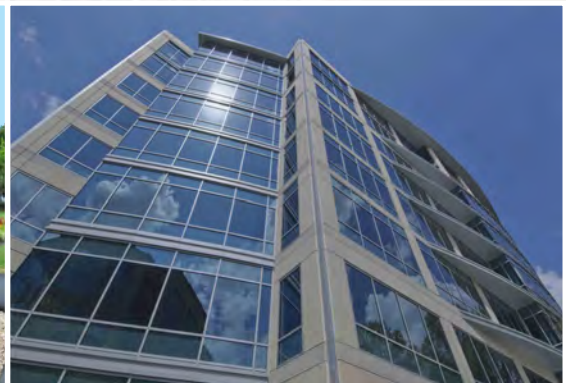


# Central Business Areas

Fairfax County, Virginia



Fairfax County, VA

Department of Planning & Zoning

Published June 1, 2017

Revised to October 24, 2017

# **ACKNOWLEDGMENTS**

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Acknowledgments also go to staff from the Town of Herndon and Town of Vienna.

# **CENTRAL BUSINESS AREAS FAIRFAX COUNTY, VIRGINIA**

All Central Business Area boundaries reflected in this report have been updated to Plan Amendment 2017-01, adopted October 24, 2017.

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# TABLE OF CONTENTS

Executive Summary .....	v
Central Business Areas—MWCOC Region.....	vii
Locator Map of Metro Stations in Fairfax County.....	viii
Central Business Areas—Fairfax County, Virginia .....	ix
Central Business Areas Including Existing GSA Facilities—Fairfax County, Virginia .....	x
Abbreviations .....	xi
Beltway South Industrial Area .....	1
Dulles Suburban Center .....	7
Includes the Innovation Center Transit Station Area	
Fairfax Center and Centreville Suburban Centers .....	19
Franconia – Springfield Area.....	31
Kingstowne Community Business Center .....	41
Lorton-South Route 1 Suburban Center and I-95 Corridor Industrial Area .....	47
McLean Community Business Center.....	59
Merrifield Suburban Center and Vienna Transit Station Area.....	67
Includes the Dunn Loring Transit Station Area	
Ravensworth Industrial Area .....	79
Reston Transit Station Areas .....	85
Includes the Transit Station Areas of Reston Town Center, Herndon, and Wiehle-Reston East	
Richmond Highway Corridor Community Business Centers and Huntington Transit Station Area .....	101
Includes the Huntington TSA and the CBCs of Beacon/Groveton, Hybla Valley/Gum Springs, North Gateway, Penn Daw, South County Center, and Woodlawn	
Seven Corners, Baileys, and Annandale Community Business Centers .....	133
Tysons Urban Center .....	151
Van Dorn Transit Station Area .....	159
Town of Herndon.....	165
Town of Vienna .....	167
Appendix 1: Concept for Future Development.....	171
Appendix 2: MWCOC Memo and Executive Order .....	173
Appendix 3: MWCOC Survey .....	181

## EXECUTIVE SUMMARY

In July 2016, the General Services Administration (GSA) began meeting regularly with the Metropolitan Washington Council of Governments (MWCOC) and its member jurisdictions via the Planning Directors Technical Advisory Committee (PDTAC) to discuss the implementation of a federal Executive Order (ADM 1091.1) entitled “Incorporating Principles of Sustainability, Economic Development and Efficiency into GSA Business Practices and Location Decision-making” to establish Central Business Areas. The Fairfax County Department of Planning and Zoning participated in these meetings and the technical drafting of Central Business Areas to reflect the adopted Comprehensive Plan. If established, Central Business Areas will become locations where GSA could more efficiently lease or procure space for office and/or flex-industrial federal employees. A Central Business Area (CBA) is established by a local government that submits documentation to GSA. There is no formal application process, however. To facilitate this, MWCOC put together a composite map of the drafted CBAs proposed by the PDTAC to show their context with respect to regional activity centers and Metrorail stations. MWCOC also developed a survey form for member jurisdictions to fill out voluntarily that attempts to distill the planning goals discussed in the Executive Order.

This report describes the 30 discrete areas that Fairfax County recommends to be CBAs for the purpose of assisting GSA in more easily finding office space and/or industrial uses such as data centers and warehouses. These proposed CBAs are further supported by the County’s economic development goals to create places where people want to be:

*“Continue to focus planning and development activities around the creation of mixed use communities. These should be primarily in identified activity centers served by multi-modal transportation options, which contain employment opportunities, a mix of housing types and price points, as well as vibrant retail and entertainment options.” -The Fairfax County Board of Supervisors’ Strategic Plan to Facilitate the Economic Success of Fairfax County (page 26)*

To assist GSA’s clients with selecting the best locations for their needs, the PDTAC discussed the concept of identifying “tiers” of CBAs. A *Tier 1 CBA* would be suitable for office uses close to transit. A *Tier 2 CBA* would be suitable for industrial, warehouse, or data center uses, or for uses that require secured locations, additional setbacks, or fencing, which are not ideal uses for every activity center. However, it was determined that the survey and maps for each CBA are the best vehicles for conveying suitable use types.

