

Legend

**EXISTING TEXT WAS EDITED DUE TO 2006 MAP CHANGES OVER 2001 MAP**

**EXISTING TEXT WAS EDITED DUE TO TECHNICAL CORRECTIONS (ROAD WAS BUILT, ETC.)**

**REQUIRES ADDITIONAL RESEARCH OR FIELD WORK**

**ABSOLUTELY NEW TEXT WAS ADDED. NO EXISTING TEXT WAS EDITED. ONLY INVOLVES MAP CHANGES BETWEEN 2001 AND 2006 MAPS**

**Difficult Discrepancies to Resolve**

| <u>Final Results</u> | <u>Map or Text</u> | <u>Area</u>            | <u>Planning District</u> | <u>Page # #</u> | <u>Paragraph Current Sentence</u>   | <u>Proposed sentence change</u> | <u>Explanation</u> |
|----------------------|--------------------|------------------------|--------------------------|-----------------|---|---------------------------------|--------------------|
| 1 t                  |                    | Dulles Suburban Center |                          | 9               | A central issue affecting planning in the Dulles Suburban Center is the imbalance between the zoned development potential of the area and the capacity of the 1991 Countywide Transportation Plan. Of the roughly 6,300 acres that make up the Suburban Center, approximately 4,800 acres are zoned for commercial or industrial development. As of January 1992, existing non-residential development totaled approximately 15 million square feet of space. It is estimated that the planned roadway improvements for the area, which include 33 (one-way) lanes of road capacity, can accommodate a development level of approximately 34 million square feet and still maintain acceptable levels of service on the roadways in the area (Level of Service D/E as estimated by the Office of Transportation).                 |                                 |                    |
| 1 t                  |                    | Dulles Suburban Center |                          | 15              | In the next 10-15 years, the planned roadway network capacity will be adequate to provide for an acceptable level of transportation service in the Dulles Suburban Center. In the long term, other transportation measures, such as more frequent bus service, transportation demand management strategies, rail or new technologies, will be needed to attempt to maintain a balance between land use and transportation. Action should be taken in the near future to ensure that future options are not precluded by development that occurs in the Dulles Suburban Center over the next 10-15 years. To ensure that this occurs, Route 28 should be designated as an Enhanced Public Transportation Corridor and a detailed analysis of alternative transportation modes should be undertaken. This analysis should evaluate: |                                 |                    |

**Difficult Discrepancies to Resolve**

| <u>Final Results</u> | <u>Map or Text</u> | <u>Planning Area</u>   | <u>Paragraph Page # #</u> | <u>Current Sentence</u>   | <u>Proposed sentence change</u> | <u>Explanation</u>                                   |
|----------------------|--------------------|------------------------|---------------------------|---|---------------------------------|--|
| 1 t                  |                    | Dulles Suburban Center | 17                        | While there is a long-term imbalance between development potential and the 1991 Countywide Transportation Plan, the system will adequately serve projected short-term development. The capacity of the roadway system could be effectively increased if new development results in a mix of uses that generate fewer peak-hour trips than the Plan baseline recommendations and if existing and future transportation demand strategies can increase the number of commuters using non-motorized transportation and public transit. Further, the requirements of the Federal Clean Air Act and new technologies could make alternatives to the automobile more feasible. Working patterns may also change through greater use of computers and telecommunications that will allow people to work at home or otherwise minimize commuter travel. As described above, development potential in the Dulles Suburban Center is far in excess of the capacity of the planned road network. Allowing for optional uses that will generate fewer peak-hour traffic trips than generated by baseline development, or that will have a lesser peak-hour transportation impact, will effectively increase the capacity of the road network by spreading the trips throughout the day or by providing more of a balance between inbound and outbound trips. Transportation Demand Management (TDM) programs that include innovative strategies to reduce single-occupancy vehicle use are appropriate and essential in the area. |                                 | Statements in this paragraph may be no longer valid. |
| 1 t                  |                    | Dulles Suburban Center | 19                        |   |                                 | Statements in this paragraph may be no longer valid. |

**Difficult Discrepancies to Resolve**

| <u>Final Results</u> | <u>Map or Text</u> | <u>Planning Area</u>   | <u>Paragraph Page # #</u> | <u>Current Sentence</u>   | <u>Proposed sentence change</u> | <u>Explanation</u>                                   |
|----------------------|--------------------|------------------------|---------------------------|---|---------------------------------|--|
| 1 t                  |                    | Dulles Suburban Center | 25 & 29                   | The 1991 Fairfax County Transportation Plan for this area is largely dependent on completion of an improved highway network and extension of two radial rail transit lines. While these facilities are essential to satisfying future requirements, the capacity of the system is inadequate to accommodate at acceptable levels of service the transportation demand of planned and zoned development. This is particularly the case when demand projections rely principally on conventional and historical suburban trip generation rates that reflect a high percentage of single occupant vehicle (SOV) travel. Therefore, to fulfill quality of life and economic development objectives, it is essential to fashion a transportation system that can support the likely level of demand that will be generated by the improved pattern of transit-friendly land uses envisioned. |                                 | Statements in this paragraph may be no longer valid. |
| 1 t                  |                    | Dulles Suburban Center | 30                        | The current and programmed capacity of the 1991 Transportation Plan provides adequate capacity to accommodate projected growth for up to 20 years. The Transportation Plan has limited capability for expanding roadway capacity without extensive and community disruptive land acquisition and/or significant change in travel behavior. Therefore, it is essential to evaluate potential revisions to the Transportation Plan to accommodate projected demand.   |                                 | Statements in this paragraph may be no longer valid. |
| 1 t                  |                    | Dulles Suburban Center | 30                        | The numerous evolving technologies for moving people should be closely monitored for potential efficient and cost effective adaptation within the Dulles Suburban Center. In view of the significant commitment made by the federal government to transit and the Intelligent Vehicle Highway System (IVHS) in the adopted Intermodal Surface Transportation Efficiency Act of 1991, serious effort must be expended to secure federal funding for transportation and land use studies and implementation programs authorized by the Act. Many of these measures could expedite traffic flow for both transit and automobile.   |                                 | Statements in this paragraph may be no longer valid. |

