportation

Providing safe and comfortable pedestrian and bicycle connections and facilities is a high priority for the suburban center and surrounding communities. Connections should promote clear and direct paths that are enhanced with wayfinding signage and street trees

with appropriate width buffers from vehicle travel lanes. Additional buffer width may be necessary in certain areas to accommodate utilities, preserve desirable tree canopy, and other considerations. Key steps to improving active transportation within the suburban center include completing missing segments in the sidewalk network, providing new and enhanced trails, and improving substandard sidewalks. Street furniture and alternative paving treatments may be appropriate to offer attractive visual and pedestrian-serving amenities. Linear parks and connectivity between existing and planned parks should be provided to promote access to open space and health and recreational opportunities. The Gerry Connolly Cross County Trail should be improved to provide for two-way pedestrian and bicycle movements. Bicycle facilities should be provided to include on-road bike lanes on Borge Street and Bushman Drive. Where needed, bicycle facilities should be provided on low volume streets to contribute to a complete bicycle network. Off-road bicycle facilities should be provided on roads with higher vehicle volume to provide comfortable and low-stress bicycling.

Pedestrian crossings should be provided on all four legs of intersections within the suburban center. Accessibility ramps should be aligned parallel to the road. Additional features, such as high-visibility markings, leading pedestrian intervals, median refuge islands, and similar facilities should be provided to promote active transportation users' safety in the crossings.

A traffic control signal should be provided for the benefit and safety of pedestrians and school students at Oakton Elementary School. The signal should be provided at the Chain Bridge Road and Blake Lane intersection. A second signal should be evaluated for use along the Miller Road frontage of the school.

Transit

Transit services should be optimized to provide safe access and mobility choices for the communities within and in proximity to the suburban center, in addition to providing services for the new residents, employers and visitors, particularly to the core area.

Transit stops should be enhanced with amenities such as seating and shelters, identifying signage and transit information appropriate for the stop.

Vehicular

Within the suburban center, improvements should be made to the transportation network with the objective of improving traffic flow and pedestrian safety. The timing of potential transportation improvements should be considered relative to the impact of new development. Alternative or innovative intersection designs within the wider area to improve safety and traffic congestion should be explored and implemented. Appropriate measures should be taken to mitigate impacts of new traffic designs on pedestrian and bicycle safety. Potential improvements within and beyond the suburban center may include, but are not limited to, the following:

- Align the intersection of Rose Forest Drive and White Granite Road to be

perpendicular to Chain Bridge Road with no channelized islands.

- Explore options to improve safety and congestion between Blake Lane and Hunter Mill Road along Chain Bridge Road.
- Realign Rosehaven Street and Rose Forest Drive to provide a through connection from Jermantown Road to Chain Bridge Road as a four-lane road. This connection may serve to redirect traffic from Jermantown Road accessing Chain Bridge Road. Configuration of this connection, ensuring access to the residual portion of Rosehaven Street, will need to be determined subject to further analysis. Pedestrian crossings with enhanced safety features may be implemented with these road improvements.
- Improve the entirety of Flagpole Lane to a two-lane improved road. Refer to Figures 8 and 8A, Transportation Recommendations Map, for the extent of recommendations for this roadway.
- Redesign Borge Street, Jermantown Road, and Flagpole Lane adjacent to Borge Street Park to calm traffic and accommodate pedestrian safety measures.
- Consider traffic calming and pedestrian and bicycle safety along Blake Lane from Chain Bridge Road to Sutton Road.

Stormwater Management

Development in Flint Hill should retain, to the extent feasible, the first inch of rainfall on-site through infiltration, evapotranspiration, and/or reuse. If the retention of the first inch of rainfall is demonstrated not to be fully achievable, the portion of the first inch of rain that cannot be retained should be detained and gradually released. All available measures should be implemented to the extent practicable to support this goal for retention or mixed retention and detention of the first inch of rainfall. Development should reduce the peak runoff rate for the 2- year 24-hour storm in the existing condition by at least 20 percent; or use the Energy Balance method to reduce the peak runoff rate from the site, at a minimum, to that of a good forested condition, per the county Stormwater Management Ordinance.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figures 20 and 24 (Sectors F3 and F4). The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is

listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

[Note: the above Parks and Recreation guidance has been moved from its current position in the Flint Hill Suburban Center text to align with the new areawide guidance format. It remains as adopted.]

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Page 19:

"LAND UNIT RECOMMENDATIONS

Land Unit A

…

Land Unit B: the Suburban Center Core Area

Land Unit B, approximately 50 acres, is designated as the area located east of Chain Bridge Road between Chain Bridge Road, Jermantown Road, Oakton Village, and part of the Arrowhead and Calibre subdivisions. ~~This land unit is developed, for the most part, with offices, generally at an intensity of .40. It~~ The land unit is planned for low to medium intensity mixed-use development ~~not to exceed~~ up to .40 FAR. Residential mixed-use development up to 0.88 FAR on Tax Map 47-2 ((1)) 58 may be considered as described below.

~~The AT&T Corporate Office is the predominant use in this land unit and is almost completely developed. Further development on the AT&T site should be within the approved intensity and compatible with existing development on the site. Only existing access should be used and existing landscaping should be maintained and enhanced, where appropriate.~~

Core Area Land Use

In consideration of Land Unit B as a core area, the Plan's overall guidance for the development of core areas of Suburban Centers applies. The development and design of the core area should exemplify these planning principles and create a core area appropriate to its location and context within Oakton.

Mixed-use is the overall development goal of the county's suburban core areas. As such, future development plans and any subsequent amendments should provide for a balanced mix of residential, commercial, public spaces, and other uses that promote a vibrant and active focal point for the surrounding community. A mix of uses that facilitate a day-night activity cycle is essential to achieving the core area's goals. Automobile-dependent uses, such as drive-throughs on restaurants and businesses, are incompatible with the core area's development pattern and should be avoided.

The core area is envisioned to incorporate a grid of streets, including a walkable and activated streetscape along one or several main corridors. Residential alleyways, loading docks, trash disposal, and other service areas should be appropriately sited and screened to minimize the visual impact of these features, both internal and external to the development.

The primary residential form within the Flint Hill suburban core area is multifamily use, as determined by the number of housing units. Traditional and stacked townhomes may supplement these units to provide a diversity of housing types and compatibility with the surrounding townhome neighborhoods. New residential uses should consider universal design strategies, as appropriate, based on building type. Partnerships with outside entities to increase the availability of affordable housing are encouraged.

Buildings in the core area may be a maximum height of seven stories (approximately 95 feet) if buildings and setbacks can be designed to ensure compatibility with the surrounding uses and to mitigate the visual impact of taller buildings on nearby residential neighborhoods. Grading, landscape screening with year-round vegetation, the use of street trees and open space, topography, and other appropriate urban design practices should be utilized. Taller building heights should generally be located to the interior of the site and tapered down to the property lines to provide appropriate transitions to existing residential neighborhoods.

Establishing the Core Area

The AT&T office campus, Tax Map 47-2 ((1)) 58, may be redeveloped as the predominant mixed-use site in the core area at an intensity up to 0.88 FAR, averaged across the site, provided that the areawide guidance for the Flint Hill Suburban Center and the following criteria are met:

Land Use

- As the predominate site in the core area, the site should be developed under a coordinated plan that includes high quality architecture, design, and building materials, a consistent streetscape, lighting, and other elements. As a center for the Oakton community, an attractive, unifying character should be expressed throughout the site that complements the character of the broader area, creates a sense of place that invites people to gather, interact, and feel connected, and incorporates nature-inspired design elements, materials, amenities, and colors. Reliance on surface parking lots should be minimized in favor of right-sized structures and on-street parking.
- In consideration of a 0.88 FAR, averaged across the site, the development pattern should accommodate higher intensities in the western portion of the site fronting Chain Bridge Road, and taper to lower intensities to the east to support compatibility with and achieve an appropriate transition to the adjacent townhome communities.
- The development should incorporate ground level elements designed to activate the street, provide interest to pedestrians, and serve as a gathering place for the broader Oakton community. Among the potential design techniques are (i) varied

sidewalk and crosswalk widths, materials, and patterns; (ii) the use of lighting, street furniture and signage; and (iii) architectural treatments, building materials, and building colors that complement existing developments in the Oakton area.