Therefore, the survey form crafted by MWCOC staff and entitled “Central Business Area (CBA) Definition-For Federal Facility Location, GSA Four Factor Documentation” was completed for each proposed CBA and is included in this report. In some cases, similar CBAs were grouped together on one survey form for ease of readership. Four maps of each proposed CBA are included after the survey form for additional information: 1) a vicinity map of the proposed CBA; 2) existing land uses; 3) planned land uses; and 4) generalized zoning. (GIS data shown on these maps are included on the enclosed CD; current GIS data are available on the Fairfax County Geospatial Data website, or available upon request.) Given that there is no formal application process for localities to follow, this report represents Fairfax County’s submission to GSA to establish CBAs, which may be updated and resubmitted annually, if needed. This report serves as a strong starting point from which Fairfax County and GSA can begin to define—at a more granular level—where new leases could be located.

The foundation for the CBAs is the adopted Fairfax County Comprehensive Plan, 2013 Edition and illustrated by The Concept for Future Development (The Concept). Thirty out of 35 areas shown on The Concept are proposed CBAs. Fort Belvoir, Dulles Airport, and George Mason University were excluded from the list because they fall outside Fairfax County’s planning and zoning purview. GSA should contact those governmental entities regarding site selection assistance. The West Falls Church Transit Station Area and Flint Hill Suburban Center were excluded from being a proposed CBA due to a low office development potential.

Open-source data from GSA and Fairfax County Economic Development Authority on the location of known GSA facilities, both leased and owned, were mapped against the proposed Central Business Areas to gauge how many fall outside those areas. Only fourteen known buildings currently being leased by GSA are located outside the proposed CBAs. Fairfax County has requested that GSA allow any existing leases located outside the proposed CBAs be considered “grandfathered”, and therefore eligible for lease renewal. If federal procurement policy does not allow grandfathering, then Fairfax County encourages GSA to relocate those uses to spaces within a Fairfax County CBA. The Fairfax County Economic Development Authority is available to help GSA find sites that will meet the mission-specific needs of its clients, inside or outside a CBA. Department of Planning and Zoning staff reached out to staff at the Towns of Herndon and Vienna to participate in this project. Both towns provided County and MWCOC staff with their proposed CBA and survey form. Given that the towns are located within Fairfax County, those materials are included in this report and the CBAs are shown on the composite maps herein.

Please note that the content in this report is intended for general planning purposes only. Information shown on the maps are subject to change. GSA is invited to contact the Fairfax County Economic Development Authority for site selection assistance and the Department of Planning and Zoning for land development questions. All local planning and zoning policies and regulations apply. Therefore, property owners and developers interested in submitting a proposal to GSA are strongly encouraged to contact the Fairfax County Department of Planning and Zoning for questions about zoning and permitted land uses. Note that any questions related to parcels within the Town of Herndon or Town of Vienna should be directed to the respective town staff.