| Final Results                      | Figure # | Area | Page # | Current Sentence  | Proposed sentence change   | Explanation   |
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| <h2>Fairfax Planning District</h2> |          |      |        |   |  |   |
| 1                                  | ----     | 2    | 4 & 5  | <p>The I-66 travel corridor is to become an Enhanced Public Transportation Corridor, with the possible addition of a Metrorail line. The provision of a rail station between the existing Vienna-Fairfax-GMU Metro station and the easternmost station in the Fairfax Center area may be necessary in order to ensure the viability of high quality Metrorail service in this corridor. To allow for preservation of land for a Metro station in this area, an enhanced corridor study should be undertaken that will consider the requirements of Metrorail service in the entire I-66 corridor, identify the need for stations west of Vienna, and locate potential sites for rail stations. Site recommendations should be consistent with the policy of preserving low density residential land use in the headwaters of the Difficult Run.</p> | <p>The I-66 travel corridor is <del>to become</del> an Enhanced Public Transportation Corridor, with <del>the possible addition of a</del> <u>planned</u> Metrorail line. The provision of a rail station between the existing Vienna-Fairfax-GMU Metro station and the easternmost station in the Fairfax Center area may be necessary in order to ensure the viability of high quality Metrorail service in this corridor. To allow for preservation of land for a Metro station in this area, an enhanced corridor study should be undertaken that will consider the requirements of Metrorail service in the entire I-66 corridor, identify the need for stations west of Vienna, and locate potential sites for rail stations. Site recommendations should be consistent with the policy of preserving low density residential land use in the headwaters of the Difficult Run.</p> | <p>The I-66 corridor was designated as an Enhanced Public Transportation Corridor in previous transportation plan maps. Metrorail is planned for the I-66 corridor as part of the 2006 Transportation Plan map.</p> |
| 1                                  | ----     | 2    | 63     | <p>The primary transportation problems associated with this area are those related to employee rush hour commuting and adequate parking for visitors. These problems may be alleviated when the County Administration function is transferred to the new Governmental Center in the Fair Oaks area (See the Fairfax Center Area portion of the Area III Plan.) There are no transportation recommendations for this sector.</p>   | <p><del>The primary transportation problems associated with this area are those related to employee rush hour commuting and adequate parking for visitors. These problems may be alleviated when the County Administration function is transferred to the new Governmental Center in the Fair Oaks area (See the Fairfax Center Area portion of the Area III Plan.)</del> There are no transportation recommendations for this sector.</p>   | <p>The County Administration function has been transferred to the new Governmental Center.</p>  |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>   | <u>Proposed sentence change</u>   | <u>Explanation</u>  |
|-----------------|-------------|--------------------------|---------------|---|---|---|
| <b>Bull Run</b> |             |                          |               |   |   |   |
| ----            | 3           | Bull Run                 | 4             | <p>Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas. A commuter rail site should be located as close as possible to the center of Centreville. The probable development of the southern portion of Dulles Airport dictates that a north/south corridor be planned. The major southern entrance and north/south corridor should be Willard Road from Route 28. An additional north/south corridor west of Fairfax County that is multi-jurisdictional in nature should be developed for the future.</p> | <p>Within the discussion for each sector of the Planning District, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas. A <del>commuter rail</del> <u>Metrorail</u> site should be located as close as possible to the center of Centreville. The probable development of the southern portion of Dulles Airport dictates that a north/south corridor be planned. The major southern entrance and north/south corridor should be Willard Road from Route 28. An additional north/south corridor west of Fairfax County that is multi-jurisdictional in nature should be developed for the future.</p> | <p>A Metrorail designation has been added along I-66 from the Vienna Metro station to the Prince William County line.</p> |
| ----            | 3           | Bull Run                 | 19            | <p>When the planned highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66 are completed, there will be limited access to Land Unit B-1. The area is immediately adjacent to the Centreville Historic District, therefore new development in this land unit must fully recognize the access and circulation constraints as well as the need to protect the character of the adjoining historic district.</p>   | <p><del>When</del> <u>Because of</u> the planned highway improvements at the intersections of Route 28/Route 29 and Route 28/Interstate 66 <del>are completed</del>, there <del>will be</del> is limited access to Land Unit B-1. The area is immediately adjacent to the Centreville Historic District, therefore new development in this land unit must fully recognize the access and circulation constraints as well as the need to protect the character of the adjoining historic district.</p>   | <p>Both intersections Route 28/Route 29 and Route 28/Interstate 66 have been improved.</p>                                |
| ----            | 3           | Bull Run                 | 20 & 21       | <p>Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29 each with separate access. A full interchange for the Route 28/Route 29 intersection is planned and this will have an impact on existing commercial uses and the access to these uses. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed and breakfast with proximity to the historic district may also be appropriate.</p>  | <p>Land Unit B-5 contains a number of automobile-oriented commercial uses along Route 28 and Route 29 each with separate access. A full interchange for the Route 28/Route 29 intersection <del>is planned</del> <u>has been constructed</u> and this <del>will have an impact on</del> <u>impacts</u> access to existing commercial uses <del>and the access to these uses</del>. However, neighborhood-serving retail commercial and limited office uses up to .25 FAR are planned and will remain appropriate in this land unit to serve local needs. A motel or bed and breakfast with proximity to the historic district may also be appropriate.</p>  | <p>A full interchange for the Route 28/Route 29 intersection has been completed.</p>                                      |