- If the site is developed in multiple phases, interim conditions should be identified within a cohesive plan for the overall completion of the mixed-use development. Development at each phase should provide for its proportional share of the community needs generated from the new uses. Any future rezoning application should include a phasing plan. Non-residential uses should be provided in the initial phases of development.
- Up to 120,000 square feet of non-residential uses, inclusive of both retail and community use, should be included to primarily serve the local community. Small-scale retail, coffee shops and restaurants, assembly spaces, artistic spaces, daycare and education, fitness, professional services, a neighborhood-scale grocery store, and other compatible uses and amenities are envisioned. Such uses are intended to contribute to the community's sense of place and cultivate social connections.
- A compact development form that preserves much of the existing, desirable tree canopy and understory around the perimeter of the site (examples include areas such as along the Jermantown Road and Chain Bridge Road frontages and in locations near existing residential uses), provides usable open space, and complements the character of surrounding development is essential to the vision for the core area. Where tree removal is necessary, replacement vegetation should provide a similar or greater function and be consistent with existing tree varieties.
- Reflective of Oakton's name, any new development should incorporate both the preservation of existing and the planting of new oak trees designed to unify the development and provide shade areas for pedestrians. The existing oak trees long Chain Bridge Road and Jermantown Road should be prioritized for preservation and serve as a "gateway" feature to establish a sense of arrival and place and may be supplemented with other elements such as a standalone structure treated with a mural, the use of public art, or similar design features.
- The site's design should consider the adjacent nonresidential uses along White Granite Drive. Intersections, pedestrian nodes, and the siting of new buildings and open space uses should not preclude the adjacent properties from future redevelopment as part of the Suburban Center core area.
- Connected, well designed, and appropriately located and sized publicly accessible urban park(s), including at least one consolidated, common green that can provide flexible open spaces and accommodate a broad spectrum of active recreation activities and complement the new uses in the core area, should be included to create a sense of place and provide recreational opportunities for residents and visitors, per the guidance found in the Urban Parks Framework. The common green should be connected to Borge Street Park via a linear park that expands the open space network in the area. The linear park should be of sufficient width to

provide a variety of active and passive recreation facilities. Expansion and improvements to the existing Borge Street Park should also be considered.

- The existing hydrologic feature in the southwestern portion of the site along White Granite Drive should be protected through the use of open space and retention of existing wooded areas to the extent feasible.

Heritage Resources

- Tax Map 47-2 ((1)) 58 includes a substantial building comprised of four "pods," located around a central spine. The architecturally distinctive building was designed by the internationally known architectural firm, Kohn Peterson Fox, and serves as a landmark for the area. Prior to redevelopment, the building should be evaluated for potential historic and architectural significance consistent with Fairfax Planning District Guidance and the countywide policies for Heritage Resources. If found significant, the AT&T campus should be considered for preservation, and adaptive reuse. If preservation is not feasible, the AT&T headquarters building should be thoroughly documented and recognized in the design of the development or through other interpretive measures.

Transportation

- Eliminate gaps in the pedestrian and bicycle infrastructure along the periphery of the subject site and connect with adjacent facilities, neighborhoods, and parks with safe, comfortable routes and crossings.

- Improve pedestrian pathways to be wide enough with adequate buffers and street trees to provide comfortable and low-stress facilities.
- Improve the Chain Bridge Road, Jermantown Road, White Granite Drive and Flagpole Lane frontages with a shared use path, or equivalent facility to provide for two-way protected pedestrian and bicycle movements.
- A direct, publicly accessible street should be provided from White Granite Drive to Jermantown Road across the subject site. Refer to Figures 8 and 8A, Transportation Recommendations Map, for the extent of recommendations for this roadway. This connection may need to be accommodated through multiple stages of redevelopment within Land Unit B, and final location and alignment should be determined at the time of rezoning. New publicly accessible streets within the site should incorporate traffic calming measures into the design. The street design should limit turns to the extent possible while incorporating design elements to manage vehicle speeds. Street design and accompanying signage should be used to indicate a clear north-south travel path.
- Reduce the anticipated vehicle traffic by incorporating a Transportation Demand Management (TDM) program. TDM programs should also include strategies to address demand during peak periods on the weekday and weekend, increase the use of transit, and improve last mile travel through the provision of infrastructure and/or incentives.

Beyond the AT&T campus, other sites in Land Unit B have the potential for future redevelopment as part of the core area. ~~There is a vacant tract (~~Tax Map parcels 47-4- ((1))

16A and 16B), about five acres in total, at the intersection of White Granite Drive and Chain Bridge Road, that have been developed for restaurant and office (U.S. Post Office) uses at a maximum FAR of 0.40. Hotel or ancillary retail use is also appropriate for hotel or office use at a maximum FAR of .40.to be compatible with existing development in the immediate vicinity. Ancillary retail use may be considered if it is incorporated into office or hotel structures. Residential use at 12-16 dwelling units per acre would also be appropriate on this site. Development on this site should meet the general objectives- for development as part of the core area. indicated above at the beginning of the land use recommendations section.

Outside of the AT&T campus, Within Land Unit B residential use within Land Unit B should be mid-rise multifamily at a density of 12-16 dwelling units per acre. Building heights should not generally exceed six stories. Office parking areas should be well-buffered and screened from nearby residential areas.

Core Area Transportation
In addition to the core area's site-specific guidance, the following transportation considerations apply to Land Unit B:

- Connect the shared use path from the Chain Bridge Road frontage to the 66 Parallel Trail shared use path.
- Improve White Granite Drive to a four lane street inclusive of turn lanes from Chain Bridge Road to the new north-south street (within the subject site) as shown in Figures 8 and 8A. Appropriate measures should be taken to minimize vehicular traffic impacts on the nearby residential communities.

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Page 19 (continued): [Note: the guidance removed below applies to the remainder of Land Unit B and has already been implemented.]

…

While the primary uses set forth above are preferred, as an option, restaurant use with a maximum of 17,500 square feet could be considered, if all of the following conditions are met:

- No more than two separate structures containing one restaurant each are designed and developed as a single, coordinated project.
- If the optional restaurant use is developed no other uses, including the primary uses, should be permitted. No additional restaurants will be permitted if this option is used.
- The optional restaurant use may not include any fast food or drive through service.
- Sufficient mitigation measures should be provided to ensure that the level of service of the intersection of Chain Bridge Road and White Granite Drive is not impaired compared to other development options.

- The restaurant use must provide sufficient landscaping, screening, and buffering along Chain Bridge Road and White Granite Drive to preserve the existing parkway

Page 20:

ambiance on Chain Bridge Road in this vicinity. This landscaping, screening, and buffering must be sufficient to fulfill its intended purpose even after eventual widening of Chain Bridge Road.

- Peripheral and interior landscaping must be sufficient to establish a "campus" pattern of development compatible with the development of the adjacent AT&T corporate office site. The overall objective should be 40 percent open space, although a minor deviation from that objective may be allowed if all the objectives of the conditions for the optional restaurant use relating to landscaping, screening and buffering are fully met.
- Street furniture and special paving treatments must be provided as part of the landscaping plan to provide attractive visual and pedestrian-serving amenities.
- Pedestrian access must be provided to adjacent parcels.
- Signage, lighting, and building design and finish must be unobtrusive and of a high quality comparable to that for existing development in the Suburban Center.