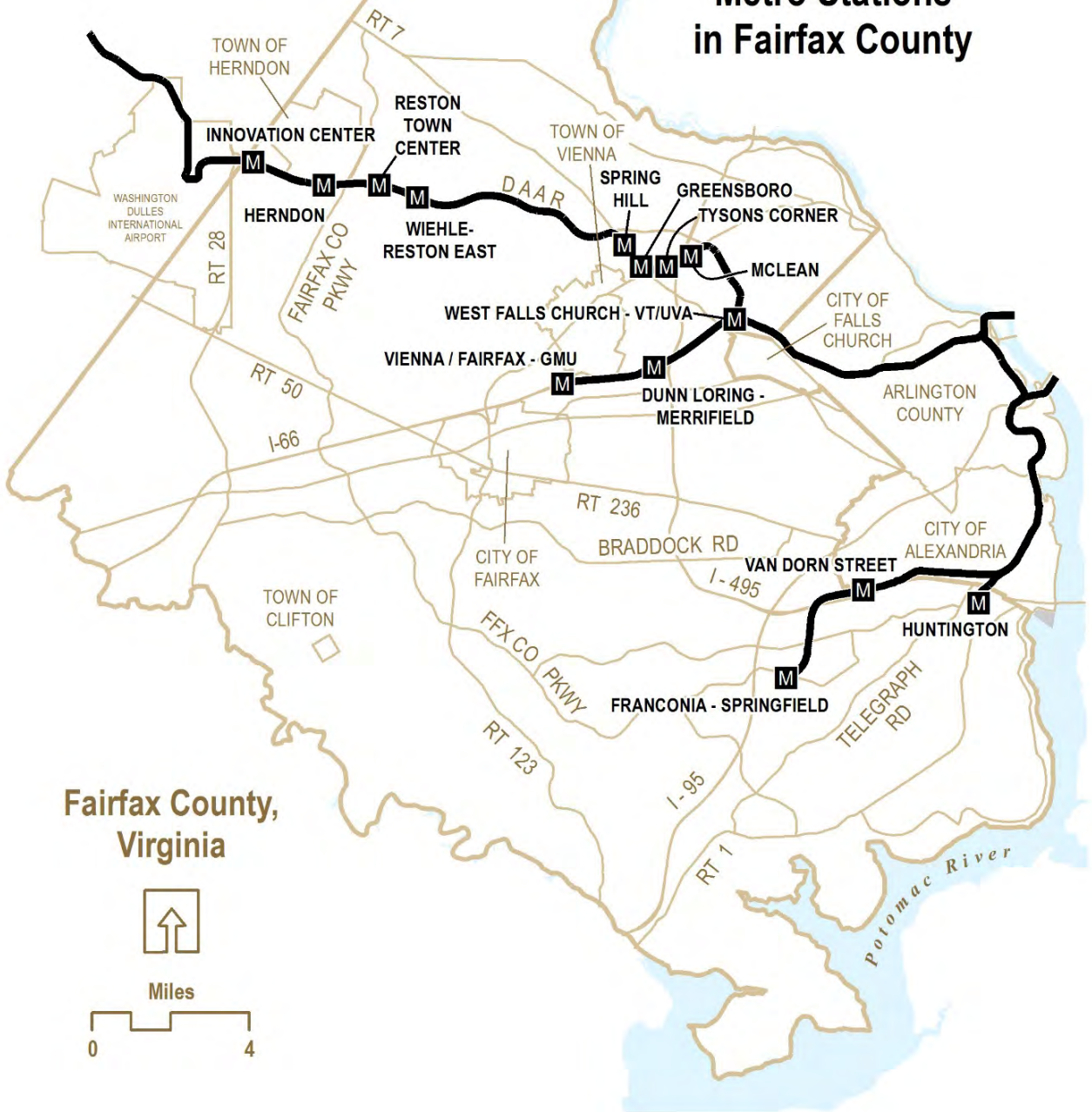
Last updated 5/24/2017

## GSA Buildings and Leased Spaces and Draft Central Business Areas in MWCOC Region

Map created by COG staff. Shows spaces greater than 3,000 square feet in General Services Administration database. Leased space is shown in red, orange and yellow; GSA owned buildings are shown in blue. Leased space data was downloaded from <http://www.gsa.gov/portal/content/101840> in November 2016. Owned space database was given to COG by GSA staff in January 2016.

- Existing CBA**  
■
- Proposed CBA**  
■
- Buildings by Square Feet**
- Less than 50,000
  - Between 50,000 and 250,000
  - Greater than 250,000
- Lease Expiration Year**
- Before 2018
  - 2018 to 2019
  - After 2019
- Use**
- Office / Labs
  - All Other
  - ♦ Industrial
  - \* Data Centers
- GSA Owned Buildings**  
•

# Locator Map Metro Stations in Fairfax County



**Legend**

- Central Business Area  
Fill Colors Vary
- Other Concept for Future Development Area

**Abbreviations used:**  
 CBC = Community Business Center  
 CPS = Community Planning Sector  
 SC = Suburban Center  
 TSA = Transit Station Area

**Transit**

- M Metrorail - in operation or under construction
- M Metrorail - planned, unfunded
- VRE Virginia Railway Express