| Figure # | Area | Planning District | Page # | Current Sentence  | Proposed sentence change  | Explanation   |
|----------|------|-------------------|--------|---|---|---|
| ----     | 3    | Bull Run          | 22     | Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a full interchange for the Route 28/Route 29 intersection. As such, redevelopment and land consolidation may become necessary. However, neighborhood-serving retail commercial uses will remain appropriate in this land unit. Limited office use is also appropriate to serve local needs for professional services.  | <del>Land Unit C-1 contains neighborhood-serving, highway-oriented retail commercial uses. The Transportation Plan includes a full interchange for the Route 28/Route 29 intersection. As such, redevelopment and land consolidation may become necessary. However,</del> Neighborhood-serving retail commercial uses will remain appropriate in this land unit. Limited office use is also appropriate to serve local needs for professional services.   | A full interchange for the Route 28/Route 29 intersection has been completed.                               |
| ----     | 3    | Bull Run          | 28     | <p>The Redevelopment Concept Plan (Figure 8) provides for the Centreville Farms Area to be divided into twelve (12) land units, identified as A through K. The Redevelopment Concept assumes an overall density of 4 du/ac on the entire area, distributed as set for on the Generalized Unit Location Map (Figure 9). No more than 1640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned for the Centreville Farms Area. A new Centreville Farms Road will intersect with an improved Leland Road. Townhouses and multifamily units should be well buffered from existing and planned lower density detached development. Any townhouse use along Leland Road should incorporate design techniques such as landscaped buffers and/or front-facing units along Leland Road to reflect the character of existing single-family detached development. Residential uses should be clustered in order to maximize the provision of open space and public amenities.</p> <p>In addition to clustering, appropriate mitigation from noise and visual impacts from Interstate 66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls. Noise mitigation methods must be employed to buffer impacts from I-66.</p> | <p>The Redevelopment Concept Plan (Figure 8) provides for the Centreville Farms Area to be divided into twelve (12) land units, identified as A through K. The Redevelopment Concept assumes an overall density of 4 du/ac on the entire area, distributed as set for on the Generalized Unit Location Map (Figure 9). No more than 1640 dwelling units, exclusive of affordable dwelling units and bonus units, are planned for the Centreville Farms Area. A new Centreville Farms Road will intersect with an improved Leland Road. Townhouses and multifamily units should be well buffered from existing and planned lower density detached development. Any townhouse use along Leland Road should incorporate design techniques such as landscaped buffers and/or front-facing units along Leland Road to reflect the character of existing single-family detached development. Residential uses should be clustered in order to maximize the provision of open space and public amenities.</p> <p>In addition to clustering, appropriate mitigation from noise and visual impacts from Interstate 66, Route 29 and Stringfellow Road should be provided through site design and other means such as landscaping, berms, fences and/or walls. Noise mitigation methods must be employed to buffer impacts from I-66.</p> | Centreville Farms Road has been built. Leland Road has been improved in vicinity of Centreville Farms Road. |
| ----     | 3    | Bull Run          | 31     | The lower portion of Land Unit A, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by the proposed Centreville Farms Road. The preferred use of this property located west of Centreville Farms Road is open space with its residential density used in the remainder of the Land Unit or elsewhere in Centreville Farms. Residential development that is sufficiently buffered from Route 29 is the next preferred option. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. Institutional uses such as childcare or housing for the elderly may be considered in the area east of Centreville Farms Road. The area east of Centreville Farms Road may also be considered for a funeral home. Consolidation of properties may be necessary to provide access for parcels fronting on Route 29 to be provided via Centreville Farms Road, not primarily from Route 29.   | The lower portion of Land Unit A, between Little Rocky Run and Route 29, is isolated from the rest of the land unit and is bisected by the <del>proposed</del> <u>new</u> Centreville Farms Road. The preferred use of this property located west of Centreville Farms Road is open space with its residential density used in the remainder of the Land Unit or elsewhere in Centreville Farms. Residential development that is sufficiently buffered from Route 29 is the next preferred option. The preferred use of this property located east of Centreville Farms Road is residential that is sufficiently buffered from Route 29. Institutional uses such as childcare or housing for the elderly may be considered in the area east of Centreville Farms Road. The area east of Centreville Farms Road may also be considered for a funeral home. Consolidation of properties may be necessary to provide access for parcels fronting on Route 29 to be provided via Centreville Farms Road, not primarily from Route 29.   | Centreville Farms Road has been built.  |

