County of Fairfax, Virginia
Planning Commission Meeting
October 29, 2025
Planning Commission Action

PLAN AMENDMENT SSPA 2023-III-1BR – PARK CENTER
(Sully District)

PLANNING COMMISSION RECOMMENDATIONS:
On October 29, 2025, the Planning Commission voted 11-0 (Commissioner Hancock was absent from the meeting) to recommend to the Board of Supervisors the adoption of the staff recommendation for the Site-Specific Plan Amendment SSPA 2023-III-1BR, as shown on page 22 of the staff report.

ATTACHED DOCUMENT:
Staff Report dated October 1, 2025

CD

PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-III-1BR
DATE: October 1, 2025

GENERAL LOCATION: The subject property is bounded by Conference Center Drive to the north, west, and south; and Stonecroft Boulevard to the east.

SUPERVISOR DISTRICT: Sully

PLANNING AREA: Area III

PLANNING DISTRICT: Dulles Suburban Center

SUB-DISTRICT DESIGNATION:
Land Unit J

PARCEL LOCATION: 43-2 ((2)) 39C

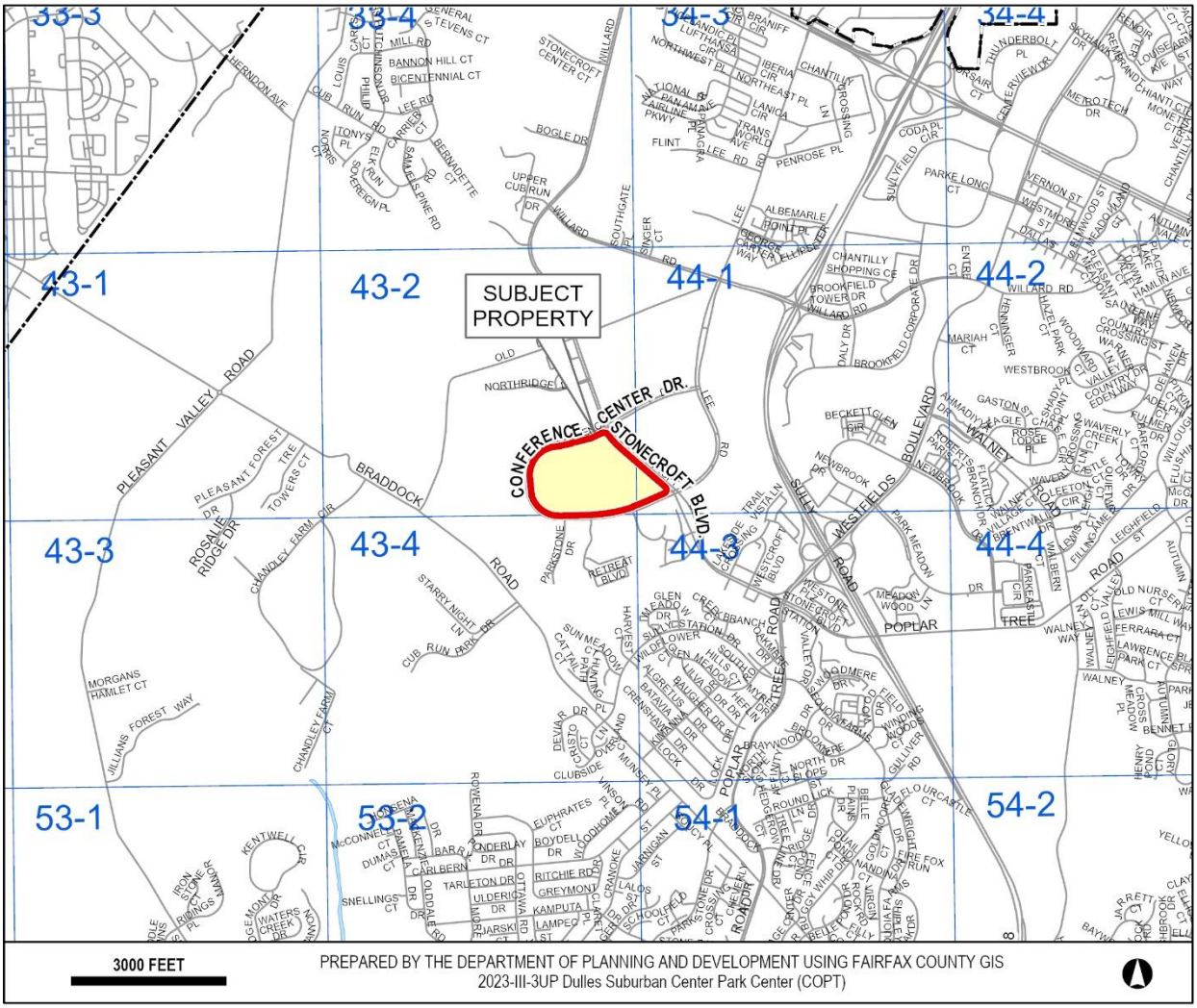
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, October 29, 2025 @ 7:30 PM

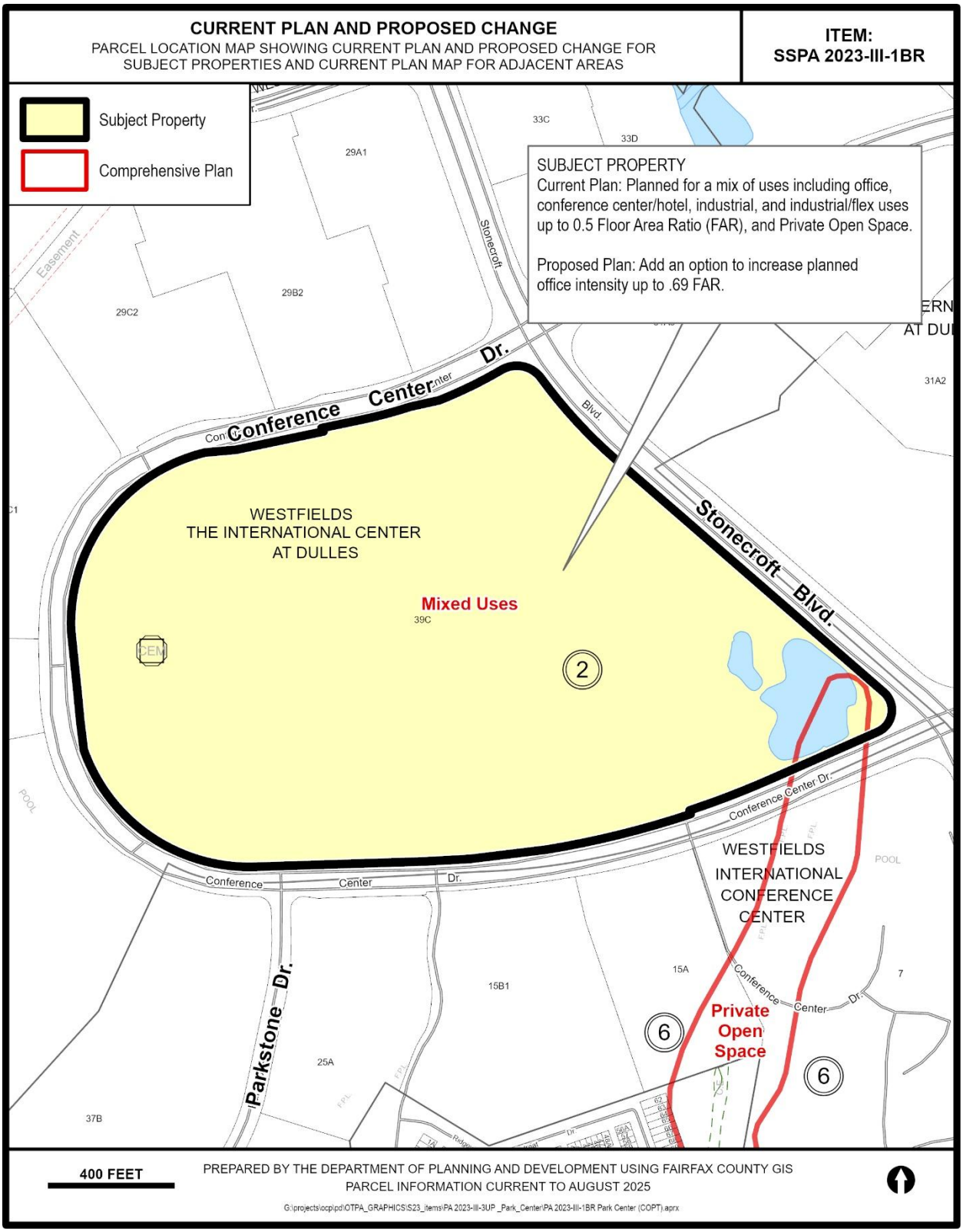
BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 9, 2025 @ 4:00 PM

PLANNING STAFF DOES RECOMMEND THIS ITEM FOR PLAN AMENDMENT

Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.

