

Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Dulles Suburban Center						
---	3	Dulles Suburban Center	8	Dulles Airport, a major economic catalyst for the Northern Virginia area, is adjacent to the Dulles Suburban Center. Future development within the Suburban Center will benefit from the proximity of the Airport and emphasize national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Dulles Airport and suburban area, and the metropolitan region. A variety of housing outside the airport noise contours in the Dulles Suburban Center and adjacent Planning Districts will serve this Center. A mixed-use core urban area is planned adjacent to the Dulles Airport Access Road, with uses similar to but more intense than other parts of the Center. This higher intensity core is envisioned to be served by a rapid rail transit system. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees.	Dulles Airport, a major economic catalyst for the Northern Virginia area, is adjacent to the Dulles Suburban Center. Future development within the Suburban Center will benefit from the proximity of the Airport and emphasize national and international business and commercial endeavors; tourism and visitor services; major recreation and entertainment features; mixed commercial and residential areas in urban settings with compatible facilities and amenities; and industrial service areas required to support the Dulles Airport and suburban area, and the metropolitan region. A variety of housing outside the airport noise contours in the Dulles Suburban Center and adjacent Planning Districts will serve this Center. A mixed-use core urban area is planned adjacent to the Dulles Airport Access Road, with uses similar to but more intense than other parts of the Center. This higher intensity core is envisioned to be served by a rapid-rail-transit-system <u>Metrorail</u> . A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees.	Metrorail is planned along the DAAR.
---	3	Dulles Suburban Center	8	The planned roadway system recognizes Route 28 as a major arterial, designed to facilitate through traffic and limit direct access onto Route 28 at major intersections. Travel within the Dulles Suburban Center is envisioned to be served by interconnecting roadways and transit that will link major development areas within the Center and provide connections to regional transit systems, planned to include rail, along the DAAR and I-66. Parking facilities would be planned near these transit and development nodes and increased transit ridership would be encouraged by limiting parking in those areas planned for the highest intensity development.	The planned roadway system recognizes Route 28 as a major arterial, designed to facilitate through traffic and limit direct access onto Route 28 at major intersections. Travel within the Dulles Suburban Center is envisioned to be served by interconnecting roadways and transit that will link major development areas within the Center and provide connections to regional transit systems, planned to include rail <u>Metrorail</u> , along the DAAR and I-66. Parking facilities would be planned near these transit and development nodes and increased transit ridership would be encouraged by limiting parking in those areas planned for the highest intensity development.	Metrorail is to be provided along the I-66 and DAAR as indicated on the 2006 Transportation Plan map.

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---	3	Dulles Suburban Center	12	Dulles Airport has been selected by the United States Congress as the future location of the Annex of the Smithsonian Air and Space Museum. A facility of this nature would be a significant regional, as well as national, tourist attraction that could help to shape future land use and development in this area. This facility could provide the impetus for additional motel/hotel growth in the area, as well as other cultural uses that might be associated with the Museum Annex or developed around the theme of flight and space travel. Such a facility must be accommodated by a planned transportation system and support the Airport's master plan for improved access. At the same time, it may provide additional justification for public transit in the Route 28 Corridor. The desirability of this location in the Route 28 Corridor for uses of this type has been clearly demonstrated. Therefore, this type of tourist use should be strongly encouraged in the Dulles Suburban Center in conjunction with tourist related facilities, including the appropriate retail, transportation, and hotel facilities to deal	Dulles Airport has been selected by the United States Congress as the future location of the Annex of the Smithsonian Air and Space Museum. A facility of this nature would be a significant regional, as well as national, tourist attraction that could help to shape future land use and development in this area. This facility could provide the impetus for additional motel/hotel growth in the area, as well as other cultural uses that might be associated with the Museum Annex or developed around the theme of flight and space travel. Such a facility must be accommodated by a planned transportation system and support the Airport's master plan for improved access. At the same time, it may provide additional justification for public transit in the Route 28 Corridor. The desirability of this location in the Route 28 Corridor for uses of this type has been clearly demonstrated. Therefore, this type of tourist use should be strongly encouraged in the Dulles Suburban Center in conjunction with <u>Dulles Airport is the location of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum, has been selected by the United States Congress as the future location of the Annex of the Smithsonian Air and Space Museum. A The facility of this nature would be is a significant regional, as well as national, tourist attraction that could help to shape future land use and development in this area. This facility could provide the impetus for additional motel/hotel growth in the area, as well as other cultural uses that might be associated with the Museum Annex or developed around the theme of flight and space travel. Such a facility must be accommodated by a planned transportation system and support the Airport's master plan for improved access. At the same time, it may provide additional justification for public transit in the Route 28 Corridor. The desirability of this location in the Route 28 Corridor for uses of this type has been clearly demonstrated. Therefore, this type of tourist use should be strongly encouraged in the Dulles Suburban Center in conjunction with</u>	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and Interchange on Route 28 are in place as well.
---	3	Dulles Suburban Center	13	11. Promulgate a comprehensive transportation program that serves local travel needs within the Dulles Suburban Center and interconnects effectively with a regional metropolitan transportation system, including transit facilities. Specifically, plan for a regional transportation network that will serve the expanded Dulles Airport facility and will not preclude mode options and transportation capabilities to serve additional terminals on the southern portion of the Airport, if such facilities are ever planned and developed. Include planning options for serving any facility such as the future Annex of the Air and Space Museum.	11. Promulgate a comprehensive transportation program that serves local travel needs within the Dulles Suburban Center and interconnects effectively with a regional metropolitan transportation system, including transit facilities. Specifically, plan for a regional transportation network that will serve the expanded Dulles Airport facility and will not preclude mode options and transportation capabilities to serve additional terminals on the southern portion of the Airport, if such facilities are ever planned and developed. Include planning options for serving any facility such as the future Annex of the Udvar-Hazy Center of the National Air and Space Museum.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and Interchange on Route 28 are in place as well.