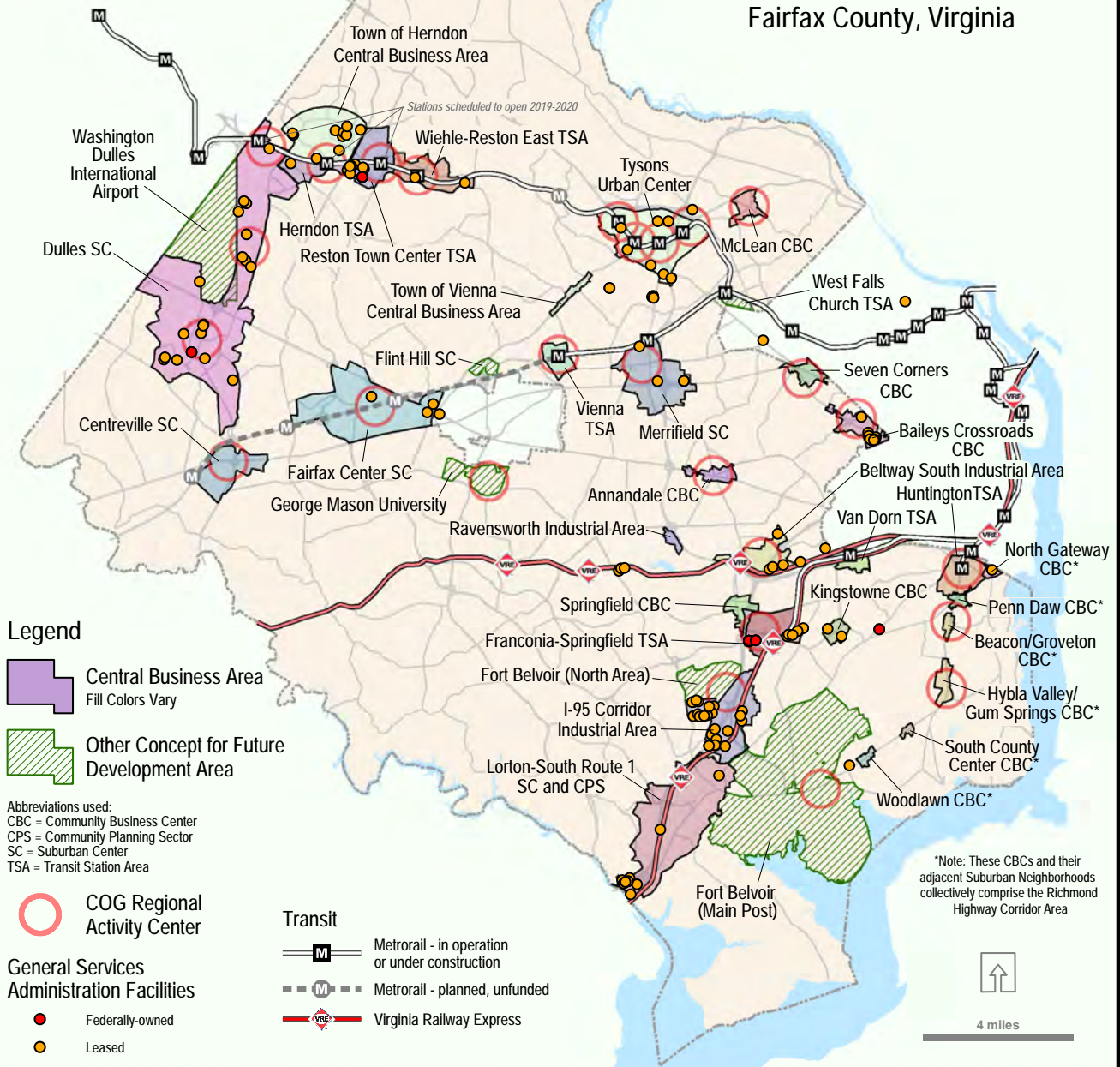
**Note:** These CBCs and their adjacent Suburban Neighborhoods collectively comprise the Richmond Highway Corridor Area

**Map Labels:**  
 Washington Dulles International Airport  
 Dulles SC  
 Town of Herndon Central Business Area  
 Wiehle-Reston East TSA  
 Herndon TSA  
 Reston Town Center TSA  
 Town of Vienna Central Business Area  
 Flint Hill SC  
 Fairfax Center SC  
 George Mason University  
 Tysons Urban Center  
 McLean CBC  
 West Falls Church TSA  
 Seven Corners CBC  
 Baileys Crossroads CBC  
 Beltway South Industrial Area  
 Huntington TSA  
 Van Dorn TSA  
 North Gateway CBC\*  
 Penn Daw CBC\*  
 Beacon/Groveton CBC\*  
 Hybla Valley/Gum Springs CBC\*  
 South County Center CBC\*  
 Woodlawn CBC\*  
 Fort Belvoir (Main Post)  
 Lorton-South Route 1 SC and CPS  
 I-95 Corridor Industrial Area  
 Fort Belvoir (North Area)  
 Franconia-Springfield TSA  
 Springfield CBC  
 Ravensworth Industrial Area  
 Annandale CBC  
 Merrifield SC  
 Vienna TSA  
 Centerville SC

**Scale:** 4 miles

Prepared by DPZ 2017 - rev 10-2017

# Central Business Areas Including Existing GSA Facilities Fairfax County, Virginia



Document Path: G:\projects\locpl\pdf\avprojects\2016\GSA\_COG\_Project\COG\_CBA\_MAPS\_BUILD\Projects\GSA Facilities FX CO VA.mxd