For any development on this tract, the following transportation conditions must also be met:

- Access to the site must be provided on the north side of the property via White Granite Drive with the entrance to the parcel to be located on the north side as far from the intersection with Chain Bridge Road as possible.
- No direct access may be provided from Chain Bridge Road.
- Improvements should be made to the intersection of Chain Bridge Road and White Granite Drive with the objective of improving service on White Granite Drive without significant deterioration in the service currently provided on Chain Bridge Road.
- Appropriate measures must be taken to minimize impacts (including cut-through traffic) on the nearby residential communities and promote pedestrian safety on White Granite Drive, Flag Pole Lane, Borge Street, and the area surrounding the Board Street playground.

The intermittent impairment of the functioning of White Granite Drive, Flagpole Lane and Borge Street and problems of pedestrian safety on those streets and in the area surrounding the Borge Street playground, both due in part to cut-through traffic, require the attention of appropriate public authorities.

Land Unit C

…

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Page 21: [Note: the text removed below has been retained; it has been moved under the new heading for Areawide Recommendations for the Flint Hill Suburban Center, as detailed above.]

~~Transportation~~

~~Transportation recommendations for the Flint Hill Suburban Center are shown on Figure 8. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized location of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.~~

~~Parks and Recreation~~

~~Park and recreation recommendations for this sector are shown on Figures 20 and 24 (Sectors F3 and F4). The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.~~

~~Trails and Bicycle Facilities~~
~~Trails planned for this sector are described as a part of the recommendations for Sector F3 and Sector F4.~~

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F3-Mosby Woods Community Planning Sector, Page 42:

…

Transportation

Transportation recommendations for this sector are shown on Figures 17, 18 and 19. In some instances, site-specific transportation recommendations are included in the land use recommendations section. Recommendations regarding the AT&T campus site (Tax Map 47-2 ((1)) 58) can be found in the transportation guidance for the Flint Hill Suburban Center and as referenced on Figures 17 and 19. The figures show access orientation,

circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

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Page 47:

…

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

Pedestrian pathways, trails, bicycle facilities adjacent to and abutting the AT&T campus site (Tax Map 47-2 ((1)) 58) can be found in the Transportation guidance for the Flint Hill Suburban Center.

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F4-Fox Lake Community Planning Sector, Page 52:

…

Transportation

Transportation recommendations for this sector are shown on Figures 22 and 23. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. Recommendations regarding the AT&T campus site (Tax Map 47-2 ((1)) 58) can be found in the transportation guidance for the Flint Hill Suburban Center and as referenced on Figures 22 and 23. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Development proposals should also be evaluated against the Hunter Mill Road Traffic Calming Study (Northern Virginia Regional Commission, 2006), which provides both a traffic calming conceptual plan for Hunter Mill Road, as well as context sensitive roadway design techniques.

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Page 56:

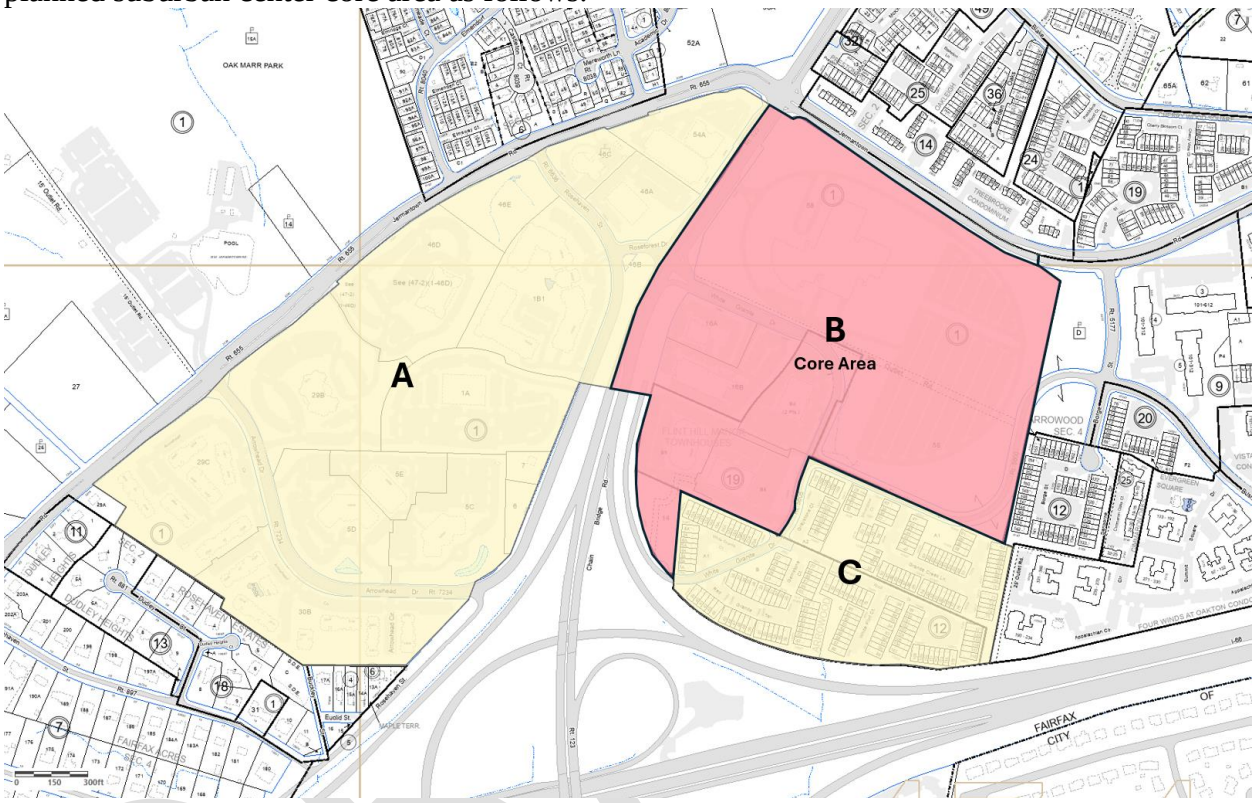
…

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

Pedestrian pathways, trails, bicycle facilities adjacent to and abutting the AT&T campus site (Tax Map 47-2 ((1)) 58) can be found in the transportation guidance for the Flint Hill Suburban Center.

MODIFY FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Figure 7 "Flint Hill Suburban Center," Page 18, to clearly delineate the boundaries of Land Units A, B, and C, and to establish Land Unit B as the planned suburban center core area as follows:



Flint Hill Suburban Center and Land Units
Figure 7

COMPREHENSIVE LAND USE PLAN MAP

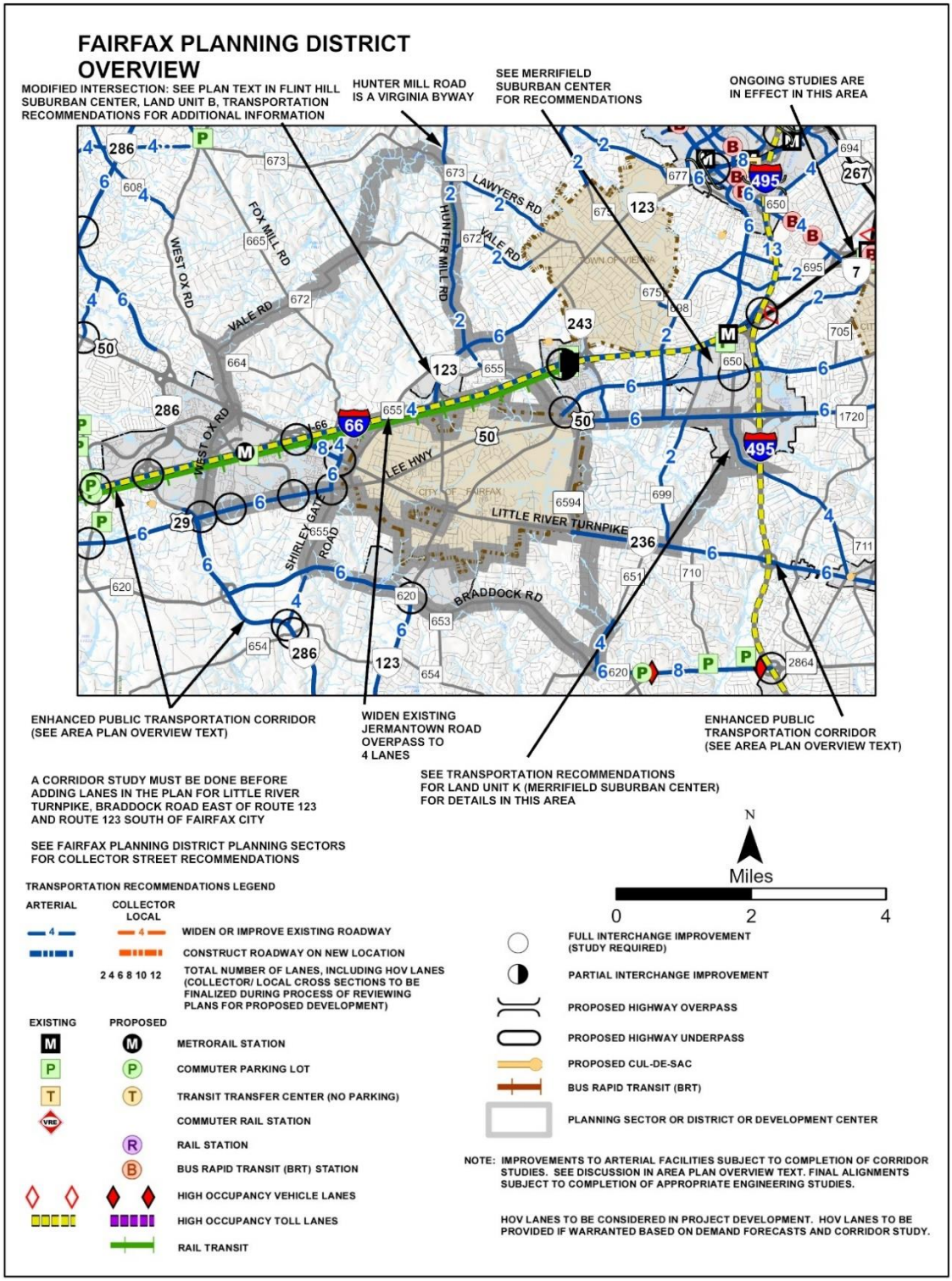
The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP

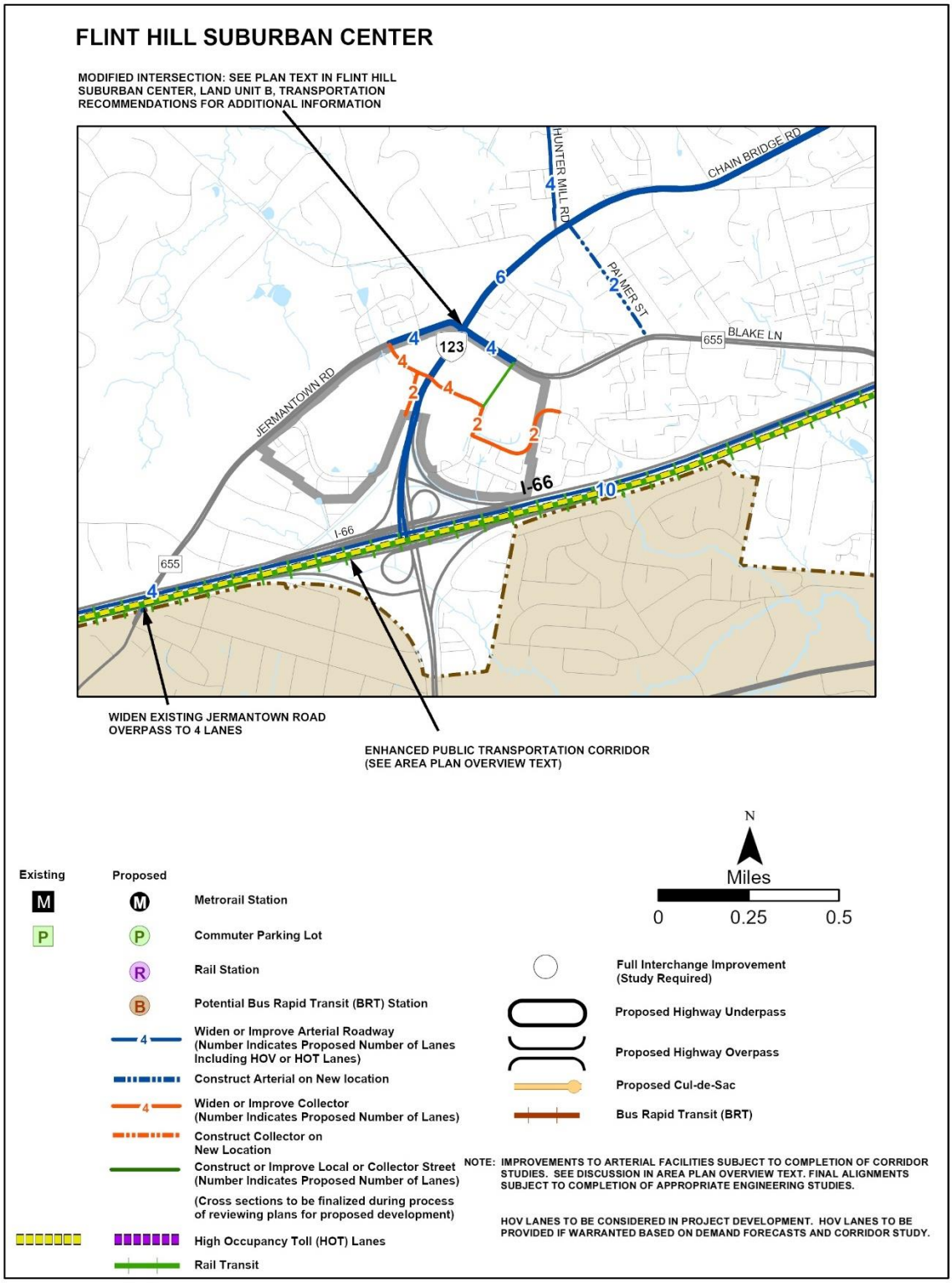
The Countywide Transportation Map will be updated to incorporate the transportation recommendations proposed for the redevelopment of the AT&T campus (Tax Map 47-2 ((1)) 58) and the creation of the Flint Hill Suburban Center core area in Land Unit B. Figures to be added or modified are identified below.

MODIFY FIGURES:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Figure 2 “Fairfax Planning District Overview”, page 5.