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




CURRENT PLAN AND PROPOSED CHANGE
PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS
ITEM:
SSPA 2023-III-1BR
Subject Property
Comprehensive Plan
SUBJECT PROPERTY
Current Plan: Planned for a mix of uses including office, conference center/hotel, industrial, and industrial/flex uses up to 0.5 Floor Area Ratio (FAR), and Private Open Space.
Proposed Plan: Add an option to increase planned office intensity up to .69 FAR.
WESTFIELDS
THE INTERNATIONAL CENTER
AT DULLES
Mixed Uses
39C
2
Conference Center Dr.
Stonecroft Blvd.
WESTFIELDS
INTERNATIONAL
CONFERENCE
CENTER
Private
Open
Space
6
6
Parkstone Dr.
400 FEET
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO AUGUST 2025
G:\projects\ocp\pd\OTPA_GRAPHICS\S23_items\PA 2023-III-3UP _Park_Center\PA 2023-III-1BR Park Center (COPT).aprx

STAFF REPORT FOR PLAN AMENDMENT 2023-III-1BR

BACKGROUND

On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized the consideration of Comprehensive Plan amendment (PA) 2023-III-1BR for Tax Map Parcel 43-2 ((2)) 39C in the Sully Supervisor District. The subject property is located within Area III, Land Unit J of the Dulles Suburban Center in the Fairfax County Comprehensive Plan ("Plan"). The adopted Plan guidance for this area recommends campus style office and industrial flex uses up to a maximum of .50 Floor Area Ratio (FAR). The Board requested that staff evaluate a Plan amendment for an option to allow for increased office intensity on the subject parcel up to .69 FAR.

Review of this Plan amendment is being processed concurrently with rezoning application RZ-2023-SU-00016/PCA-78-S-063-13/SEA-2016-SU-02 which requests a rezoning from the I-3 (General Industrial) District to the C-4 (High Intensity Office) District and concurrent special exception amendment to increase the permitted development intensity and reaffirm previously approved allowable building height. Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning applications and would not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE SITE

The 64-acre subject property consists of a single parcel (Parcel 39C) and is bounded by Conference Center Drive to the north, west and south, and by Stonecroft Boulevard to the east. The parcel is within Land Unit J of the Dulles Suburban Center and is currently planned for campus style office and industrial flex uses up to a maximum of .50 FAR (see **Figure 1**). The subject parcel is zoned I-3 which is consistent with development in the surrounding area which is zoned I-3 (Light Intensity Industrial Use) to the east, south, and west; and I-4 to the north (Medium Intensity Industrial Use).

Currently, the property is developed with four separate secure office buildings containing 925,316 square feet of office and ancillary uses and a structured parking garage. Access to the site is limited with at least two secure entry points and three additional gated and restricted entry points. A significant portion of the site is covered with surface parking, with a single stormwater retention facility in the southeast corner. A small, historic gated cemetery is located within the subject property.

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CHARACTER OF THE AREA

Land Unit J of the Dulles Suburban Center is characterized by a mix of uses primarily consisting of office, commercial, and more recently, residential development. The area functions largely as an employment center with some concentrated residential uses. The area surrounding the subject property is largely planned for and developed with office and industrial-flex uses. To the north, the area is generally zoned I-3 and I-4. To the south, the area is predominately zoned I-3 and includes general office uses, a data center, and a hotel and conference center. A single residential planned development (PDH-8) is located nearby.

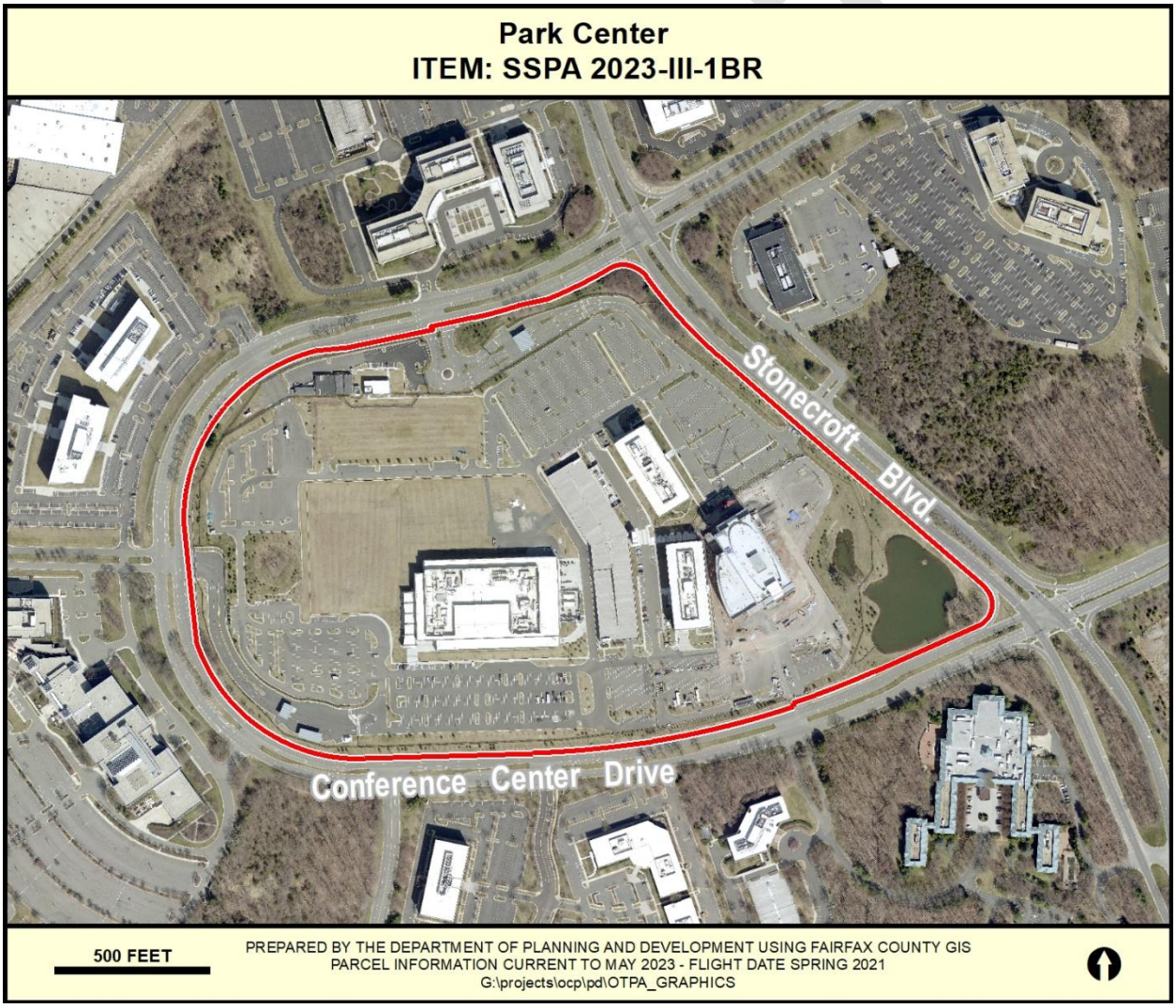


Figure 1: Aerial Map with the Subject Property

PLANNING HISTORY

The Dulles Suburban Center area has historically been planned as an employment center since Washington Dulles International Airport's envisioning in the 1950s. Areas south and east of the airport, generally along the Route 28 corridor, have developed accordingly with a mixture of office and industrial uses served by good access to the area's transportation infrastructure. In March 1993, the Board of Supervisors adopted the Dulles Suburban Center Plan; adding a new planning designation and subsequently new Plan geographies across approximately 6,644 acres. This included Land Unit J, mostly comprised of the Westfields International Corporate Center (Westfields), which by the late 1990s had begun transitioning into a significant suburban office center.

A study of the suburban center was authorized as a part of the 2013 Work Program and conducted between 2016 and 2018. This study was authorized to update the Dulles Suburban Center Overview, Areawide and Land Unit recommendations to ensure consistency with current policy structure and practice. Parallel studies were also conducted focusing on specific subunits and sites within the suburban center including a study of Land Unit J.

The specific study of Land Unit J considered the addition of new land uses generally within the overall baseline intensity of .50 FAR, and included potential new areas for residential development. A majority of the land area was owned and developed by Westfields, which had developed a master plan for an office park that became the basis for the Plan evaluation. An Urban Land Institute Technical Assistance Panel sponsored by the Westfields Business Owners Association (WBOA) recommended the creation of three distinct neighborhoods in the Westfields Area, including areas for residential mixed use. For the subject property, the report envisioned a secure office neighborhood consistent with Comprehensive Plan goals.