Prepared by DPZ 2017 - rev 10-2017

## **ABBREVIATIONS**

CBA – Central Business Area, a General Services Administration planning term and area

CBC – Community Business Center, a Fairfax County planning geography

GSA – General Services Administration

IA – Industrial Area, a Fairfax County planning geography shown on the Concept for Future Development

MWCOG – Metropolitan Washington Council of Governments

PDTAC – Planning Directors Technical Advisory Committee, a MWCOG committee

SC – Suburban Center, a Fairfax County planning area shown on the Concept for Future Development

SN – Suburban Neighborhood, a Fairfax County planning geography shown on the Concept for Future Development

TSA – Transit Station Area, a Fairfax County planning geography shown on the Concept for Future Development

**[Intentionally Blank]**

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Beltway South Industrial Area**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

Located near the interchange of the Beltway (I-495), and I-395, the Beltway South Industrial Area is a prime location for industrial uses. This proposed Central Business Area (CBA) is planned for an additional 12 million square feet of industrial space. Planning objectives for the Beltway South Industrial Area include the following:

- *“Ensure the compatibility of infill uses within the Industrial Area;*
- *Ensure appropriate transitions towards the periphery adjacent to existing residential development; and*
- *Monitor environmental quality and safety of specific industrial uses.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Beltway South Industrial Area, page 77)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. **Sustainability:**

Industrial areas, such as the Beltway South, provide a vital need to the region by supporting necessary businesses and land uses (such as warehouses). Objective 3 of the Policy Plan, Land Use section states:

*“Fairfax County should maintain a supply of land sufficient to meet the need for housing, commercial, industrial, institutional/public services, and recreational and leisure activities to support the Comprehensive Plan.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition POLICY PLAN, Land Use, Amended through 3-14-2017, page 4)

Moreover, Beltway South can help absorb increased demand for industrial uses:

*“As technology and market demands change, there may be a need to provide more flexibility to allow certain uses, such as data centers and self-storage facilities (mini-warehouse uses) to be built at higher intensities within areas planned for industrial uses as shown on the Comprehensive Land Use Plan Map.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition POLICY PLAN, Land Use-Appendix, Amended through 3-14-2017, page 39)

### b. **Transportation:** (Include Regional and Local Services)

		EXISTING		PLANNED	
i.	<u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
		<u>Yes</u>	<u>No</u>		
	High Occupancy Lanes	<u>  X  </u>	<u>      </u>	Year <u>      </u>	<u>      </u>
	Express Toll Lanes	<u>  X  </u>	<u>      </u>	Year <u>      </u>	<u>      </u>
	Commuter Bus Service	<u>      </u>	<u>  X  </u>	Year <u>      </u>	<u>      </u>
	Regional Bus Service <sup>1</sup>	<u>  X  </u>	<u>      </u>	Year <u>      </u>	<u>      </u>
	Local Bus Service	<u>  X  </u>	<u>      </u>	Year <u>      </u>	<u>      </u>
	Light Rail Station(s)	<u>      </u>	<u>  X  </u>	Year <u>      </u>	<u>      </u>
	Metro Rail Station(s)	<u>  X  </u>	<u>      </u>	Year <u>      </u>	<u>      </u>

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Commuter Rail Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	AM (5:45-8:30); PM (1:50-7:30)	1-2 (Peak Period)
Commuter Bus Service	_____ N/A _____	
Regional Bus Service	AM (6:00-9:00); PM (4:15-7:45)	2-4 (Peak Period)
Local Bus Service	AM ( 3:45-12:00); PM (12:30-1:00)	2-3(Peak Period)
Light Rail	_____ N/A _____	_____
Metro Rail	_____ N/A _____	_____

ii. <u>Business and Services:</u>	Existing	Planned
Retail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

Objective 13 of the Policy Plan in the Comprehensive Plan addresses the timing of new development with respect to public infrastructure:

*"The pace of development in the county should be in general accord with the Comprehensive Plan and sustainable by the provision of transportation and public facilities.*

*Policy a. Influence the timing of development to coincide with the provision of transportation and other necessary public improvements.*

*Policy b. Make provisions for new residential and nonresidential development to meet the projected demand for public facilities on-site and/or contribute to the acquisition of nearby property to meet this demand.*

*Policy c. Commit through the Capital Improvement Program, funding for facilities in general accord with the county's Comprehensive Plan.*

*Policy d. Require the proportionate participation of all development in fully mitigating impacts to public facility and transportation capacity."*