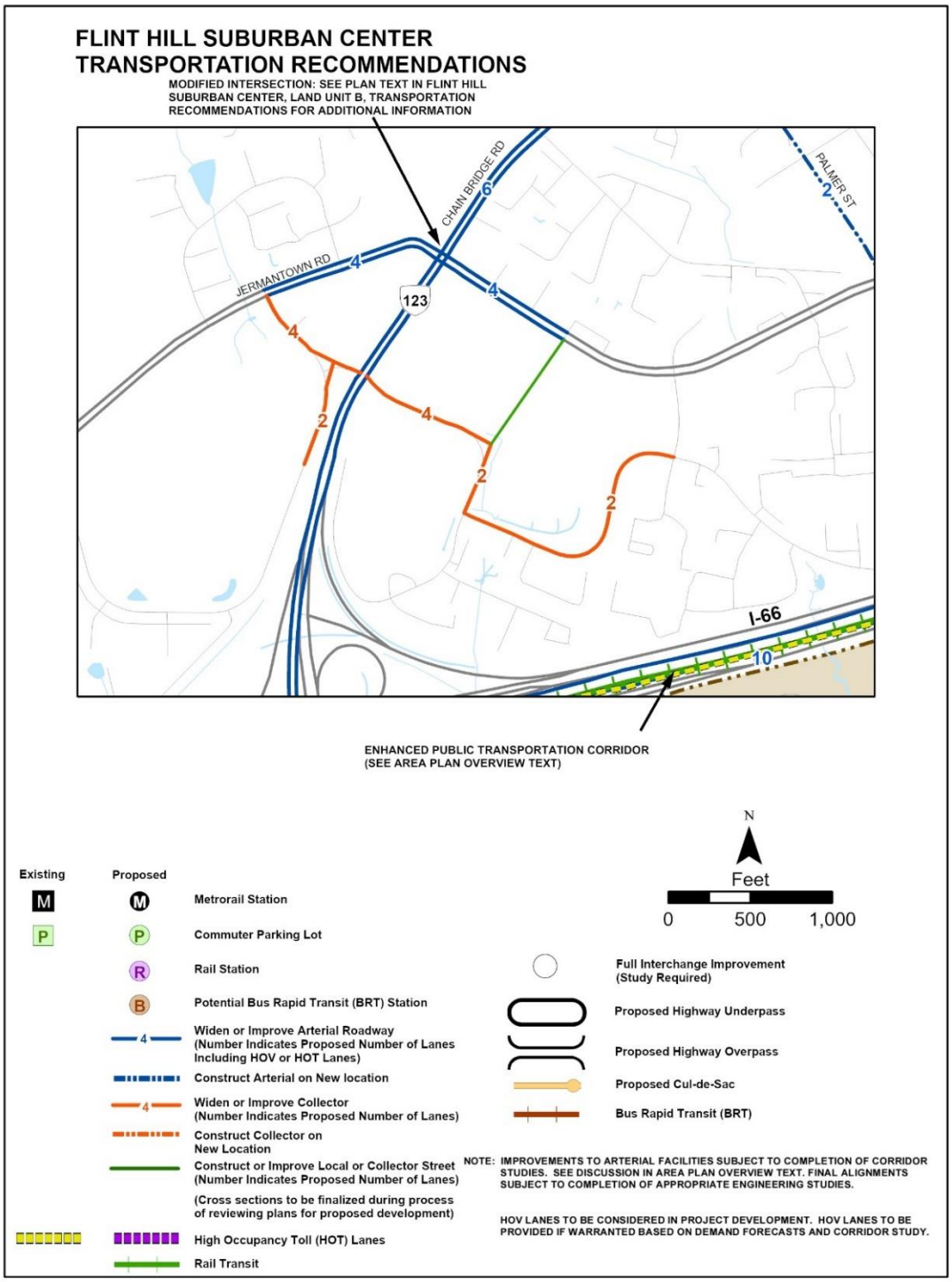


Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Figure 8 “Flint Hill Suburban Center”, page 22.



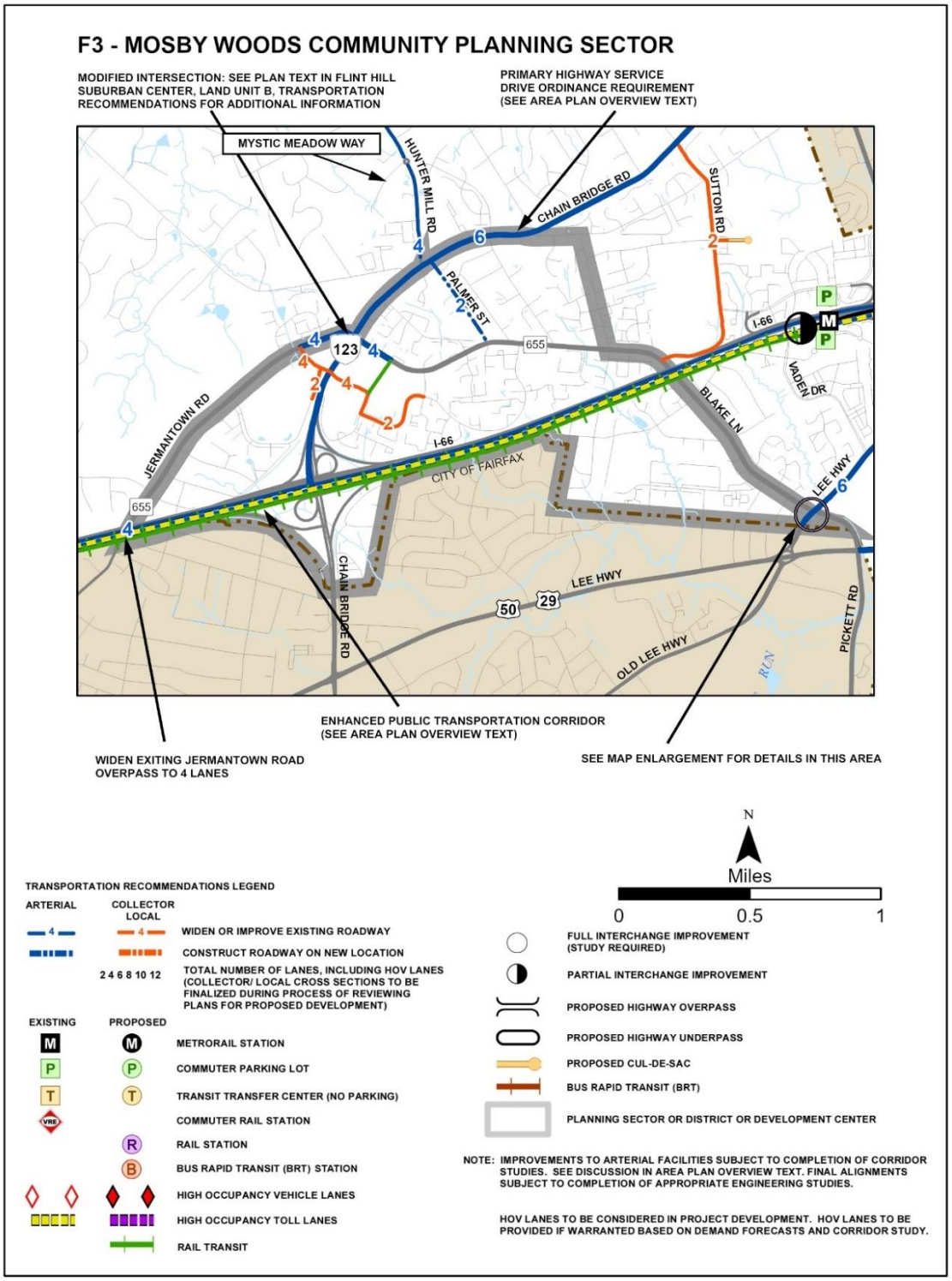
ADD FIGURE:

Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, Flint Hill Suburban Center, Figure 8A "Flint Hill Suburban Center Transportation Recommendations (Detail)". [Add following Figure 8].