In 2019, the Board of Supervisors adopted changes to Land Unit J recommendations with Plan amendment 2018-III-DS1, which updated Plan guidance to include an option for adding residential uses within the Land Unit. The amended Plan created greater flexibility to respond to a broader range of development opportunities while diversifying and enhancing the character of the Westfields area and retained the currently planned campus style office and industrial-flex uses for the subject property.

ADOPTED COMPREHENSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through September 10, 2024, Dulles Suburban Center Land Unit Recommendations, Land Unit J, Recommendations, page 124:

> "RECOMMENDATIONS
> <u>Land Use</u>

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. Future development should be consistent with the character of the existing development. High quality site, building and landscape design should be maintained.

   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 to otherwise facilitating transit-oriented development."

PROPOSED PLAN AMENDMENT

The Board requested that staff evaluate a Plan amendment for Tax Map Parcel 43-2 ((2)) 39C to increase the planned office intensity from 0.50 FAR up to 0.69 FAR.

This Plan amendment is being considered concurrently with rezoning application RZ-2023-SU-00016/PCA-78-S-063-13/SEA-2016-SU-02 which proposes an increase in the development intensity from .50 FAR up to a .69 FAR. The development concept submitted with the rezoning application, **Figure 2**, depicts an additional 1,001,294 square foot office building and structured parking garage on-site, depicted in white in the figure below. The inclusion of the development plan is for illustrative purposes and is not intended to suggest the final design which may change as a part of the rezoning and development review process.



Figure 2: Illustrative Conceptual Plan, Source: *Submitted as part of the 2022 SSPA Process*

Table 1 describes the Plan amendment quantification for the adopted and proposed Plan potential and net change.

Tax Map Parcels	Total Area	Existing Development	Comprehensive Plan Potential	Proposed Plan Potential	Net Changes
43-2 ((2)) 39C	64.12 acres	925,316 sq. ft. office	1,396,541 sq. ft. office	1,927,225 sq. ft. office	+ 530,684 sq. ft. office

ANALYSIS

The proposed Plan amendment has been evaluated with consideration for broader Dulles Suburban Center goals and for land use compatibility and potential impact of increased office development potential to the transportation network, parks, and the environment.

Land Use

Land Unit J is one of three mixed-use nodes envisioned for the Dulles Suburban Center and is planned for a mix of campus-style office, hotel/conference center, and industrial/flex uses up to a maximum of .50 FAR to be compatible with existing development. Major planning objectives of the Dulles Suburban Center include encouraging "… infill development at major employment sites that incorporates a mix of land uses and recreational uses to create a multi-modal environment that provides services and amenities to support both employees and residents." [page 9] Other Plan objectives encourage flexibility to encourage uses that are compatible with and bolster office use that are attracted to this area and specifically encourages opportunities for business, commercial operations and government facilities to promote economic synergy.

While the Dulles Suburban Center plan encourages flexibility to consider office uses in places like Land Unit J, to advance the objectives of the Dulles Suburban Center, new development will need to take measures to mitigate the impact of increased traffic and enhance the multi-modal network envisioned for the area. The comparison of vehicle trips generated by the current Comprehensive Plan for office use at a .50 FAR and the proposed Plan amendment for office at a .69 FAR shows that the proposed land use change is expected to result in an increase in daily and peak hour vehicle trips. The estimated traffic impacts of increased office potential and potential mitigation strategies are discussed further in the transportation section of this report.

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The subject property is currently developed with four separate buildings at .50 FAR and separate structured parking. The proposed Plan amendment would introduce an option for additional office intensity up to a .69 FAR. The subject property is isolated from adjacent properties, bounded entirely by Conference Center Drive and Stonecroft Boulevard. The site is currently developed with secure office uses and multiple gated access points to the north, south, and west onto Conference Center Drive and to the east onto Stonecroft Boulevard. Both the north and west access points account for all general ingress and egress (vehicular and pedestrian) to and from the site. Additional gates to the south and east are typically closed and are not used as primary points of access.

The area surrounding the subject property is predominantly characterized by office uses. Additional uses are located nearby including industrial use (data center) and a hotel and conference center. While not immediately adjacent, a single-family attached residential community is located less than a quarter of a mile south of the subject property with singular access onto Conference Center Drive. Land Unit J has also continued to evolve since the 2019 Plan amendment, introducing additional residential uses alongside established office development. Within this context, the additional office use is compatible with current and planned uses in Land Unit J and is consistent with the current vision of the Comprehensive Plan for the site. The proposed increase in development intensity can also provide an opportunity to meet other county and Plan goals including economic development by supporting the retention of an existing office tenant, and potentially delivering onsite and/or offsite infrastructure improvements to intersections and bicycle and pedestrian facilities.

New development on the site should be integrated in a manner that allows for current utility and future site flexibility. Utilizing a consistent scale, massing, and/or architectural theme as the existing office buildings could be one way of integrating the new buildings into the site. Orienting new development to maximize open space and pedestrian mobility, while limiting vehicular circulation, will both enhance employee amenities and minimize transportation impacts. Taken together, these measures will reinforce the county's economic base but also contribute to a more connected and livable Land Unit J. Additional Plan guidance has been recommended to ensure long term compatibility.

Parks

One of the major objectives of the Dulles Suburban Center Plan is to "Ensure the provision of adequate parklands and recreational facilities to meet the needs of the Dulles Suburban Center workforce, residents and visitors." [page 10] In the Dulles Suburban Center, the Urban Parks Framework of the Policy Plan is applicable and recommends the provision of active park space to serve the needs of employees. Based on the number of potential employees, any additional office development would need to meet the urban parkland standard. As the property is further developed with secure, limited access office use, consideration should be given to the periphery of the site, along the public right of way. As part of the concurrent zoning application, opportunities to program and amenitize this space should be explored to meet existing Plan

guidance, particularly along the existing trail loop surrounding the property. Other contributions to the local park network could also be explored.

Cultural Resources

The subject property contains the Farmington Bush Hill Scott Cemetery and was subject to a cultural resources review. The cemetery is currently demarcated by fencing; however, a number of graves are outside of the original fence line. Additional protections could be considered as part of the concurrent zoning application, including an extension of the physical barrier to better denote the cemetery's documented extents. Additional Plan guidance has been recommended to ensure ongoing protection of this resource.

Transportation

Existing Network Conditions

Road Network

The subject property fronts on Conference Center Drive, which is classified as a Major Collector per the Virginia Department of Transportation (VDOT) classification standards. The road is a four-lane divided highway with a posted speed limit of 35 mph and an annual average daily traffic (AADT) count of 15,000, per the VDOT 2019 (pre-pandemic) data. The primary entry point to the site can be directly accessed from Conference Center Drive. There is a designated left turn lane for traffic entering the site from the northern side of the Conference Center Drive loop. A right turn lane is provided for traffic entering the site from the opposite direction via Conference Center Drive. A secondary entry point is located on the western side of the loop. There are three additional entry gates; two located along Conference Center Drive and one located off Stonecroft Boulevard. However, these three additional entry gates typically remain closed and are not primary entrance and exit points for the facility.

Transit

The site is located within walking distance of public transit. Bus stop #4164 is located approximately 150 feet from the primary entrance to the site. The stop is served by Fairfax Connector Route 651. Stops #6670 and #6456, which are served by Route 901, are located approximately 3,200 feet from the site entrance. The area is not served by WMATA Metrobus.

Bicycle

Conference Center Drive, Stonecroft Boulevard, and Lee Road do not currently have any on-street bike lanes. Per the Bicycle Master Plan, bike lanes are planned along Stonecroft Boulevard and Lee Road.

The County is updating and combining the Bicycle Master Plan and the Countywide Trails Plan under the Active Fairfax Transportation Plan Study (Plan amendment 2025-CW-T1). The plan will establish a vision and a roadmap for implementation of safe, convenient, and enjoyable streets and trails in Fairfax County.

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Pedestrian
There are currently 5-foot wide asphalt pedestrian walkways along both sides of Conference Center Drive and Stonecroft Boulevard. The signalized intersection with Stonecroft Boulevard at the southern end of the loop features a signalized crosswalk across Lee Road on the eastern side of the intersection. The crosswalk across Stonecroft Boulevard is unsignalized. There are no crosswalk markings on the other two legs of the intersection. The sidewalks leading into the crosswalks feature ADA accessible curb ramps and warning pads for vision-impaired individuals. There are free-flow right turn lanes at all directions for the intersection, and additional shorter crosswalks are marked along the two previously mentioned legs of the intersection. There are pedestrian refuge islands separating these shorter crosswalks from the main crosswalks. The shorter crosswalks across the free-flow right turn lanes are unsignalized. The medians on both Lee Road and Stonecroft Boulevard also provide pedestrian refuge.