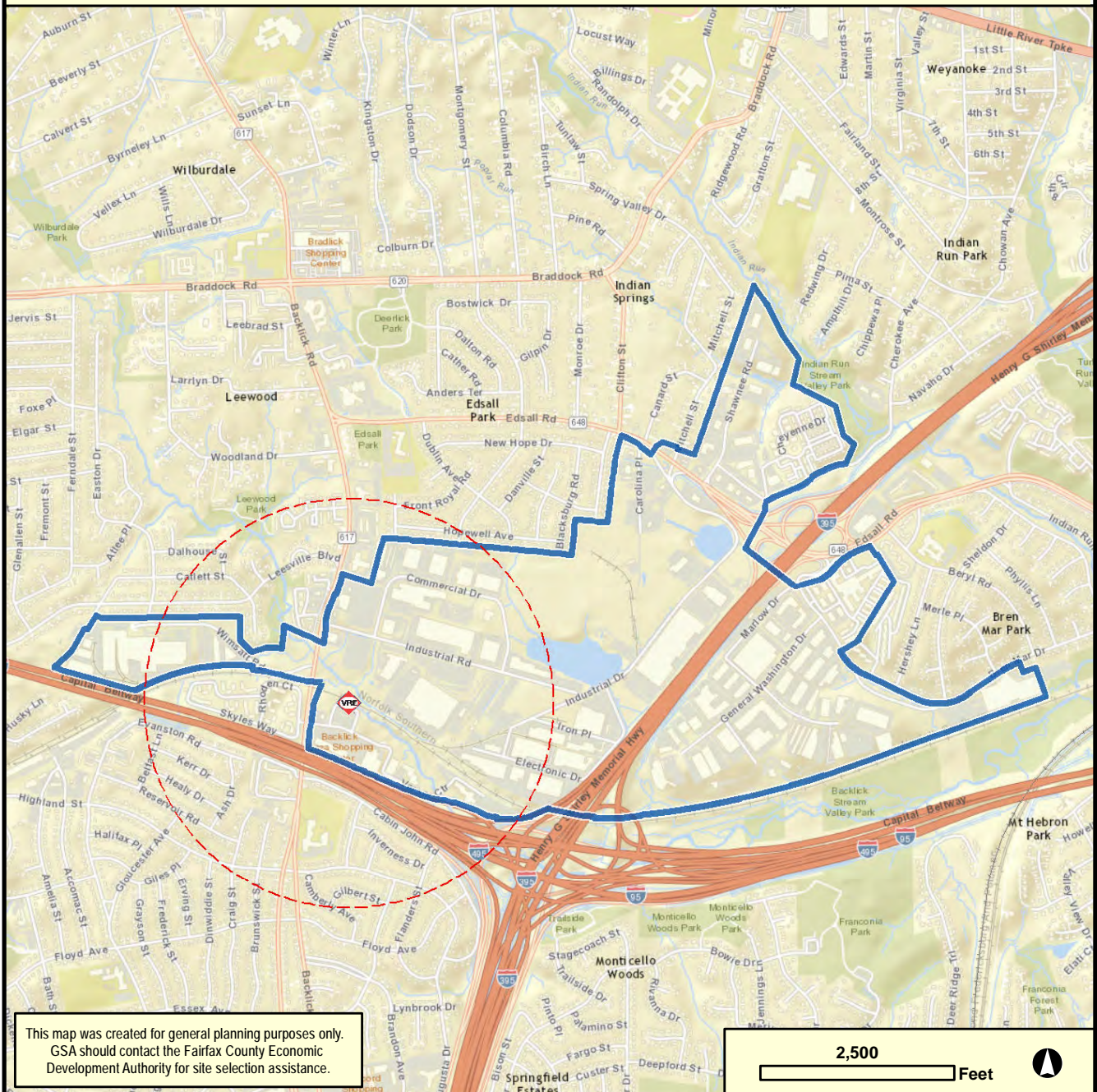
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, POLICY PLAN, Land Use, Amended through 3-14-2017, page 9)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

This industrial area is located within the Annandale Planning District, which addresses environmental protection for the Beltway South Industrial Area:

*"The Annandale Planning District typifies older suburban development in the Piedmont geologic province of Fairfax. Subdivisions are organized around a well-defined stream valley system that has distinct floodplains and extensive steep areas around tributaries. Industrial areas are located near transportation facilities on relatively level topography. Commercial areas occur on the uplands where they have high visibility and street access. Development that has already occurred has left large areas of tree cover intact. Since little undeveloped land remains, environmental goals for the Annandale Planning District should focus on preserving and improving the ecological resources that already exist." (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Overview, page 7)*