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|----------|------|-------------------|--------|---|---|---|
| ----     | 3    | Bull Run          | 31     | As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle should be provided on Summit Street to terminate in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east. | As the area redevelops, those homeowners residing in Land Unit F (the Summit Street area) should be protected from adverse development impacts. Given the planned density of 1-2 du/ac, and existing lot sizes of almost two acres, it is important that effective transitions occur between Land Unit F and the higher densities planned in Land Units A, B and J. Effective transitions should be achieved through the implementation of techniques such as buffers, barriers, tree preservation, open space dedication and/or construction of similar unit type (single-family detached), and restricted access onto Summit Street. A cul-de-sac with a turn-around circle <del>should be</del> <u>has been</u> provided on Summit Street <del>to that</del> terminates in Land Unit B, as depicted on the Redevelopment Concept Plan. The Generalized Unit Location Map shows single-family detached residential units in Land Unit B abutting Land Unit F to the north and in Land Unit A to the east. To the south, single-family units are shown in Land Unit K, west of Newgate Road, and townhouses are shown in Land Unit J, to the east. | The cul-de-sac on Summit Street has already been provided.  |
| ----     | 3    | Bull Run          | 31     | In both the Redevelopment Concept Plan and the Generalized Development Map, the dashed line for the new Centreville Farms Road indicates that the final alignment for the road has not been determined. In Land Unit A, the intent is to have single family detached residential use west of the road and townhouse development to the east, recognizing that the size and configuration of these subdivisions will be determined when the road alignment is established at time of rezoning.   | <del>In both the Redevelopment Concept Plan and the Generalized Development Map, the dashed line for the new Centreville Farms Road indicates that the final alignment for the road has not been determined. In Land Unit A, the intent is to have single family detached residential use west of the road and townhouse development to the east, recognizing that the size and configuration of these subdivisions will be determined when the road alignment is established at time of rezoning.</del>  | Centreville Farms Road is already in place.   |
| 10       | 3    | Bull Run          | 33     | Proposed Cul-de-sac at the south terminus of Old Centreville Road.  | <del>Proposed Cul-de-sac at the south terminus of Old Centreville Road.</del>   | The cul-de-sac is already in place.   |
| 10       | 3    | Bull Run          | 33     | Access to Lee Highway via a public street should be provided in this approximate area.  | <del>Access to Lee Highway via a public street should be provided in this approximate area.</del>   | This is already in place.   |
| ----     | 3    | Bull Run          | 34     | Transit - Land should be dedicated in the southwest quadrant of I-66 and Stringfellow Road for transportation-related uses associated with planned improvements in the I-66 corridor, including provision of a rail station and ancillary facilities. This includes tax map 55-1((1)), parcels 15, 16, and 18, collectively comprising Land Unit I. Right-of-way should be provided for public road access to the facility from Stringfellow Road opposite Westbrook Drive, and from the internal road system.  | Transit - Land should be dedicated in the southwest quadrant of I-66 and Stringfellow Road for transportation-related uses associated with planned improvements in the I-66 corridor, including provision of a rail <u>Metro</u> rail station and ancillary facilities. This includes tax map 55-1((1)), parcels 15, 16, and 18, collectively comprising Land Unit I. Right-of-way should be provided for public road access to the facility from Stringfellow Road opposite Westbrook Drive, and from the internal road system.  | A Metro rail designation has been added along I-66 from the Vienna Metro station to the Prince William County line. |
| ----     | 3    | Bull Run          | 34     | Centreville Farms Road - Centreville Farms Road should be constructed as a four-lane divided facility from Route 29 in a northeasterly direction to Stringfellow Road, connecting at Route 29 opposite Union Mill Road. Pedestrian walkways should be provided on both sides of the roadway. If constructed in this manner, the cost of this improvement may be credited against the Centreville Farms Road Fund. The timing of construction should be determined to the satisfaction of the County when the initial application or concurrent applications are considered at the Redevelopment Option level.   | <del>Centreville Farms Road - Centreville Farms Road should be constructed as a four-lane divided facility from Route 29 in a northeasterly direction to Stringfellow Road, connecting at Route 29 opposite Union Mill Road. Pedestrian walkways should be provided on both sides of the roadway. If constructed in this manner, the cost of this improvement may be credited against the Centreville Farms Road Fund. The timing of construction should be determined to the satisfaction of the County when the initial application or concurrent applications are considered at the Redevelopment Option level.</del>  | Centreville Farms Road has already been completed.  |