The signalized intersection of Stonecroft Boulevard at the northern end of the loop features a similar design with free-flow right turn lanes at all directions of the intersection. There are two legs of the intersection with crosswalks (the eastern and northern sides). However, neither of these pedestrian crosswalks are signalized. The sidewalk curb ramps are also not in line with current ADA standards.

There are no crosswalks which cross Conference Center Drive within the loop except for the crosswalk at the intersection of the main entrance to the site.

Per the Fairfax County Trails Plan, major paved trails are planned along Conference Center Drive, Stonecroft Boulevard, and Lee Road. According to the plan, a major paved trail has a width of at least 8 feet.

Safety
There is no signal for pedestrians crossing Conference Center Drive at the intersection of the primary site entrance. However, there is a relatively low amount of through traffic on Conference Center Drive compared to major arterials and highways. The crosswalk is marked on the road and indicated with signage.

Site Access
The site is a secure facility which cannot be accessed by the general public. Vehicular access through the primary and secondary entrances is controlled with security gates. Other entrances to the site are also gated and generally remain closed. A pedestrian gate with turnstiles is located near the primary entrance. There is no direct pedestrian connection from Conference Center Drive to this pedestrian gate.

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Transportation Plans

Dulles Suburban Center
The Dulles Suburban Center area plan is part of the Fairfax County Comprehensive Plan. Travel within the Dulles Suburban Center is envisioned to be served by a multimodal transportation network of interconnecting roadways, high-quality transit, and enhanced pedestrian and bicycle facilities. Plans for high-quality transit service along Route 28 will link mixed-use nodes within the Center and provide connections to regional transit systems, including the Metrorail Silver Line, the planned extension of the Metrorail Orange Line to Centreville, and high-frequency bus service in the newly constructed Express Lanes on I-66.

Sidewalks and pedestrian facilities should be buffered from the roadway, to create a comfortable environment for pedestrians. Walkway width and clearance should not be reduced or compromised by utility poles, roadway signs, mailboxes, etc. These features should be located on utility strips between curbs or road shoulders and walkways.

The subject site is located within Land Unit J of the Dulles Suburban Center. Within this land unit, dedicated transit should be considered along corridors parallel to Route 28 and other alternative routes in the land unit. Stonecroft Boulevard, which forms the eastern boundary of the site, is identified in the plan as a potential corridor for high quality transit.

Transportation Needs Assessment

A major goal of the proposed Plan amendment and associated redevelopment of the site is to encourage alternative modes of transportation with an effective mix of land uses. The nominator conducted a Comprehensive Transportation Analysis (CTA) to assess the conditions and impacts on transportation facilities such as pedestrian and bicycle facilities, transit, and vehicular activities on the roads and intersections, immediately adjacent to the subject site and the surrounding community. The analysis reviewed existing conditions (2023 was established as the existing year), current Comprehensive Plan land uses and recommendations projected into the future, the proposed land uses, and proposed land uses with solutions to reduce the impacts on the multimodal transportation network.

Transportation Study Area
The Plan Amendment site is located near the intersection of Conference Center Drive and Stonecroft Boulevard. The analysis included the study of the following eleven intersections, which are shown in **Figure 3**, below:

1. Willard Road/Lee Road
2. Lee Road/Conference Center Drive
3. Stonecroft Boulevard/Conference Center Drive
4. Conference Center Drive/Site Entrance North
5. Conference Center Drive/Site Entrance South

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6. Conference Center Drive/Parkstone Drive
7. Conference Center Drive/Ridgeview Retreat Drive
8. Stonecroft Boulevard/Lee Road/Conference Center Drive
9. Stonecroft Boulevard/Westfields Boulevard
10. Stonecroft Boulevard/Old Lee Road
11. Braddock Road/Old Lee Road

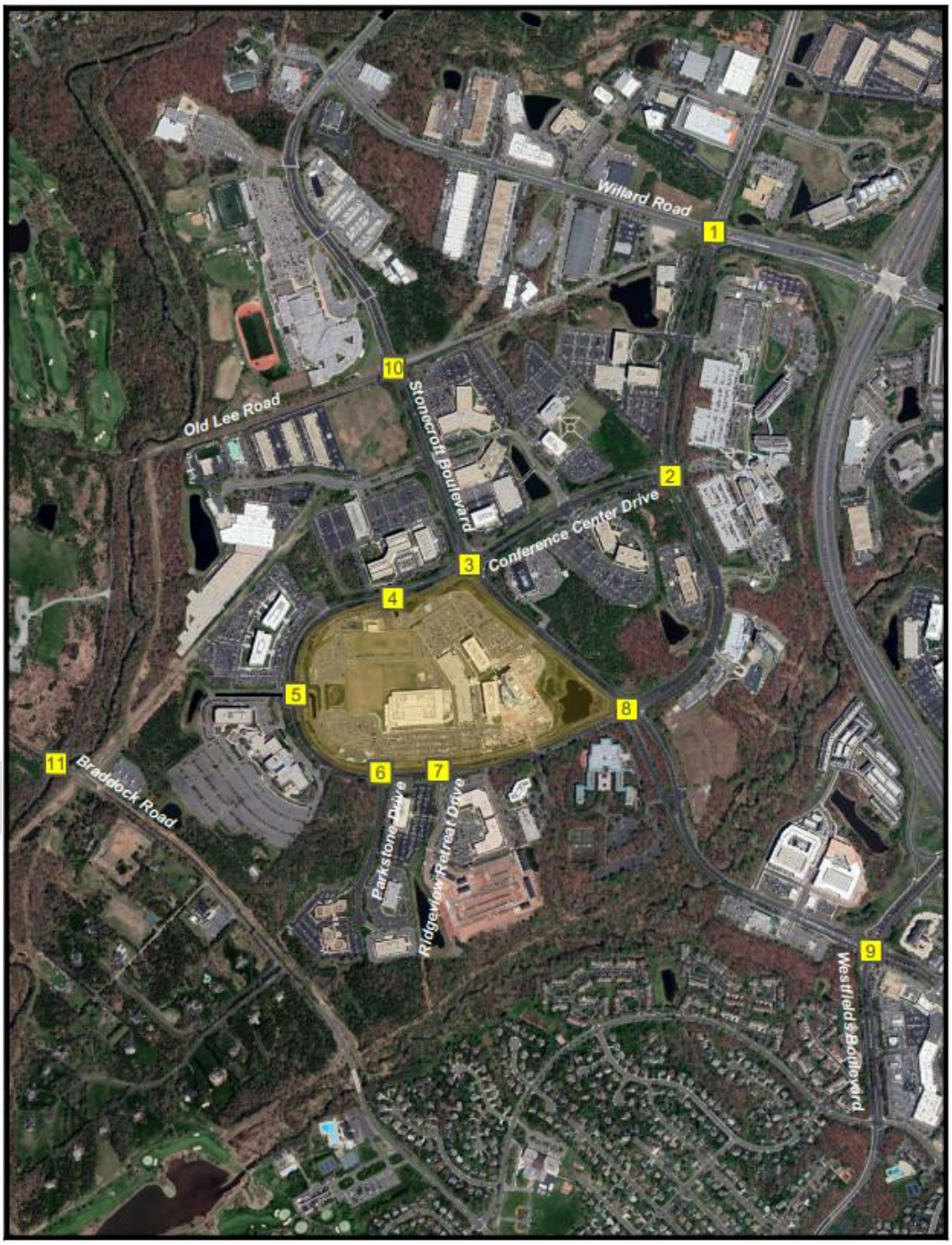


Figure 3: Site location and transportation study intersections, Source: FCDOT

Pedestrian Level of Comfort Assessment (PLOC)

The existing pedestrian facilities were inventoried within the outlined area encompassing the site, shown in **Figure 4**, below. Sidewalks were noted as present or not, crosswalks as present or missing, and if present, whether they meet standards with curb ramps, detectable warning surfaces, pedestrian signals, and marked crossings. Existing deficiencies in paths near the site were also noted.