# Beltway South Industrial Area - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

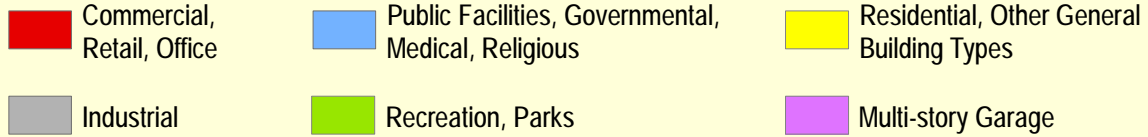


**Commuter Rail Station** Circle indicates half-mile radius from station

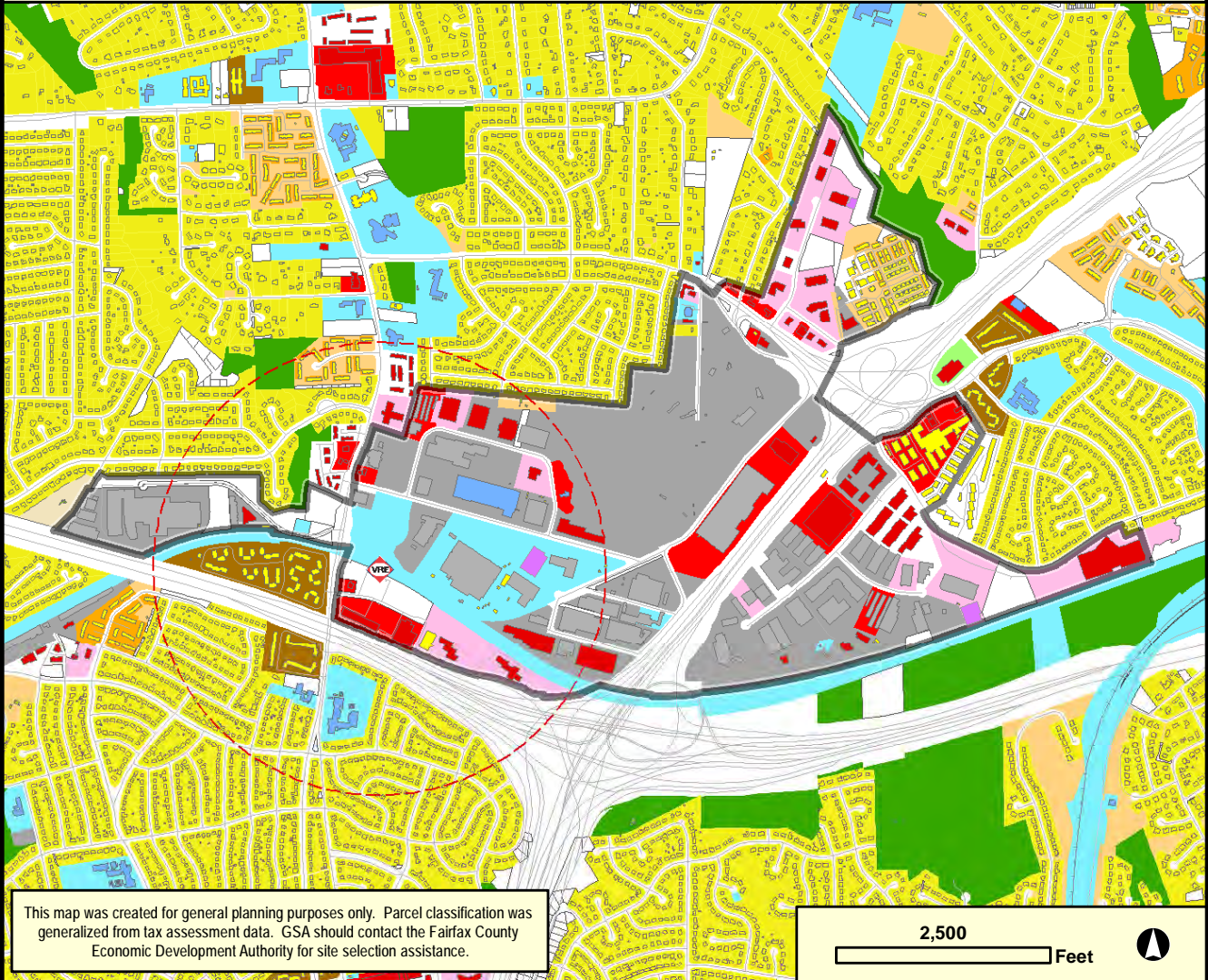
Prepared by DPZ 1917

# Beltway South Industrial Area - Existing Land Use

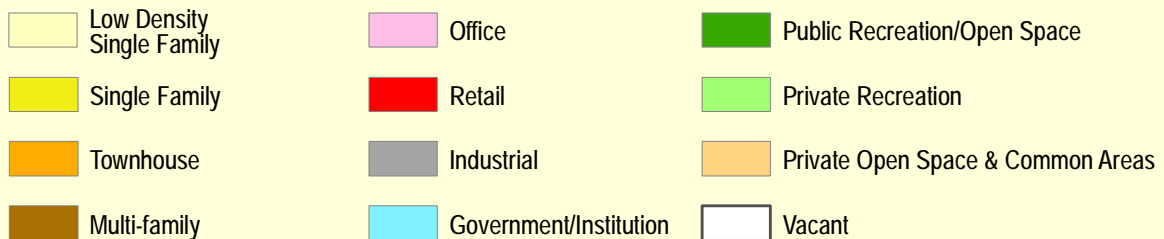