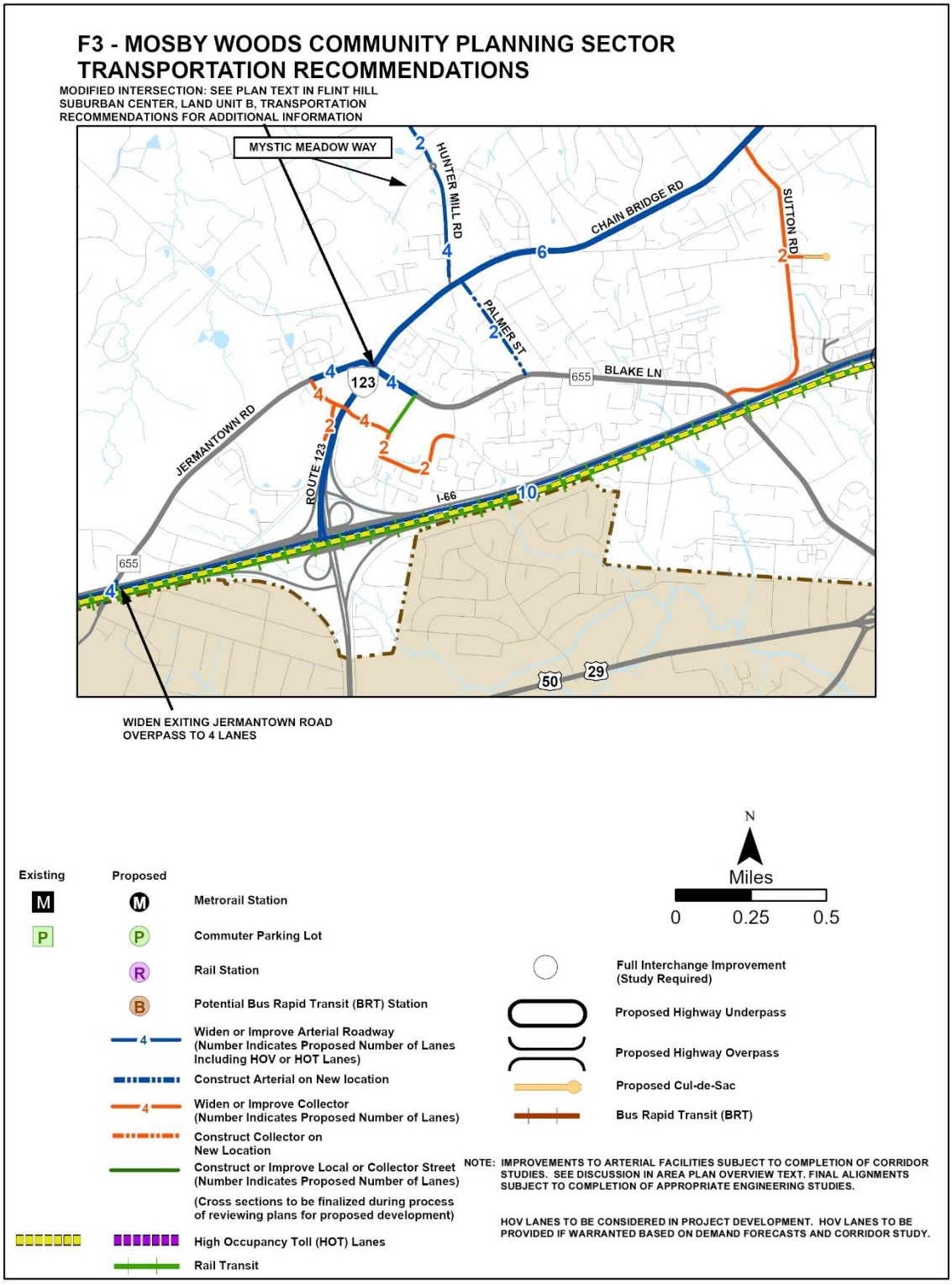


MODIFY FIGURES:

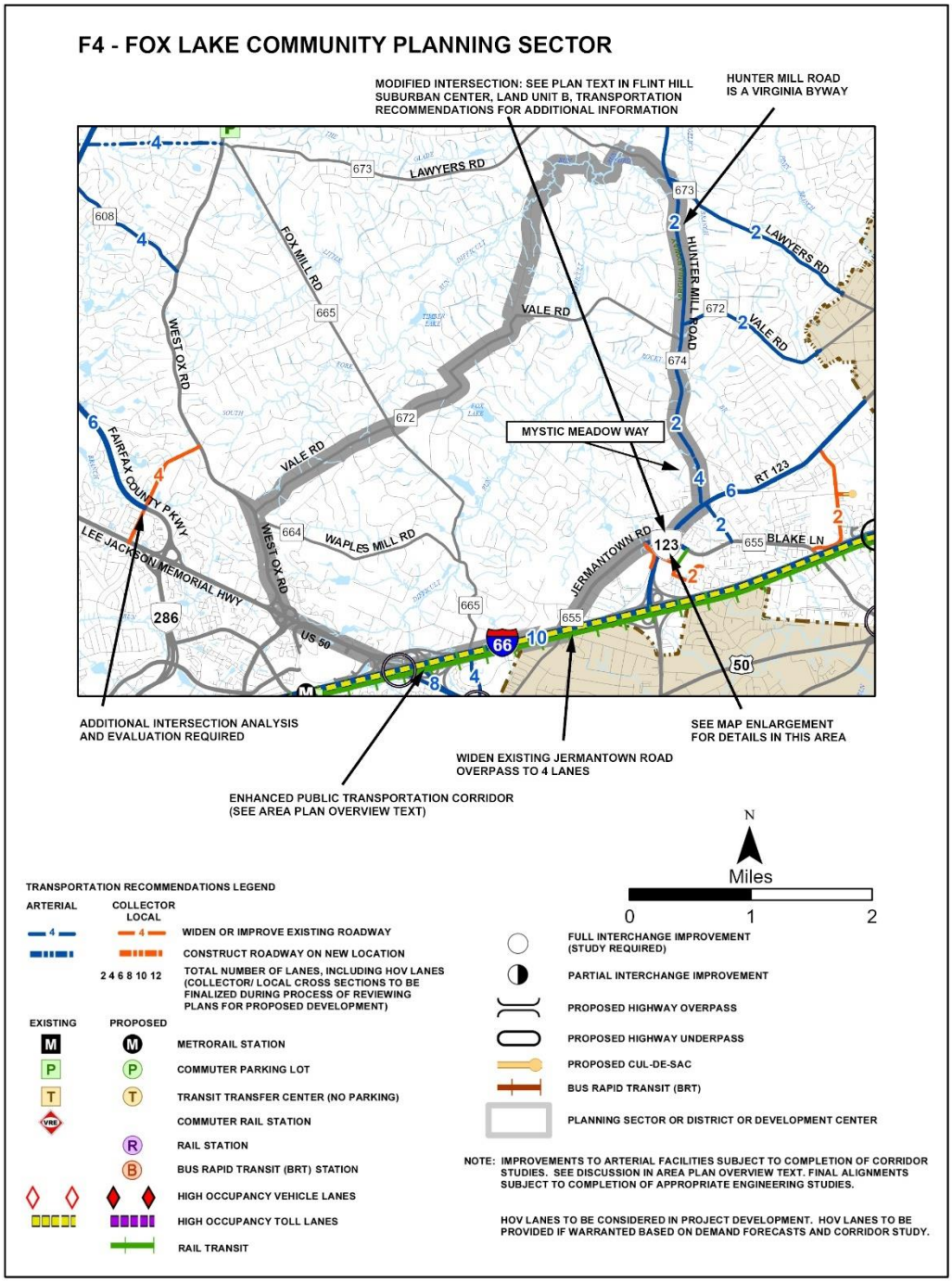
Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F3-Mosby Woods Community Planning Sector, Figure 17, page 43.