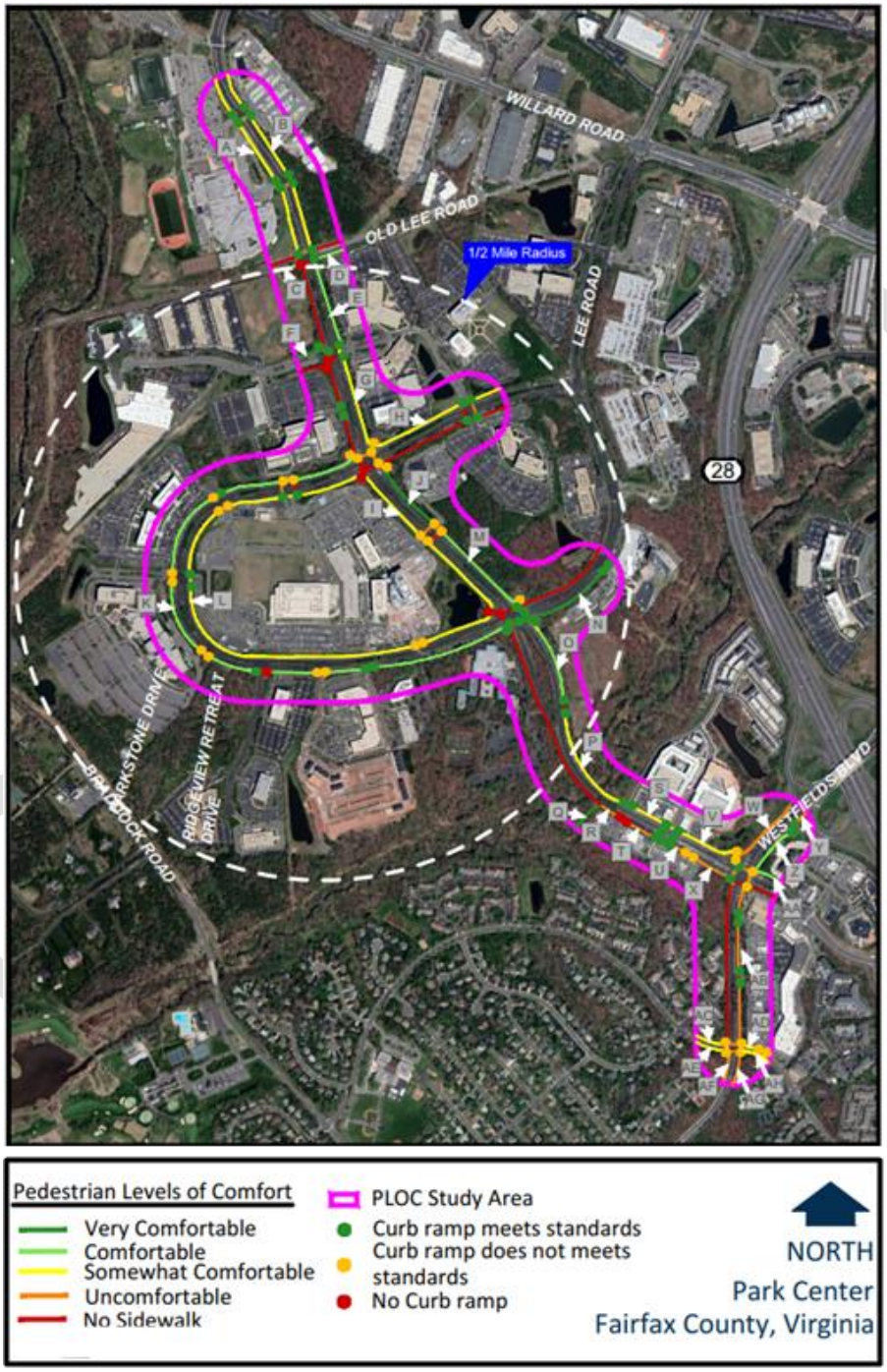


Figure 4: Pedestrian Level of Comfort Assessment, Source: FCDOT

The analysis showed that a number of pathway segments around the site had PLOC scores that are substandard. Segments with PLOC scores 1 (Very Comfortable) and 2 (Comfortable) provide facilities which are comfortable for pedestrians while segments with higher scores indicate a pathway which is uncomfortable for pedestrians. The inner loop of Conference Center Drive and the west side of Stonecroft Boulevard adjacent to the site were noted as having a PLOC score of 3 (Somewhat Comfortable). The outer loop of Conference Center Drive and the east side of Stonecroft Boulevard across from the site were shown to have more comfortable facilities. However, certain crossings in these areas were still noted as being uncomfortable.

Pedestrian Facility Recommendations
Additional Plan guidance is recommended to promote safe and comfortable walking environments that connect to the surrounding community. Enhancements such as wide buffers and street trees would assist in creating pleasant experiences for pedestrians. Any missing pedestrian pathway sections, or gaps, along the perimeter of the site should be constructed to provide continuous facilities. Pathways along Stonecroft Boulevard and Conference Center Drive are recommended to be improved with wider pathways and buffers to create more comfortable pedestrian facilities. Crosswalks which are currently substandard should be improved to enhance safety and connectivity.

The analysis also identified areas which are lacking pedestrian facilities entirely, such as the west side of Stonecroft Boulevard between Conference Center Drive/Lee Road and the Sully Government Center as well as the west side of Stonecroft Boulevard between Conference Center Drive and Old Lee Road. All legs of the crosswalk at the intersection of Conference Center Drive and Stonecroft Boulevard were noted as having PLOC scores of 4 or worse. Crosswalk legs at Conference Center Drive/Lee Road and Stonecroft Boulevard saw similar levels of discomfort. Improvements to these facilities would create a more pleasant and comfortable experience for pedestrians.

Bicycle Level of Traffic Stress Assessment (BLTS)
The active transportation analysis inventoried existing bicycle infrastructure within the outlined area encompassing the site and noted where there are desirable and undesirable conditions. The existing facilities were compared with the planned recommendations in the County's Bicycle Master Plan.

Figure 5 below shows the existing conditions for Bicycle Level of Traffic Stress (BLTS). A number of segments were identified as having BLTS scores of 4 (High Traffic Stress), including the site frontage along Stonecroft Boulevard, the site frontage along Conference Center Drive, as well as along the west side of Stonecroft Boulevard to the north and to the south of the site. The west side of Westfields Boulevard and portions of Conference Center Drive and Lee Road to the east of Stonecroft Boulevard have BLTS scores of 4 as well. The outer loop of Conference Center Drive and the eastern side of Stonecroft Boulevard have BLTS scores of 2. Results from

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the analysis show that a large number of roadway segments around the site have BLTS scores with high levels of stress for cyclists.