| Figure # | Area | Planning District | Page # | Current Sentence   | Proposed sentence change  | Explanation  |
|----------|------|-------------------|--------|--|---|--|
| ----     | 3    | Bull Run          | 34     | Leland Road – At the time of development of adjacent land areas, Leland Road should be extended through Centreville Farms as a two-lane improved roadway. West of Arrowhead Park Drive (formerly Stringfellow Road), Leland Road should be realigned to eliminate the sharp curve in the existing road section.  | <del>Leland Road – At the time of development of adjacent land areas, Leland Road should be extended through Centreville Farms as a two-lane improved roadway. West of Arrowhead Park Drive (formerly Stringfellow Road), Leland Road should be realigned to eliminate the sharp curve in the existing road section.</del>  | This has already been completed.   |
| ----     | 3    | Bull Run          | 34     | Summit Street – The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.  | <del>Summit Street – The existing Summit Street should terminate in a cul-de-sac with a turn-around circle in Land Unit B.</del>  | This has already been completed.   |
| ----     | 3    | Bull Run          | 34     | Timing and Provision of Transportation Improvements - To ensure adequate access and roadway capacity to accommodate projected traffic levels, roadway improvements needed to support development should be provided in conjunction with development. Centreville Farms Road from Route 29 to Leland Road should be constructed early in the redevelopment process. Credit toward the Centreville Road Fund contribution may be awarded for Centreville Farms Road if constructed as a four-lane divided facility from Route 29 to Stringfellow Road, with pedestrian walkways on both sides, as well as implementation of the streetscape plan. The cost of this improvement, as credited against the Centreville Road Fund contribution, is viewed to be acceptable because the road will provide access from the greater Centreville community to the planned transit facility in Land Unit I and therefore may be considered an integral link to the transportation system for Centreville. | <del>Timing and Provision of Transportation Improvements – To ensure adequate access and roadway capacity to accommodate projected traffic levels, roadway improvements needed to support development should be provided in conjunction with development. Centreville Farms Road from Route 29 to Leland Road should be constructed early in the redevelopment process. Credit toward the Centreville Road Fund contribution may be awarded for Centreville Farms Road if constructed as a four-lane divided facility from Route 29 to Stringfellow Road, with pedestrian walkways on both sides, as well as implementation of the streetscape plan. The cost of this improvement, as credited against the Centreville Road Fund contribution, is viewed to be acceptable because the road will provide access from the greater Centreville community to the planned transit facility in Land Unit I and therefore may be considered an integral link to the transportation system for Centreville.</del> | Centreville Farms Road has already been completed.   |
| ----     | 3    | Bull Run          | 45     | 1. The four-lane improvement to Braddock Road and the extension of Old Lee Road will not be constructed until such time as there is an approved alignment for the Tri-County Connector in both Fairfax County and Loudoun County and a funding commitment is in place.   | <del>1. The four-lane improvement to Braddock Road and the extension of Old Lee Road will not be constructed until such time as there is an approved alignment for the Tri-County Connector in both Fairfax County and Loudoun County and a funding commitment is in place.</del>   | The final alignment for the Tri-County Connector is no longer planned to be in Fairfax County. The planned new roadway that was formerly called the Route 28 Bypass will remain on the Transportation Plan map but will go by another name sometime in the future. |
| ----     | 3    | Bull Run          | 50     | 3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR. Land at the southwest quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((1)) 7G and 12) is planned for public facilities and governmental uses, such as a Park and Ride facility.  | <del>3. Land at the southeast quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((7)) A, B, B1, C, C1) is planned and developed as retail use at .25 FAR. Land at the southwest quadrant of the intersection of Westfields and Stonecroft Boulevards (Tax Map 44-3((1)) 7G and 12) is planned for public facilities and governmental uses, such as a Park and Ride facility.</del>  | This parking lot is already in place.  |
| 21       | 3    | Bull Run          | 52     | 2.5 acres 140 spaces   | <del>2.5 acres 140 spaces</del>   | This parking lot is already in place.  |
| 31       | 3    | Bull Run          | 69     | Callout that reads: ROUTE 28 BYPASS EXTENSION  | <del>Callout that reads: ROUTE 28 BYPASS EXTENSION</del>  |  |
| 32       | 3    | Bull Run          | 70     | 4 ACRES 400 SPACES   | <del>4 ACRES 400 SPACES</del>   | This parking lot is already in place.  |

| Figure #                      | Area | Planning District      | Page # | Current Sentence   | Proposed sentence change   | Explanation   |
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| 32                            | 3    | Bull Run               | 70     | NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29  | <del>NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29</del>   | This parking lot is already in place.   |
| 38                            | 3    | Bull Run               | 80     | 4 ACRES 400 SPACES   | <del>4 ACRES 400 SPACES</del>  | This parking lot is already in place.   |
| 38                            | 3    | Bull Run               | 80     | NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29  | <del>NOTE: ACCESS FROM THE COMMUTER PARKING FACILITY ON THE NORTH SIDE OF ROUTE 29 SHOULD BE ORIENTED AWAY FROM THE INTERCHANGE OF STONE ROAD AND ROUTE 29</del>   | This parking lot is already in place.   |
| <b>Dulles Suburban Center</b> |      |                        |        |  |  |   |
| ----                          | 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. A second node of mixed-use development is planned in the Westfields area to create a focal point for residents and employees. | Metrarail has been 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>Metrarail</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.  | Metrarail is to be provided along the I-66 and DAAR as indicated on the 2006 Transportation Plan map. |

| Figure # | Area | Planning District      | Page #  | Current Sentence   | Proposed sentence change   | Explanation  |
|----------|------|------------------------|---------|--|--|--|
| ----     | 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 with them. | <del>Dulles Airport has been selected by the United States Congress as the future</del> <u>is the</u> 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 <del>must be accommodated by a planned transportation system and support the Airport's master plan for improved access.</del> 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 with them. | 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 <del>future</del> Annex of the 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. |
| ----     | 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 <del>rail</del> <u>Metrorail</u> 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.  | Metrorail 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.  | <del>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.</del>   | This designation was already provided on the 2001 Transportation Plan map and is in place on the 2006 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.   | <del>Construction of six lanes should proceed for the roadway segment from the Dulles Toll Road to Frying Pan Road.</del>  | This segment has been constructed.   |

| Figure # | Area | Planning District      | Page # | Current Sentence   | Proposed sentence change  | Explanation  |
|----------|------|------------------------|--------|--|---|--|
| 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.  | <del>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.</del>  | This designation was already provided on the 2001 Transportation Plan map and is in place on the 2006 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).                            | <del>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 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 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 Road, now comprising</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 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: | <del>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:</del>   | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally 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;  | <del>• 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;</del>  | 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.   | <del>The 1991 Transportation Plan map should be amended to show the Park Center Road extension.</del>   | 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.  | <del>The Route 28/Air &amp; 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.</del>  | 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.  |

| Figure # | Area | Planning District      | Page # | Current Sentence  | Proposed sentence change   | Explanation   |
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| ----     | 3    | Dulles Suburban Center | 98     | Right-of-way is dedicated for the improvement of Walney Road;   | <del>Right-of-way is dedicated for the improvement of Walney Road;</del>   | It appears that Walney Road has already been improved in this vicinity.   |
| ----     | 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. | <del>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 <u>Stonecroft Boulevard</u> would be the probable future access to this facility.</del> | 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.  | <del>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.</del>  | 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.  |