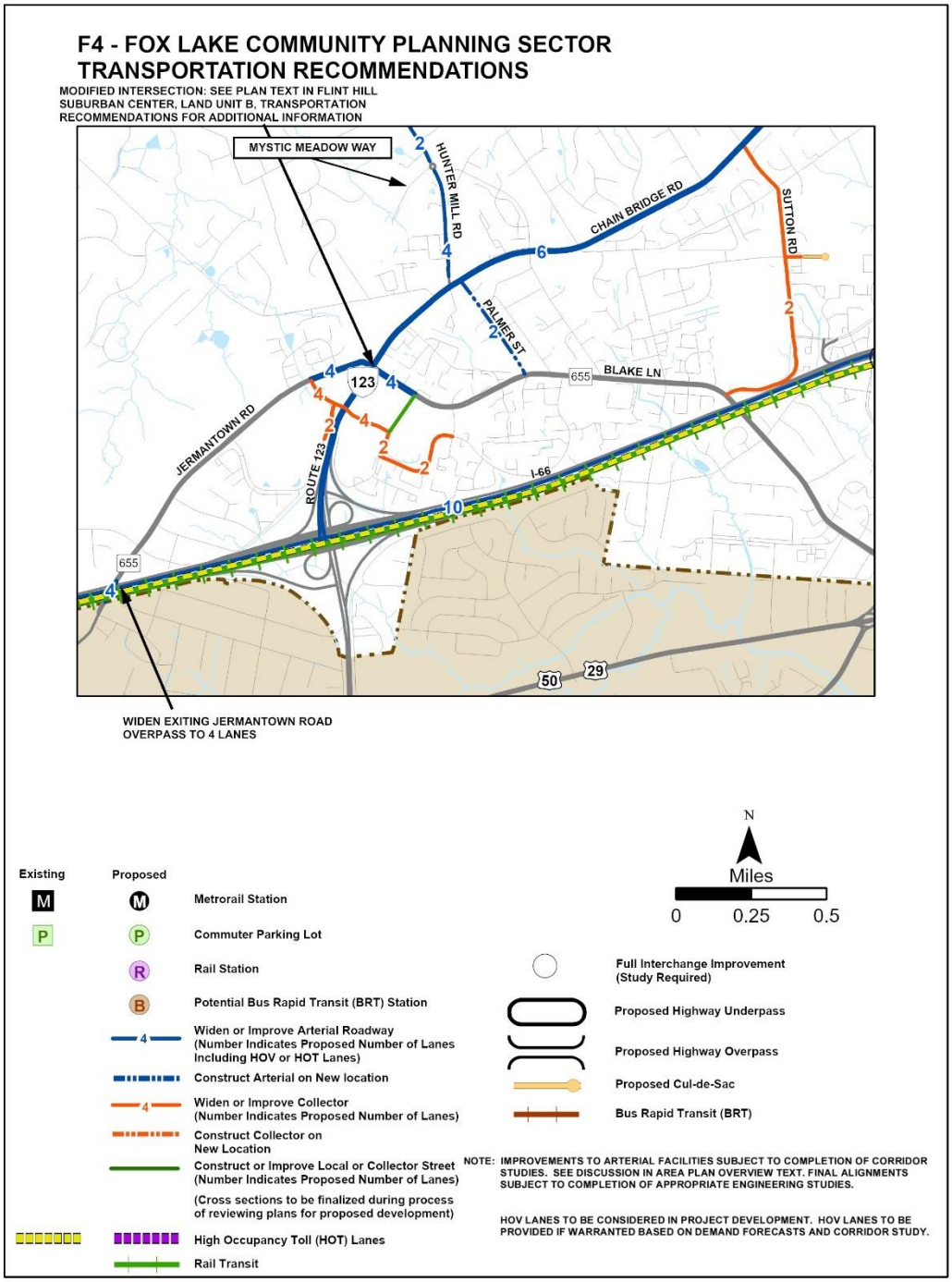
Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F3-Mosby Woods Community Planning Sector, Figure 19 “Transportation Recommendations”, page 45.



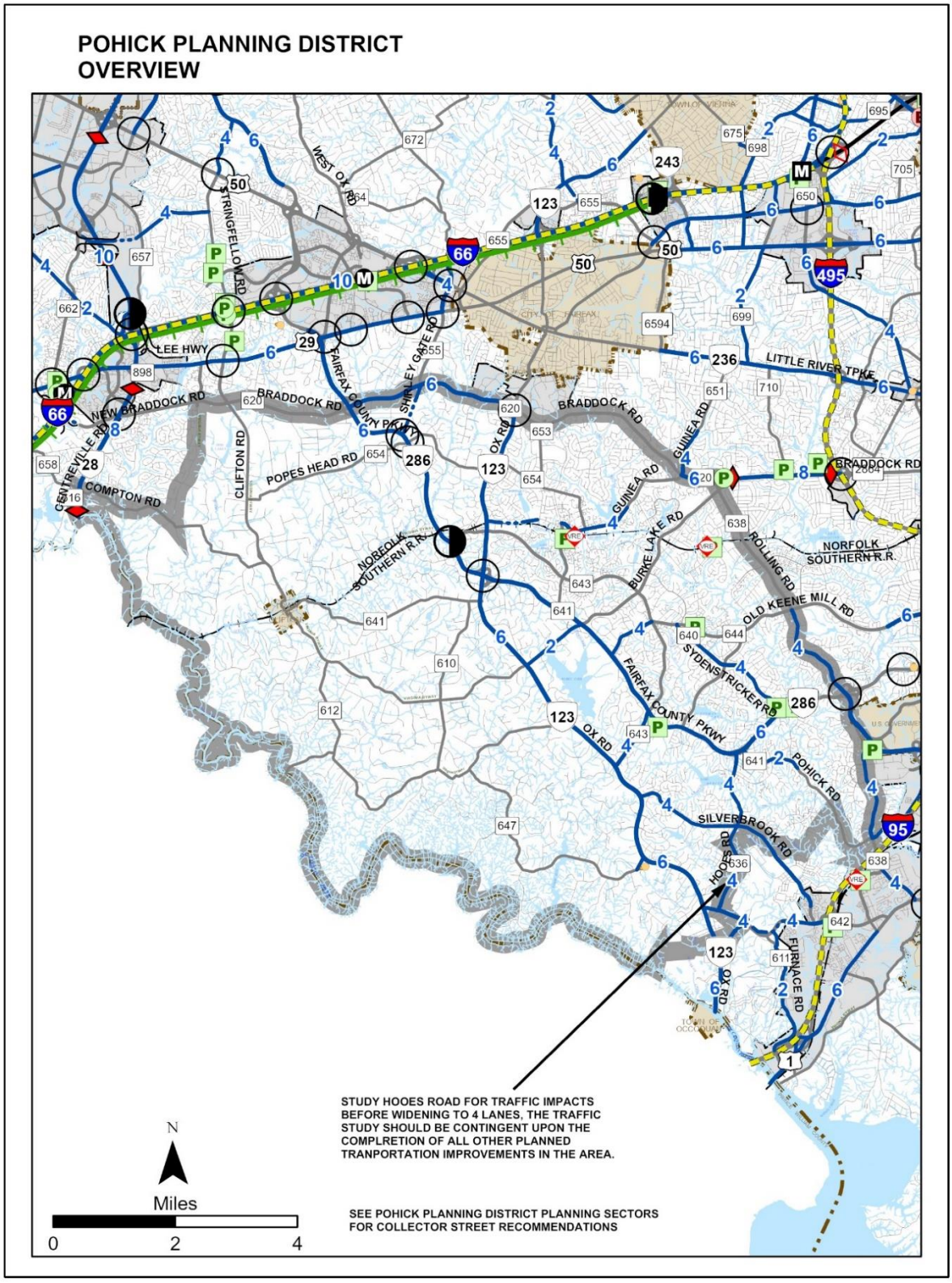
Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F4-Fox Lake Community Planning Sector, Figure 22, page 53.



Fairfax County Comprehensive Plan, 2017 Edition, Area II, Fairfax Planning District, F4-Fox Lake Community Planning Sector, Figure 23 “Transportation Recommendations”, page 54.