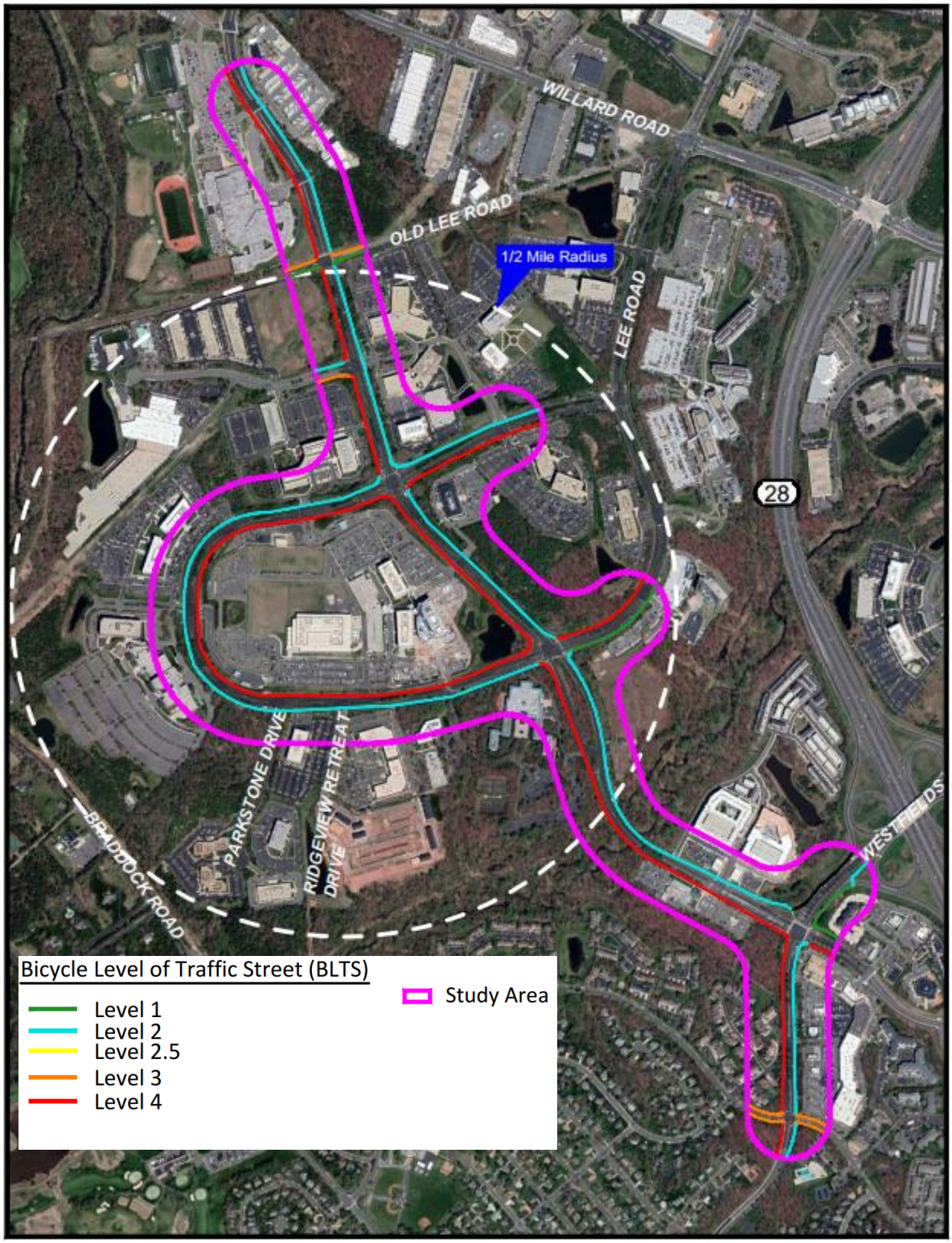


Figure 5: Bike Level of Traffic Stress Analysis, Source: FCDOT

Bicycle Facility Recommendations

To achieve the desired scores of BLTS 1 or BLTS 2, additional active transportation recommendations in the plan text should note that enhanced bicycle facilities should be provided with direct paths and buffers away from vehicle travel lanes. Any gaps in the bicycling and pedestrian infrastructure along the periphery of the subject site should be eliminated so there are connections with adjacent facilities and neighborhoods. On low-volume streets such as Parkstone Drive, on-road bike facilities, including signs that indicate sharing of the travel lane, are appropriate. On higher-volume roads such as Conference Center Drive, Stonecroft Boulevard, and Westfields Boulevard, off-road bicycle facilities should be incorporated. Pedestrian/bicycle access across Route 28 to Ellanor C. Lawrence Park should be constructed as part of the area transportation improvements. Recommendations for new and improved crosswalks noted in the pedestrian facility section also support cyclists.

Trip Generation Comparison

Table 3 below shows the comparison in trips between the existing conditions for the General Office use classification in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021), the current Comprehensive Plan, and the proposed land uses. The proposed addition of office space represents an increase of over one million square feet of office space. The proposed land use change is expected to result in over 5,000 new daily trips when compared to the existing conditions. Approximately 2,800 net new daily trips are expected over the adopted Plan conditions. As shown, the existing office space produces 8,040 trips per weekday. The trips from the proposed office will be in addition to the existing trips generated by the current office use. The change from the existing conditions represents a significant increase in daily trips generated by the site. Increases of 748 trips and 661 trips over the existing use are seen for the AM peak and the PM peak, respectively.

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Use	ITE LUC Code	Size	Units	AM Peak Hour IN	AM Peak Hour OUT	AM Peak Hour TOTAL	PM Peak Hour IN	PM Peak Hour OUT	PM Peak Hour TOTAL	Weekday ADT
Existing Conditions										
Tax Map 43-2 ((2)) 39C		2,793,081 64.12	SF acres							
Existing Office Park Density[4]										
Office Building A	710	157,566	GSF	170	23	193	30	149	179	1,369
Office Building B	710	157,566	GSF	170	23	193	30	149	179	1,369
Office Building C	710	365,626	GSF	394	54	448	71	345	416	3,177
Office Building D	710	244,558	GSF	264	36	300	48	231	279	2,125
Existing Total Office Uses		**925,316**	**GSF**	**998**	**136**	**1,134**	**179**	**874**	**1,053**	**8,040**
Current Comprehensive Plan (0.5 FAR)										
Maximum Comprehensive Plan Density (0.5 FAR)		**1,396,534**	**GSF**	**1,422**	**194**	**1,616**	**252**	**1,229**	**1,481**	**11,503**
Net Increase in Site Trips from Existing				424	58	482	73	355	428	3,463
TDM Reduction (25%)[3]				(106)	(15)	(121)	(18)	(89)	(107)	(866)
Net New Site Trips				**318**	**43**	**361**	**55**	**266**	**321**	**2,597**
Proposed Comprehensive Plan Amendment (0.69 FAR)										
Maximum Comprehensive Plan Density (0.69 FAR)		**1,927,216**	**GSF**	**1,876**	**256**	**2,132**	**329**	**1,606**	**1,935**	**15,223**
Net Increase in Site Trips from Existing				878	120	998	150	732	882	7,183
TDM Reduction (25%)[3]				(220)	(30)	(250)	(38)	(183)	(221)	(1,796)
Net New Site Trips				**658**	**90**	**748**	**112**	**549**	**661**	**5,387**
Net Increase in Site Trips from Current Comp Plan				454	62	516	77	377	454	3,720
TDM Reduction (25%)[3]				(114)	(16)	(129)	(19)	(94)	(114)	(930)
Net New Site Trips				**340**	**46**	**387**	**58**	**283**	**340**	**2,790**

Table 3: Trip Generation Table - Existing vs. Current Comp Plan vs. Proposed Land Uses, Source: FCDOT

Existing Vehicular Analysis

The existing conditions analysis included the eleven signalized intersections (**Figure 3**) and studied AM and PM peak period level of service (LOS) and queueing. One of the eleven intersections and certain additional movements were found to be operating below acceptable levels of service during peak hours. The Policy Plan's Transportation element recommends Level of Service (LOS) D or better as acceptable. The intersection of Willard Road and Lee Road (Intersection 1) operates at LOS D during the AM peak and LOS E during the PM peak. In addition, the southbound Old Lee approach at Braddock Road shows extremely high levels of delay in both the AM peak and the PM peak. The volume-to-capacity ratios (V/C) for the included intersections in the existing conditions in the study do not show that any ratios at or over 1.0.

2045 Baseline Comprehensive Plan Vehicular Analysis

The 2045 baseline analysis showed that two of the eleven intersections and certain additional movements were operating below acceptable levels of service (LOS) during peak hours. The

intersection of Willard Road and Lee Road (Intersection 1) operates at LOS D during the AM peak and LOS E during the PM peak. Potential mitigation to the intersection, including signal timing optimization, was found to improve the PM peak to LOS D. The intersection of Westfields Boulevard and Stonecroft Boulevard was found to operate at LOS E during both the AM peak and the PM peak. Old Lee Road approaching Braddock Road continued to show extremely high levels of delay in both the AM peak and the PM peak. Converting the intersection to an all-way stop control would result in LOS F for each approach to the intersection in the AM peak and PM peak. The addition of a turn lane at each approach would significantly improve the delay but would still result in LOS F for the Old Lee southbound left turn movement in the AM peak and the PM peak. The volume-to-capacity (V/C) ratios for the 2045 baseline showed that the intersection of Westfields Boulevard and Stonecroft Boulevard had one movement with a V/C ratio over 1.0.

2045 Total Future Vehicular Analysis

The 2045 total future analysis, which includes the proposed site development, showed a significant change in LOS at the intersection of Conference Center Drive and Stonecroft Boulevard (Intersection 3) during the AM peak period, with LOS dropping from C in the 2045 baseline to E in the 2045 total future scenario. The mitigation of adding dual left turn lanes from Stonecroft Boulevard onto Conference Center Drive was shown to improve the AM peak to LOS C. There were also notable delay increases at the northbound site entrance with Conference Center Drive as well as the Old Lee approach to Braddock Road. The intersection of Westfields Boulevard and Stonecroft Boulevard (Intersection 9) continues to see significant delays in this scenario, with LOS E during the AM peak and the PM peak, as was seen in the 2045 baseline scenario. In the 2045 total future scenario, Intersection 9 has multiple movements with a V/C ratio at or above a 1.0.

Transportation Conclusion

The study makes several recommendations as part of the mitigation measures for the site. Recommendations include modifying the traffic signal phasing and/or timings at the Willard Road/Lee Road intersection and the Westfields Boulevard/Stonecroft Boulevard intersection. Additionally, a second northbound left turn lane is recommended on Stonecroft Boulevard at Conference Center Drive (Intersection 3). Pedestrian improvements to crosswalks are recommended at Stonecroft Boulevard and Conference Center Drive, Conference Center Drive and the north site entrance, and Conference Center Drive and the west site entrance. The path along Stonecroft Boulevard adjacent to the site is recommended to be widened from 5 feet to at least 8 feet. It is important to note that while these changes improve connectivity in the area, there would still be segments and crossings with insufficient PLOC scores. Thus, general recommendations should include enhanced bike and pedestrian facilities with wide pathways, buffers, and street trees, when feasible, to improve the comfort of these facilities. Specific recommendations to be considered are included in the following section.