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---	3	Dulles Suburban Center	16	The concept of an elevated guideway transit system should be examined as a potential transit system to serve the Dulles Suburban Center and surrounding area. This type of system has particular promise in that it offers the ability to link employment centers in the Dulles Suburban Center with nearby residential communities in western Fairfax and eastern Loudoun Counties. This transit system is envisioned as a way to connect future rail lines in the Dulles and the I-66 corridors. An analysis of this transit system concept should be part of any evaluation of transit options for the Dulles Suburban Center.	The concept of an elevated guideway transit system should be examined as a potential transit system to serve the Dulles Suburban Center and surrounding area. This type of system has particular promise in that it offers the ability to link employment centers in the Dulles Suburban Center with nearby residential communities in western Fairfax and eastern Loudoun Counties. This transit system is envisioned as a way to connect future rail Metro rail lines in the Dulles and the I-66 corridors. An analysis of this transit system concept should be part of any evaluation of transit options for the Dulles Suburban Center.	Metro rail is to be provided along the I-66 and DAAR as indicated on the 2006 Transportation Plan map.
3	3	Dulles Suburban Center	26 & 27	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor. ENHANCED PUBLIC TRANSPORTATION CORRIDOR (SEE AREA PLAN OVERVIEW TEXT)	This designation was already provided on the 2001 Transportation Plan map and is in place on the 2008 Transportation Plan map.
4	3	Dulles Suburban Center	28	Construction of six lanes should proceed for the roadway segment from the Dulles Toll Road to Frying Pan Road.	Construction of six lanes should proceed for the roadway segment from the Dulles Toll Road to Frying Pan Road.	This segment has been constructed.
4	3	Dulles Suburban Center	28	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	Note: The Countywide Transportation Plan will be modified to show Route 28 between the Dulles Airport Access Road and I-66 as an enhanced public transportation corridor.	This designation was already provided on the 2001 Transportation Plan map and is in place on the 2008 Transportation Plan map.
---	3	Dulles Suburban Center	54	Transit improvements are proposed for the DAAR corridor. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. The MIS recommended a transit station location adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine Road, now comprises the southern half of the Route 28/CIT Transit Station Area (as shown in Figure 13).	Transit improvements are proposed for the DAAR corridor. A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metro rail to the Washington Dulles International Airport and beyond. A Major Investment Study (MIS) completed in 1997 and updated in 1999 recommended a four phase implementation of transit in the Dulles Corridor. The first two phases proposed expanding bus service in the corridor. The third phase would provide Bus Rapid Transit (BRT) service in the corridor and the fourth phase would extend Metro-like rail from the existing Orange Line of the Metro system along the corridor. The extension would be carried out in two phases with the first phase proceeding to the west of Wiehle Avenue in Reston, and the second phase proceeding to Route 772 in Loudoun County. The MIS recommended a A transit station location is recommended in Land Unit A near the Route 28/DAAR interchange, adjacent to Land Unit A and the northern portion of Land Unit A, located north of Coppermine	A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metro rail to the Washington Dulles International Airport and beyond.