## Fairfax Center Area

|      |   |                     |    |   |  |   |
|------|---|---------------------|----|---|--|---|
| 6    | 3 | Fairfax Center Area | 22 | NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS   | <del>NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS</del>   | The Legato Road cul-de-sac is currently under construction as a road that will connect with Random Hills Drive. |
| ---- | 3 | Fairfax Center Area | 48 | The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level. | <del>The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.</del> | The Fairfax County Parkway/Route 50 interchange has already been constructed.                                   |
| ---- | 3 | Fairfax Center Area | 50 | Shuttle service is provided to bus and rail facilities and other community services for the residents.  | <del>Shuttle service is provided to bus and rail <u>Metrorail</u> facilities and other community services for the residents.</del>   | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.           |
| ---- | 3 | Fairfax Center Area | 57 | A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.   | <del>A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.</del>   | This service drive is in place.   |
| ---- | 3 | Fairfax Center Area | 57 | The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.  | <del>The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.</del>  | Both extensions are in place.   |
| ---- | 3 | Fairfax Center Area | 57 | The extension of Fields Brigade Road to a point approximately 600 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.   | <del>The extension of Fields Brigade Road to a point approximately 600 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.</del>   | All of these elements have been implemented.  |

| Figure # | Area | Planning District   | Page # | Current Sentence   | Proposed sentence change  | Explanation  |
|----------|------|---------------------|--------|--|---|--|
| ----     | 3    | Fairfax Center Area | 57     | The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.  | <del>The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.</del>  | These elements are in place.   |
| ----     | 3    | Fairfax Center Area | 58     | No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.   | <del>No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.</del>   | This is in place.  |
| ----     | 3    | Fairfax Center Area | 58     | Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.  | <del>Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.</del>  | This has been completed.   |
| ----     | 3    | Fairfax Center Area | 58     | To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.  | <del>To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.</del>  | This has been completed.   |
| ----     | 3    | Fairfax Center Area | 61     | This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.   | <del>This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.</del>  | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. A parking lot is already in place in the northwest quadrant of I-66 and Stringfellow Road. |
| ----     | 3    | Fairfax Center Area | 61     | This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8. | <del>This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</del> | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.  |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>   | <u>Proposed sentence change</u>  | <u>Explanation</u>  |
|-----------------|-------------|--------------------------|---------------|---|--|---|
| ----            | 3           | Fairfax Center Area      | 61            | Fair Lakes Boulevard will intersect Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.  | Fair Lakes Boulevard will intersects Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.  | Fair Lakes Boulevard intersects Stringfellow Road.  |
| ----            | 3           | Fairfax Center Area      | 75            | This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.   | This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a Metrorail station and a park-and-ride lot. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.   | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. |
| ----            | 3           | Fairfax Center Area      | 76            | Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8. | Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a <del>Metrorail public transportation rail/commuter parking facility</del> adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8. | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. |
| ----            | 3           | Fairfax Center Area      | 77            | This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.   | This land unit is located south of I-66, north of Route 29, and west of <del>planned extension of the Fairfax County Parkway</del> . It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.  | The Fairfax County Parkway is already in place in this vicinity.                                      |
| ----            | 3           | Fairfax Center Area      | 79            | 3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.  | <del>3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.</del>  | The intersection at Westbrook Drive of the North/South connector is in place.                         |

| Figure # | Area | Planning District   | Page # | Current Sentence  | Proposed sentence change  | Explanation   |
|----------|------|---------------------|--------|---|---|---|
| ----     | 3    | Fairfax Center Area | 80     | This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, and a State correctional facility. It is anticipated that these land uses will remain.  | This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, and a State correctional facility. It is anticipated that these land uses will remain.  | The Fairfax County Parkway in this vicinity has already been constructed.                             |
| ----     | 3    | Fairfax Center Area | 81     | This sub-unit is located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.  | <del>This sub-unit is located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.</del>   | A VDOT salt dome and maintenance yard are in place at this location.                                  |
| ----     | 3    | Fairfax Center Area | 81     | This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:  | This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:  | The interchange is in place at Fairfax County Parkway and Route 29.                                   |
| ----     | 3    | Fairfax Center Area | 81     | This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction.  | <del>This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction.</del>   | West Ox Road has already been widened to at least two lanes in each direction.                        |
| ----     | 3    | Fairfax Center Area | 88     | This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the Fairfax Corner development site, and several large vacant tracts. Transit improvements are proposed for the area adjacent to I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.   | This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the Fairfax Corner development site, and several large vacant tracts. Transit improvements <u>that are</u> proposed for the area adjacent to I-66 <u>include a Metrorail station and a park-and-ride facility</u> . Potential facilities could <u>also</u> include a <u>rail station</u> , express bus and kiss-and-ride facilities, <del>or a park-and-ride lot</del> .  | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. |
| ----     | 3    | Fairfax Center Area | 88     | The overlay level may be adjusted to .70 FAR office mixed-use for a portion of Sub-unit P2 not to exceed 33 acres (including the approximately six acres to be dedicated to the County for a public transit facility). This 33-acre area should be centrally located, adjacent to I-66 and west of Random Hills Road Extended. To achieve an intensity above .50 FAR for these 33 acres, dedication upon request of the County of at least six acres for a transit facility at a location determined suitable by the County and generally located adjacent to I-66 and west of Random Hills Road Extended should occur. In addition, dedication of sufficient roadway right-of-way to provide access to the site should occur upon request of the County. The construction of any intensity related to the increase in FAR from .50 to .70 on the 33 acre portion of the sub-unit shall be phased with the actual operation of adequate transit service to the transit facility area. The area for the transit facility must be dedicated when the applicant is to develop this portion of Sub-unit P2 or when the County requests that the land be de- | The overlay level may be adjusted to .70 FAR office mixed-use for a portion of Sub-unit P2 not to exceed 33 acres (including the approximately six acres to be dedicated to the County for a public transit <u>Metrorail</u> facility). This 33-acre area should be centrally located, adjacent to I-66 and west of Random Hills Road Extended. To achieve an intensity above .50 FAR for these 33 acres, dedication upon request of the County of at least six acres for a <u>transit Metrorail</u> facility at a location determined suitable by the County and generally located adjacent to I-66 and west of Random Hills Road Extended should occur. In addition, dedication of sufficient roadway right-of-way to provide access to the site should occur upon request of the County. The construction of any intensity related to the increase in FAR from .50 to .70 on the 33 acre portion of the sub-unit shall be phased with the actual operation of adequate <u>transit Metrorail</u> service to the <u>transit Metrorail</u> facility area. | Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. |