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Transportation Recommendations

The following recommendations for the transportation network are suggested to promote safety, connectivity, and accessibility to and from the site as well as in the surrounding community. Some of these recommendations may be implemented with a future zoning application for the subject property.

Active Transportation

- Pedestrian crossings should be provided on all four legs of intersections. 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 the safety of active transportation users in the crossings. Areas of particular interest for potential improvements are the intersections of Stonecroft Boulevard and Conference Center Drive as well as Stonecroft Boulevard and Conference Center Drive/Lee Road. Both intersections were previously noted as lacking crossings on all four legs. Their proximity to the site also makes them key spots for potential active transportation improvements.
- Pedestrian and bicycle infrastructure should be continuous and should connect to nearby attractions. Existing gaps in the active transportation network along Conference Center Drive and Stonecroft Boulevard should be eliminated.
- A shared-use path with buffers to support street trees should be provided on the western side of Stonecroft Boulevard. A pathway width of 10 feet is generally preferred for this segment to create a more comfortable facility than the one which currently exists.
- Pedestrian access to and from the secure pedestrian gate should be provided. This is in line with eliminating the gaps in active transportation infrastructure. The crosswalk with Conference Center Drive at the main site entrance is also an example of a location that would benefit from a high visibility crosswalk. Walkability and ease of bicycling should be promoted in the area, including to and from the site entrance.
- Pedestrian facilities should consist of wide pathways with adequate buffers and street trees, where feasible, to provide comfortable and low-stress facilities. PLOC scores of 1 (Very Comfortable) or 2 (Comfortable) and BLTS scores of 1 (Very Low Stress) or 2 (Low Stress) are desired around the site as well as in the surrounding areas. Segments with scores above 2 should be considered for improvements in the future. In line with this goal, the pathway along the inner side of the Conference Center Drive loop is recommended to be upgraded to improve the PLOC and BLTS scores.
- A high-visibility crosswalk should be provided as a new pedestrian crossing across the southern side of the Conference Center Drive loop. Because there are not currently any crossings on the southern side of the loop, pedestrians do not have a place to safely cross the street, meaning that they must walk long distances to safely do so. The addition of a new crosswalk on the southern end of the loop would reduce safety and connectivity concerns. One potential location for this new crosswalk would be in the vicinity of Conference Center Drive and Ridgeview Retreat Drive. Given that new residential

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development is occurring in this area, pedestrian activity is likely to be greater here and thus a crosswalk in this vicinity would be beneficial for active transportation users.

Transit

- Since the area is currently served by two Fairfax Connector Routes (Route 651 and Route 901), there should be adequate connectivity between transit stops and destination points in the area. Bike and pedestrian facilities should connect with transit stops. Transit stops should be enhanced with amenities such as seating and shelters, identifying signage, and transit information appropriate for the stop. Such facility enhancements would encourage transit use and thus reduce the number of vehicles on the roadways. Transit service should also be optimized to provide mobility choices for the new residents, employers, and visitors to the subject site and surrounding areas.

Vehicular

- The addition of new office space at the site is expected to generate almost 2,800 new daily trips over the adopted Comprehensive Plan use. This will have significant impacts on the level of service and delay at the intersection of Stonecroft Boulevard and Conference Center Drive. The intersection operations of Stonecroft Boulevard and Conference Center Drive should be improved to reduce congestion. Mitigations should be made in such a way that bike and pedestrian safety are not compromised.

Environment

Water Quantity and Quality Control

The Dulles Suburban Center Comprehensive Plan recommends specific stormwater management strategies to be incorporated into development proposals including low impact development (LID) techniques as an integral component of stormwater design. Additionally, the Plan recommends that for projects exceeding one (1) acre of disturbance, stormwater management be provided through specific criteria that must be demonstrated through development proposals. In addition to the area-specific criteria, countywide policy encourages any new development or redevelopment to apply LID techniques and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, to increase preservation of undisturbed areas, and improve water quality. This could include, but is not limited to, minimizing the amount of impervious area created; clustering development to maximize the protection of ecologically valuable land; encouraging fulfillment of tree cover requirements through tree preservation instead of replanting where existing tree cover permits; encouraging the use of innovative BMPs and infiltration techniques; and applying nonstructural best management practices and bioengineering practices.

The subject property is located within the Cub Run Watershed and the Water Supply Protection Overlay District (WSPOD) where additional water quality control measures are required. Specifically, the projected post-developed phosphorous pollutant load shall be reduced by at

least 50% (PFM 6-0401.2). Offsite nutrient credits should not be used toward meeting the on-site water quality control requirements for properties within the WSPOD.

New development within the subject property would be subject to stormwater management guidance found within the Dulles Suburban Center Areawide Recommendations as well as the Environment Policy Plan. The site contains no Resource Protection Area (RPA), Environmental Quality Corridor (EQC), floodplain, or wetlands.

Noise Impacts

Countywide policy recommends minimizing human exposure to unhealthful levels of transportation-generated noise. New development should not expose people to noise in excess of DNL 50 dBA for office.

Green Building Practices

Countywide policy recommends formal green building certification for new and redevelopment within Suburban Centers through the LEED rating system or equivalent. The Plan further recommends the incorporation of electric vehicle charging stations for new and redevelopment. Finally, the Plan emphasizes minimizing short- and long-term negative impacts on the environment through using environmentally sensitive design and construction to limit bird collision hazards and to reduce bird mortality.

Implementation of environmental guidance would be demonstrated with the concurrent zoning application.

CONCLUSION

The Plan amendment considers adding an option to increase office use intensity up to a .69 FAR for Tax Map Parcel 43-2 ((2)) 39C. The proposed use, specifically high-security office use, is compatible with existing development onsite and planned development in the area. Flexibility to consider an option for increased development intensity for office use would advance broader Dulles Suburban Center objectives to encourage infill development to bolster the office uses in the area, provide additional employment opportunities in an evolving mixed-use area, and improve multi-modal connectivity in the surrounding area. Furthermore, the additional office use is consistent with county goals of maintaining a healthy and prosperous economy. Given the ongoing transition of office space regionally, the proposal offers an opportunity to further support and enhance the area's role as an employment center. While the proposed amendment furthers existing Plan goals, additional impacts should be assessed and mitigated to the extent that appropriately meets transportation, parks, and environment related objectives for Land Unit J and the Dulles Suburban Center.

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RECOMMENDATION

Staff recommend the Comprehensive Plan modification shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a strikethrough. Text shown to be replaced is noted as such.

ADD: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, as amended through October 10, 2024, Dulles Suburban Center Land Unit Recommendations, Land Unit J, Recommendations, add Plan option #2, page 124:

2. Tax Map Parcel 43-2 ((2)) 39C is planned for campus-style office and industrial flex uses at .50 FAR. As an option, office use up to a .69 FAR may be appropriate with the following conditions:
    - Additional office development is well integrated within the existing site design and layout, and provides good onsite circulation.
    - Existing protections for the Farmington Bush Hill Scott Cemetery should be enhanced to better denote the cemetery's documented extents with a physical barrier.
    - Pedestrian and bicycle facilities contiguous to and adjacent to this site are necessary for advancing active transportation goals. Improve pedestrian pathways to include adequate buffers with street trees to provide comfortable and low-stress facilities when adjacent to the roadways along the site's perimeter and to nearby destinations. Pedestrian crossings should be added and improved to create safe roadway crossings, at mid-block points as well as at adjacent intersections. A 10-foot shared use path should be provided along both sides of Stonecroft Boulevard.
    - Transit stops should be enhanced with amenities such as seating and shelters, identifying signage, and transit information appropriate for the stop. Transit stops should be connected to active transportation infrastructure.
    - Improve intersection operations at Stonecroft Boulevard and Conference Center Drive to reduce vehicle delay and congestion. Mitigations should be made in such a way that pedestrian and bicycle safety are not compromised.

Subsequent recommendations would be renumbered.

COMPREHENSIVE LAND USE PLAN MAP:

The Comprehensive Land Use Plan Map will not change.