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---	3	Dulles Suburban Center	57	Higher intensity development, envisioned as being served by either Bus Rapid Transit (BRT) or Metro-like rail, is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once a full funding agreement for the Bus Rapid Transit phase of the Dulles Corridor Rapid Transit Project, including funding for construction of stations in the median of the Dulles Airport Access Road, has been signed by the Federal Transit Administration, or once construction of the rail extension in the vicinity of this transit station area has been fully funded for the rail phase. The evaluation of development proposals under this option will be based on the degree to which the following criteria are met:	Higher intensity development, envisioned as being served by either Bus Rapid Transit (BRT) or Metro-like rail Metrorail , is an appropriate option within Land Unit A. The higher intensities allowed by this option are only appropriate once a full funding agreement for the Bus Rapid Transit phase of the Dulles Corridor Rapid Transit Project, including funding for construction of stations in the median of the Dulles Airport Access Road, has been signed by the Federal Transit Administration, or once construction of the rail extension in the vicinity of this transit station area has been fully funded for the rail phase. The evaluation of development proposals under this option will be based on the degree to which the following criteria are met:	A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locality Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond.
----	3	Dulles Suburban Center	63	Major highway improvements are constructed. Timing of development and road improvements should be synchronized. No occupancy of the intended uses for this area should occur until over 50 percent of on-site and off-site road improvements are completed;	Major highway improvements are constructed. Timing of development and road improvements should be synchronized. No occupancy of the intended uses for this area should occur until over 50 percent of on-site and off-site road improvements are completed;	It appears that the highway improvements have been constructed.
---	3	Dulles Suburban Center	74	The 1991 Transportation Plan map should be amended to show the Park Center Road extension.	The 1991 Transportation Plan map should be amended to show the Park Center Road extension.	This is shown on the current 2006 Transportation Plan map.
---	3	Dulles Suburban Center	82	The interchange design provides for a new access to the Sully Historic Site to the south, and termination of the Route 28 median break and traffic signal now serving the Sully site.	The Route 28/Air & Space Museum Parkway interchange design provides for a new access to the Sully Historic Site to the south, and as well as the termination of the Route 28 median break and traffic signal now serving that used to serve the Sully site.	The Route 28/Air & Space Museum Parkway interchange has been created. Also, the Route 28 median break has been terminated. The traffic signal in front of the Sully Plantation is still in place.
----	3	Dulles Suburban Center	98	Right-of-way is dedicated for the improvement of Walney Road;	Right-of-way is dedicated for the improvement of Walney Road;	It appears that Walney Road has already been improved in this vicinity.

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---	3	Dulles Suburban Center	103	An Annex to the Smithsonian's Air and Space Museum has been recommended by the United States Congress for a site on the Dulles Airport property immediately east of Land Unit F-2. Access is planned from an interchange at Route 28 and Barnesfield Road, but access might also be desirable from the west. Although the Airport Master Plan includes alternative concepts for a possible future southern terminal, the 20-year Master Plan does not include a specific terminal site. If such a terminal is planned, Willard Road would be the probable future access to this facility.	Dulles Airport is the location of the Udvar-Hazy Center of the Smithsonian National Air and Space Museum. An Annex to the Smithsonian's Air and Space Museum has been recommended by the United States Congress for a site on the Dulles Airport property immediately east of Land Unit F-2. Access is planned from the an interchange at Route 28 and Air and Space Museum Parkway, Barnesfield Road, but access might also be desirable from the west. Although the Airport Master Plan includes alternative concepts for a possible future southern terminal, the 20-year Master Plan does not include a specific terminal site. If such a terminal is planned, Willard Road Stonecroft Boulevard would be the probable future access to this facility.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well. Willard Road is now called Stonecroft Boulevard.
---	3	Dulles Suburban Center	103	2. If the Smithsonian Air and Space Museum Annex location is approved for the site on the Dulles Airport property east of Land Unit F-2, then access through Land Unit F-2 might be appropriate.	2. If the Smithsonian Air and Space Museum Annex location is approved for the site on the Dulles Airport property east of Land Unit F-2, then access through Land Unit F-2 might be appropriate.	The Annex of the Smithsonian Air and Space Museum is already in place. The Air and Space Parkway and interchange on Route 28 are in place as well.