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| ----                 | 3    | Fairfax Center Area | 89     | • Primary access should be from Monument Drive;  | <del>• Primary access should be from Monument Drive;</del>   | Primary access has been provided to Monument Drive.   |
| ----                 | 3    | Fairfax Center Area | 89     | • Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and   | <del>• Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and</del>  | Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge has occurred.   |
| ----                 | 3    | Fairfax Center Area | 89     | • Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit P2.   | <del>• Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit P2.</del>  | A roadway connection has been provided between Random Hills Road and Monument Drive through Sub-unit P2.  |
| ----                 | 3    | Fairfax Center Area | 90     | 6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.   | <del>6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.</del>  | The northeast and northwest quadrants of the Route 29/Monument Drive intersection have already been developed.  |
| ----                 | 3    | Fairfax Center Area | 92     | This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations. | This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations. | The extension of the Government Center Parkway has already occurred.  |
| ----                 | 3    | Fairfax Center Area | 99     | This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through the western portion of this land unit.  | This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through is located in the western portion of this land unit.  | The Fairfax County Parkway in this vicinity has already been constructed.   |
| <b>Upper Potomac</b> |      |                     |        |  |  |   |
| ----                 | 3    | Upper Potomac       | 17     | 5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)   | <del>5. Construct an additional public transit park-and-ride lot facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)</del>   | Park-and-ride lots have been constructed at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street and at Lawyers Road and Reston Parkway. A transit center has also been constructed in Reston at the Reston Town Center. |

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| ----     | 3    | Upper Potomac     | 24     | The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommend | <del>The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 32     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit B-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:   | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit B-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:<br/>• Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.</del>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 34     | Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.   | <del>Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>   | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

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| ----     | 3    | Upper Potomac     | 34     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.                          | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive; and • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>                          | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 35     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel use is encouraged. In addition, the following conditions should be met: • Appropriate transitions in the height and bulk of buildings should be provided to minimize the impact on the neighboring residential area to the south. Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive. In addition, appropriate buffering sh | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit C-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel use is encouraged. In addition, the following conditions should be met: • Appropriate transitions in the height and bulk of buildings should be provided to minimize the impact on the neighboring residential area to the south. Building heights should be limited to 100 feet along the DAAR and 35 feet along Sunrise Valley Drive. In addition, appropriate buffering sh</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 36     | The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.  | <del>The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.</del>  | The transit center is already in place in the Reston Town Center.  |

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| ----     | 3    | Upper Potomac     | 38     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel uses are encouraged. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.                                     | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. Hotel uses are encouraged. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>                                     | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 39     | Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A public pedestrian link to Reston Town Center is provided.  | <del>Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A public pedestrian link to Reston Town Center is provided.</del>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 39     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A public pedestrian link to Reston Town Center is provided. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit D-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A public pedestrian link to Reston Town Center is provided.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

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| ----     | 3    | Upper Potomac     | 40     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit D-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • The two parcels should be consolidated to achieve the option level of development. • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit D-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • The two parcels should be consolidated to achieve the option level of development. • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 41     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.  | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit D-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 25% but no more than 50% of the total gross floor area of the development. Office use may not exceed 70% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 44     | A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.  | <del>A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.</del>   | The Reston Town Center transit center was recently completed. The underpass was removed from the 2006 Transportation plan map.   |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>  | <u>Proposed sentence change</u>   | <u>Explanation</u>   |
|-----------------|-------------|--------------------------|---------------|--|---|--|
| ----            | 3           | Upper Potomac            | 45            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.   | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>   | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 46            | • The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.  | <del>• The development of these parcels should accommodate the planned underpass under the Dulles Airport Access and Toll Road, connecting Sunrise Valley Drive and Town Center Parkway.</del>  | The underpass was removed from the 2006 Transportation plan map.   |
| ----            | 3           | Upper Potomac            | 46            | Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.  | <del>Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 46            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered within Sub-unit E-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>   | <u>Proposed sentence change</u>  | <u>Explanation</u>   |
|-----------------|-------------|--------------------------|---------------|---|--|--|
| ----            | 3           | Upper Potomac            | 47            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit E-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use combined may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 53            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.          | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>          | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 55            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to 1.0 FAR may be considered within Sub-unit G-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.            | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to 1.0 FAR may be considered within Sub-unit G-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>            | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