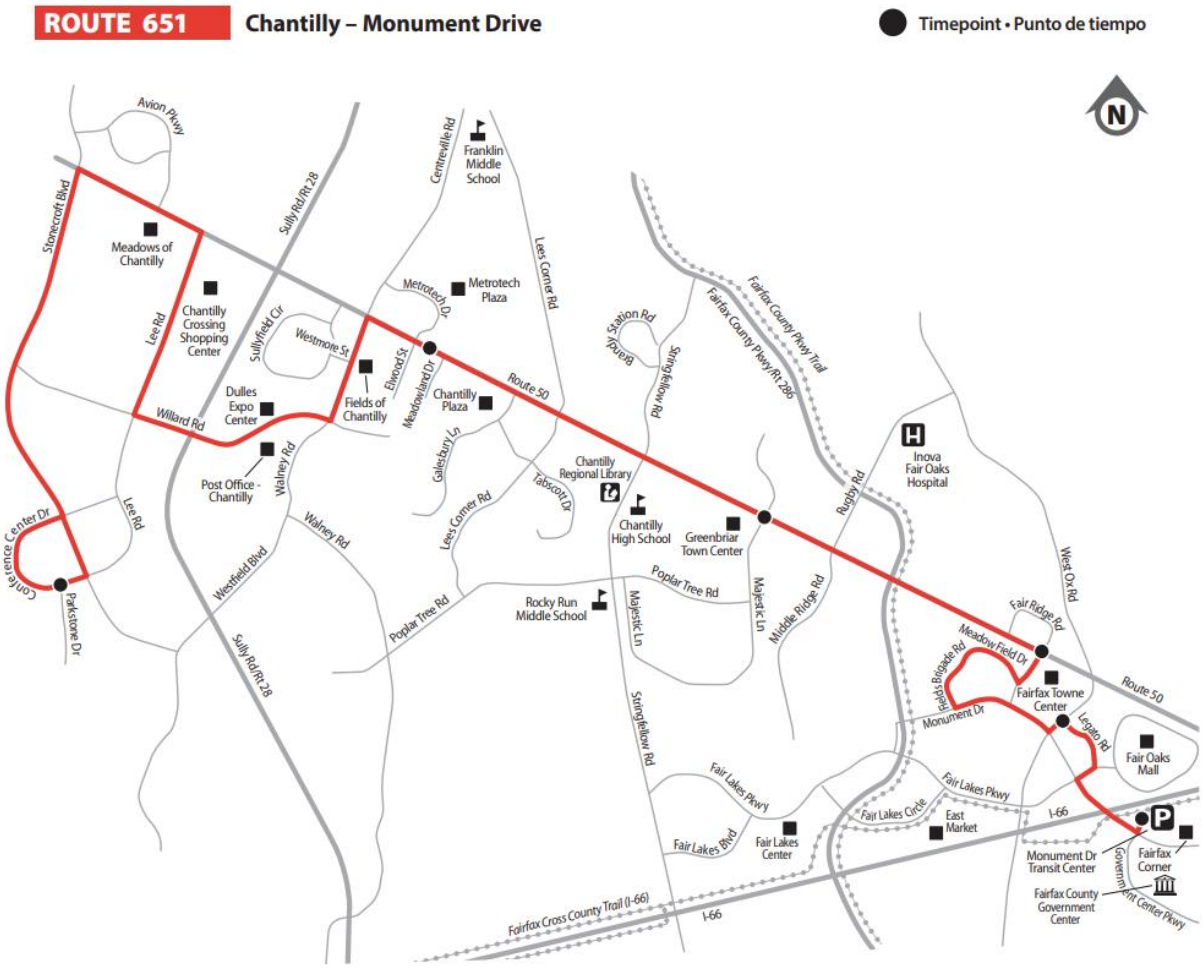
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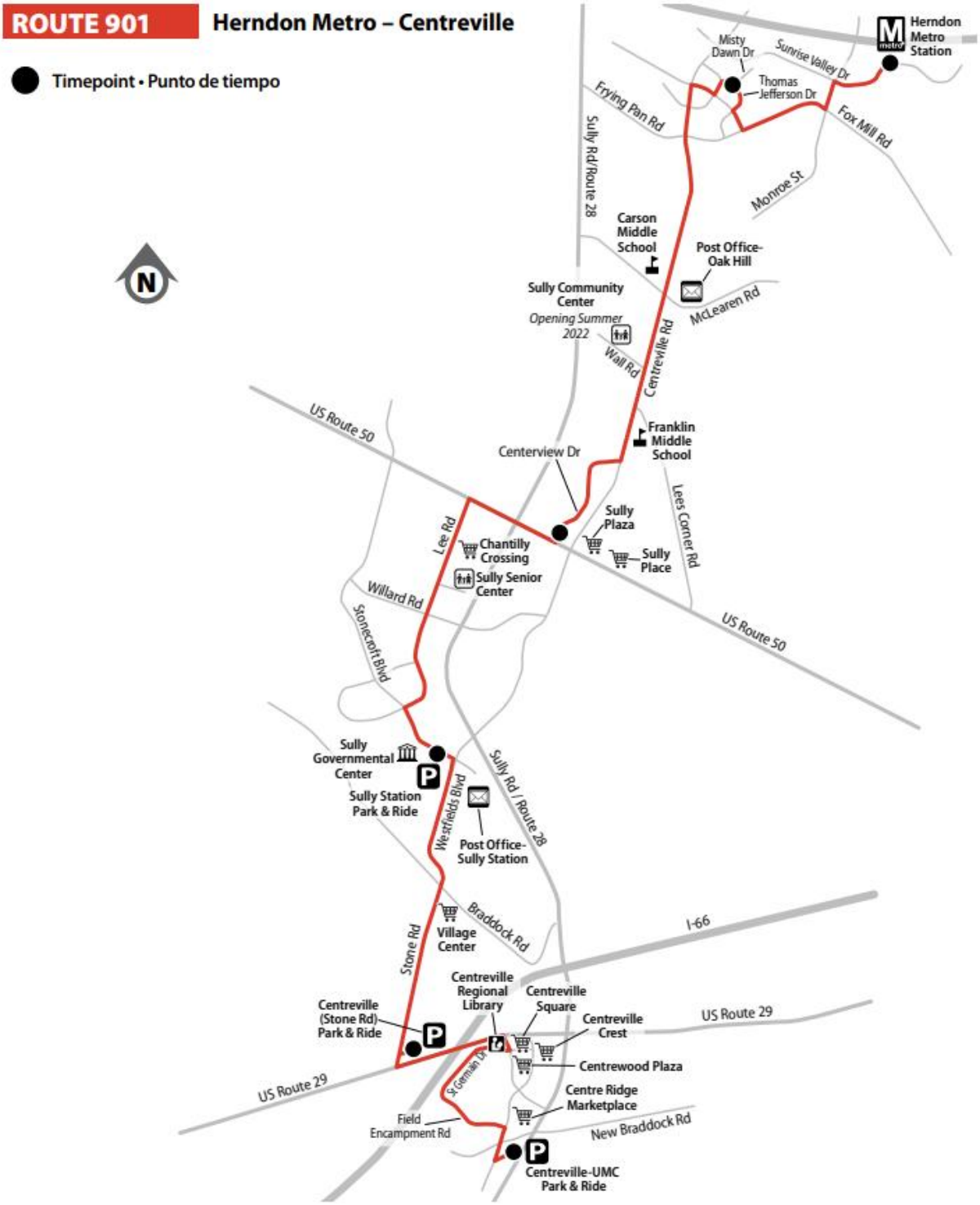
COUNTYWIDE TRANSPORTATION PLAN MAP:

The Countywide Transportation Plan Map will not change.

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Appendix A: Fairfax Connector Routes




ROUTE 901
Herndon Metro – Centreville
Timepoint • Punto de tiempo
N
Herndon Metro Station
Misty Dawn Dr
Sunrise Valley Dr
Thomas Jefferson Dr
Frying Pan Rd
Fox Mill Rd
Sully Rd/Route 28
Monroe St
Carson Middle School
Post Office-Oak Hill
Sully Community Center
Opening Summer 2022
McLearen Rd
Wall Rd
Centrewille Rd
US Route 50
Franklin Middle School
Centerview Dr
Lees Corner Rd
Sully Plaza
Sully Place
Lee Rd
Chantilly Crossing
Sully Senior Center
Willard Rd
Stonecroft Blvd
US Route 50
Sully Governmental Center
Sully Station Park & Ride
Westfields Blvd
Sully Rd / Route 28
Post Office-Sully Station
Braddock Rd
Village Center
I-66
Stone Rd
Centreville Regional Library
Centreville Square
Centreville (Stone Rd) Park & Ride
Centreville Crest
US Route 29
Centrewood Plaza
St Germain Dr
Centre Ridge Marketplace
US Route 29
Field Encampment Rd
New Braddock Rd
Centreville-UMC Park & Ride