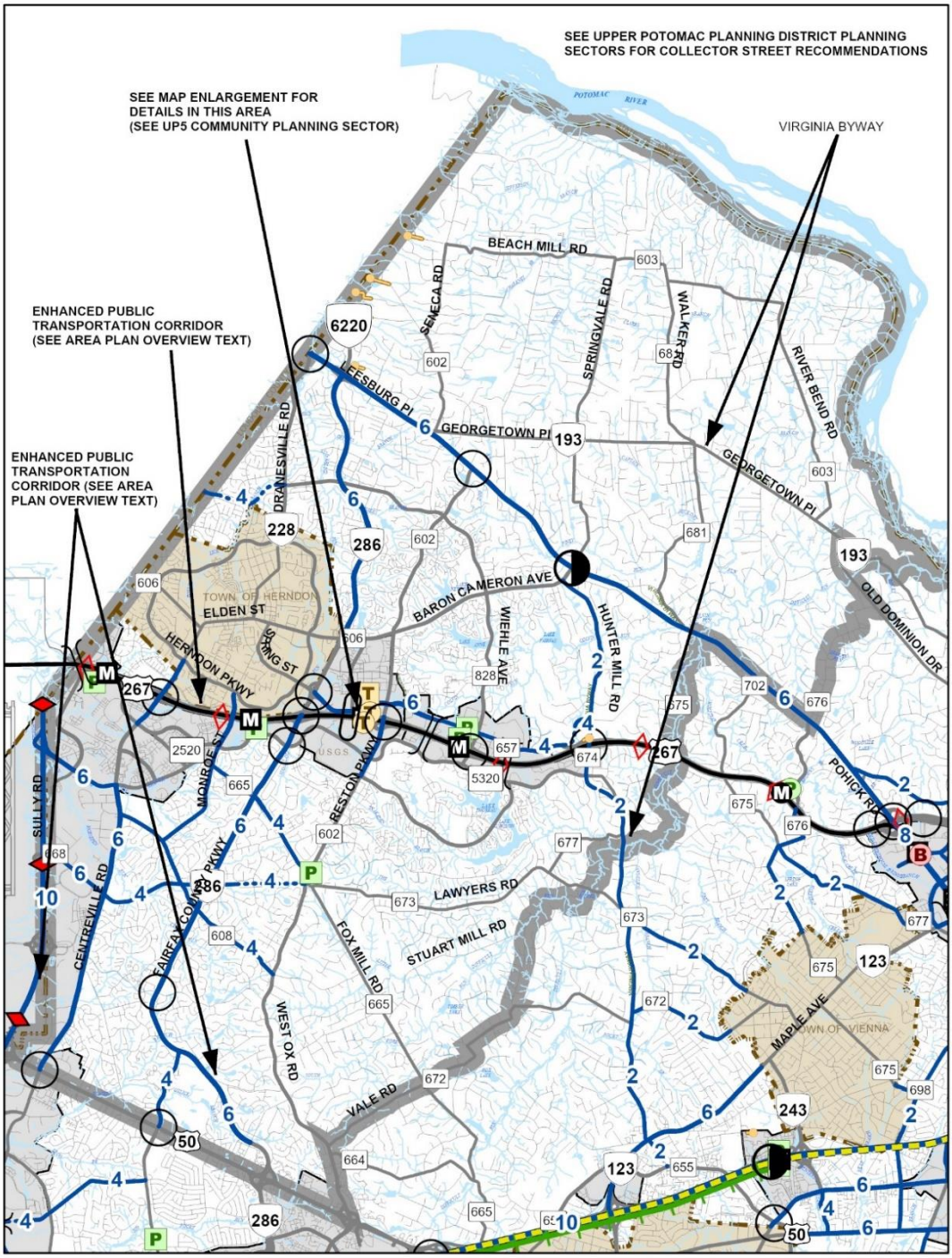


Fairfax County Comprehensive Plan, 2017 Edition, Area III, Pohick Planning District, Figure 2 “Transportation Recommendations Overview”, page 5.

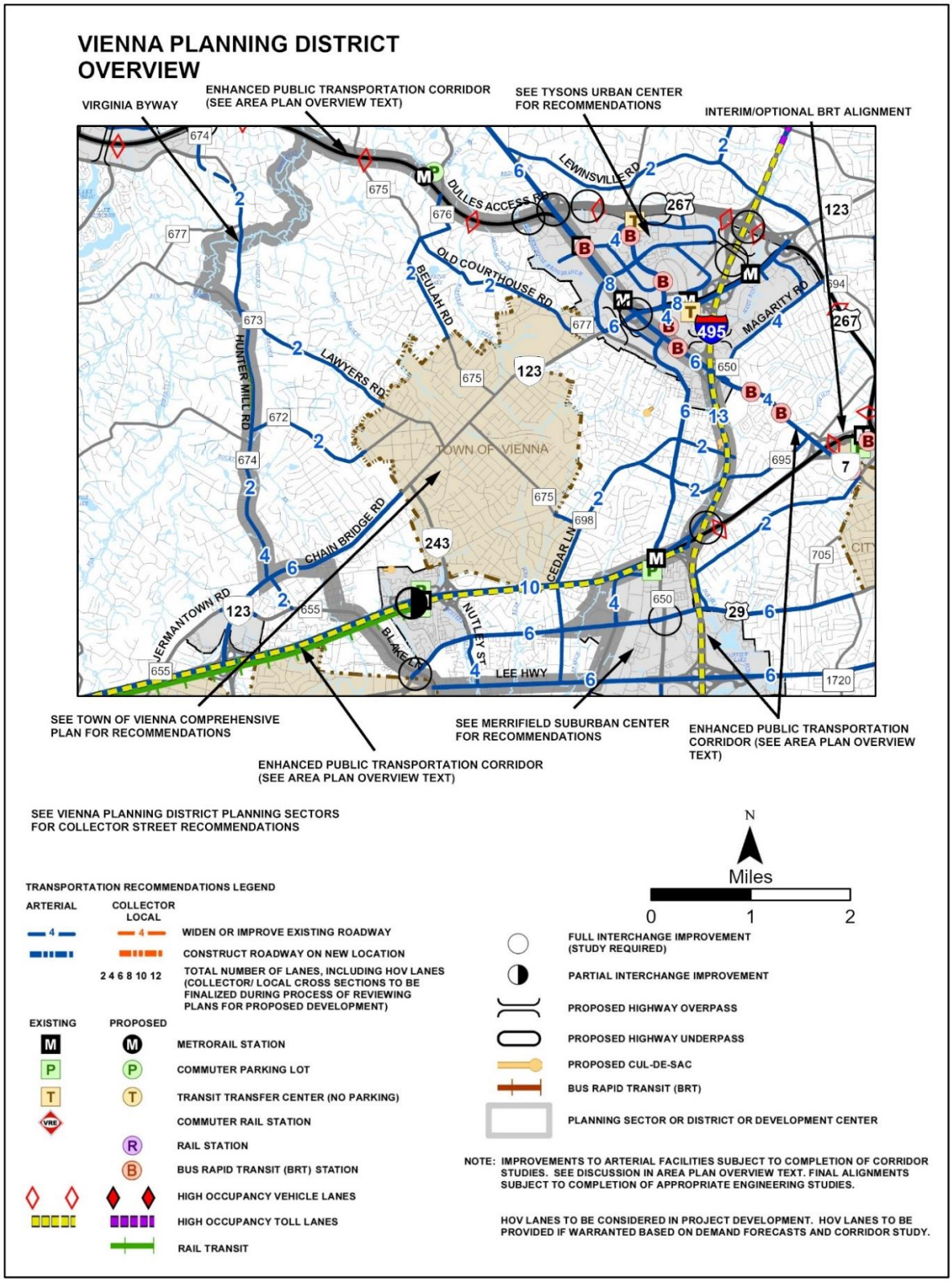


Fairfax County Comprehensive Plan, 2017 Edition, Area III, Upper Potomac Planning District, Figure 2 “Transportation Recommendations Overview”, page 6.

UPPER POTOMAC PLANNING DISTRICT OVERVIEW



Fairfax County Comprehensive Plan, 2017 Edition, Area III, Vienna Planning District, Figure 2 “Transportation Recommendations Overview”, page 4.



Fairfax County Comprehensive Plan, 2017 Edition, Area III, Vienna Planning District, V4 Piney Branch Community Planning Sector, Figure 29, page 79.

V4 - PINEY BRANCH COMMUNITY PLANNING SECTOR