| Figure # | Area | Planning District | Page # | Current Sentence   | Proposed sentence change  | Explanation  |
|----------|------|-------------------|--------|--|---|--|
| ----     | 3    | Upper Potomac     | 56     | Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.   | <del>Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following conditions should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.</del>   | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 56     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered within Sub-unit G-4 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. • A second point of access (preferably to Sunset Hills Road) to this Sub-unit G-4 should be provided.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----     | 3    | Upper Potomac     | 57     | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.   | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-5 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>   | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>  | <u>Proposed sentence change</u>   | <u>Explanation</u>   |
|-----------------|-------------|--------------------------|---------------|--|---|--|
| ----            | 3           | Upper Potomac            | 58            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered within Sub-unit G-6 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 60 & 61       | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 61            | Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.  | <del>Transit-oriented Non-residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .70 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes office, hotel, institutional and support retail. The office use may not exceed 70% of the total gross floor area and support retail, to be located in office or hotel buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>  | <u>Proposed sentence change</u>   | <u>Explanation</u>   |
|-----------------|-------------|--------------------------|---------------|--|---|--|
| ----            | 3           | Upper Potomac            | 61            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit H-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 63            | Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit I-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets. | <del>Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a .75 FAR may be considered within Sub-unit I-1 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met: • Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.</del> | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| ----            | 3           | Upper Potomac            | 84            | The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.   | <del>The grade-separated interchange at the intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.</del>   | This interchange has already been constructed.   |
| ----            | 3           | Upper Potomac            | 100           | • Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and  | <del>• Right-of-way and ancillary easements needed for both the relocation of Laurel Way and the construction of the Fairfax County Parkway interchange at Baron Cameron Avenue shall be provided; and</del>  | The construction of the Fairfax County Parkway interchange at Baron Cameron Avenue has already occurred.   |
| ----            | 3           | Upper Potomac            | 100           | • Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road.   | <del>• Access, prior to construction of the Fairfax County Parkway interchange at Baron Cameron Avenue, may be oriented to existing Laurel Way. Upon construction of this segment of the Parkway however, any access to existing Laurel Way will be closed and reoriented to the relocated Laurel Way. No access shall be provided to and from Stuart Road.</del>   | The construction of the Fairfax County Parkway interchange at Baron Cameron Avenue has already occurred.   |

| <u>Figure #</u> | <u>Area</u> | <u>Planning District</u> | <u>Page #</u> | <u>Current Sentence</u>  | <u>Proposed sentence change</u>  | <u>Explanation</u>   |
|-----------------|-------------|--------------------------|---------------|--|--|--|
| ----            | 3           | Upper Potomac            | 102           | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>   | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for <del>Bus Rapid Transit (BRT)</del> or <u>Metrorail</u>, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond.   |
| ----            | 3           | Upper Potomac            | 104           | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>   | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for <del>Bus Rapid Transit (BRT)</del> or <u>Metrorail</u>, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond.   |
| ----            | 3           | Upper Potomac            | 105           | The southern portion of Land Unit C has been identified as the location for the commuter park-and-ride facility that would support bus and/or rail transit in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for a park-and-ride facility. In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion. | The southern portion of Land Unit C has been identified as the location for <del>the commuter park-and-ride facility</del> <u>facilities</u> that would support <del>bus and/or rail transit</del> <u>Metrorail</u> in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for <del>a park-and-ride facility</del> <u>commuter facilities</u> . In order to preserve the option for transit facilities in this location, development of Land Unit C should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion. | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. General site plans show the parking structure as being south of the Dulles Toll Road. Kiss-and-Ride facilities as well as bus bays will be available at the north entrance to the Route 28 station. |

| Figure # | Area | Planning District | Page # | Current Sentence  | Proposed sentence change  | Explanation  |
|----------|------|-------------------|--------|---|---|--|
| ----     | 3    | Upper Potomac     | 106    | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>  | <ul style="list-style-type: none"> <li>This option may be considered at such time as a funding agreement for <del>Bus Rapid Transit (BRT) or Metrorail</del>, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.</li> </ul>                                  | A Draft Environmental Impact Statement (EIS) in tandem with input from the public and local stakeholders resulted in the Locally Preferred Alternative of extending Metrorail to the Washington Dulles International Airport and beyond. |
| 48       | 3    | Upper Potomac     | 135    | 6 ACRES 350 SPACES  | <del>6 ACRES 350 SPACES</del>   | The Park and Ride lot is already in place at the corner of Lawyers Road and Reston Parkway.  |
| 49       | 3    | Upper Potomac     | 136    | 30 ACRES 1775 SPACES  | <del>30 ACRES 1775 SPACES</del>   | The Park and Ride lot is already in place at Herndon Monroe.   |
| ----     | 3    | Upper Potomac     | 137    | 2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking).  | <del>2. Construct a commuter park-and-ride facility at Lawyers Road and Reston Parkway. Also, construct a transit center in Reston at the Reston Town Center. In addition, r</del> Reserve land adjacent to the Dulles Toll Road just west of the Reston Parkway for a potential rail station (no parking). | The park-and-ride lot is already in place at the corner of Lawyers Road and Reston Parkway. The transit center is already in place in the Reston Town Center.  |
| ----     | 3    | Upper Potomac     | 147    | <ul style="list-style-type: none"> <li>Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;</li> </ul>   | <del>Construction of six lanes should be completed from the Dulles Toll Road to Frying Pan Road;</del>  | This segment has been constructed.   |
| ----     | 3    | Upper Potomac     | 159    | <ul style="list-style-type: none"> <li>Right-of-way is provided for the widening of Ox Trail and Rugby Road to a four lane section. Dedication of this right-of-way does not necessarily obligate the dedicator to construction of these improvements;</li> </ul>   |   | Could have been completed. Needs to be field checked.  |
| ----     | 3    | Upper Potomac     | 160    | shall be located in this buffer. Any utilities, to include stormwater pipes or channel improvements, that must be located within this buffer area shall be located and designed to minimize damage to existing vegetation and should be subject to landscaping to reduce any views into the campus. This buffer is to be measured from the eastern edge of the right-of-way of the anticipated four lane Rugby Road and Ox Trail; |   | Could have been completed. Needs to be field checked.  |