## Structure Types 2016



Prepared by DPZ 2017

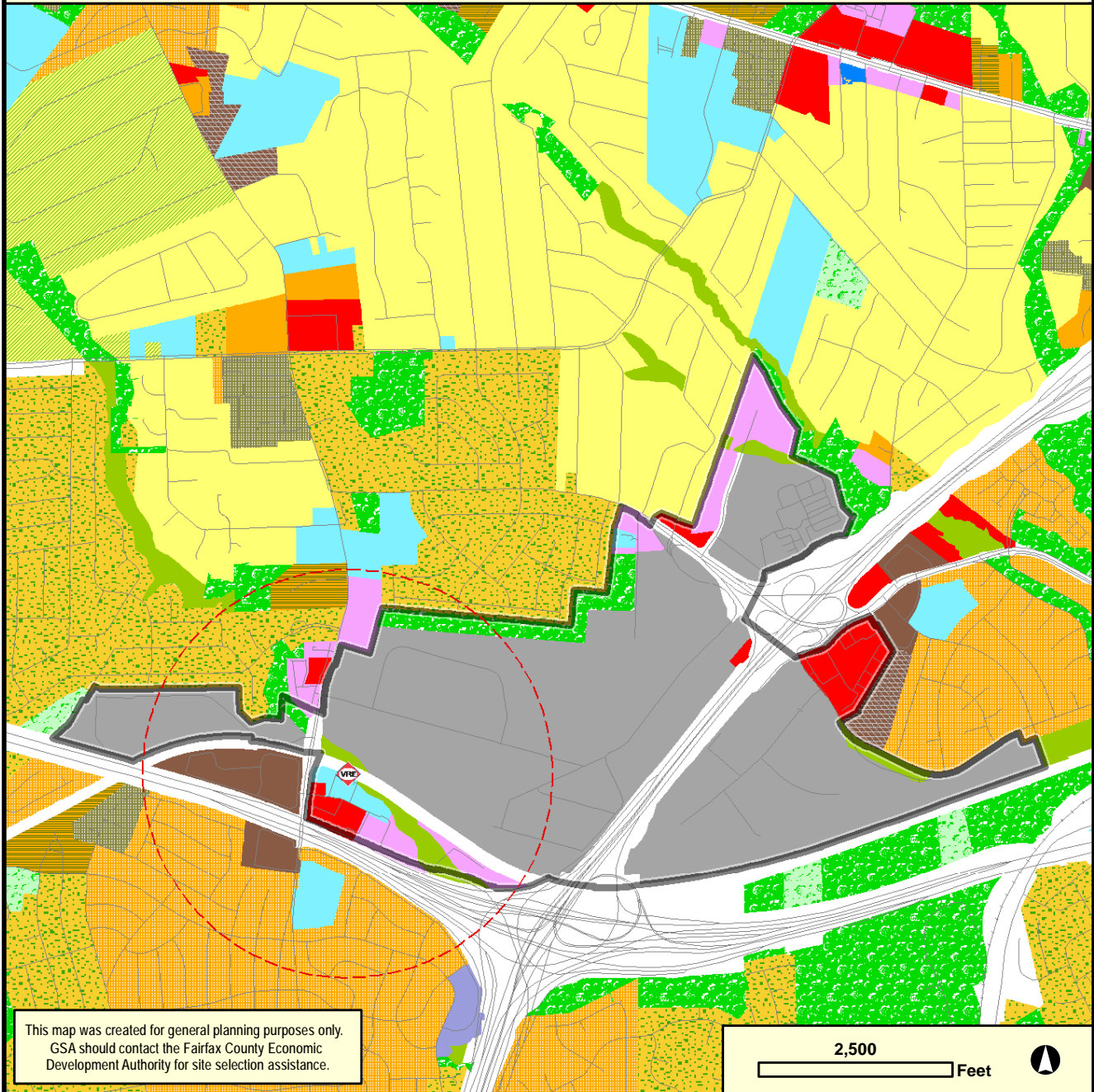


## Existing Land Use 2015



Prepared by DPZ 2017

# Beltway South Industrial Area - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
<b>Commercial</b>	
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

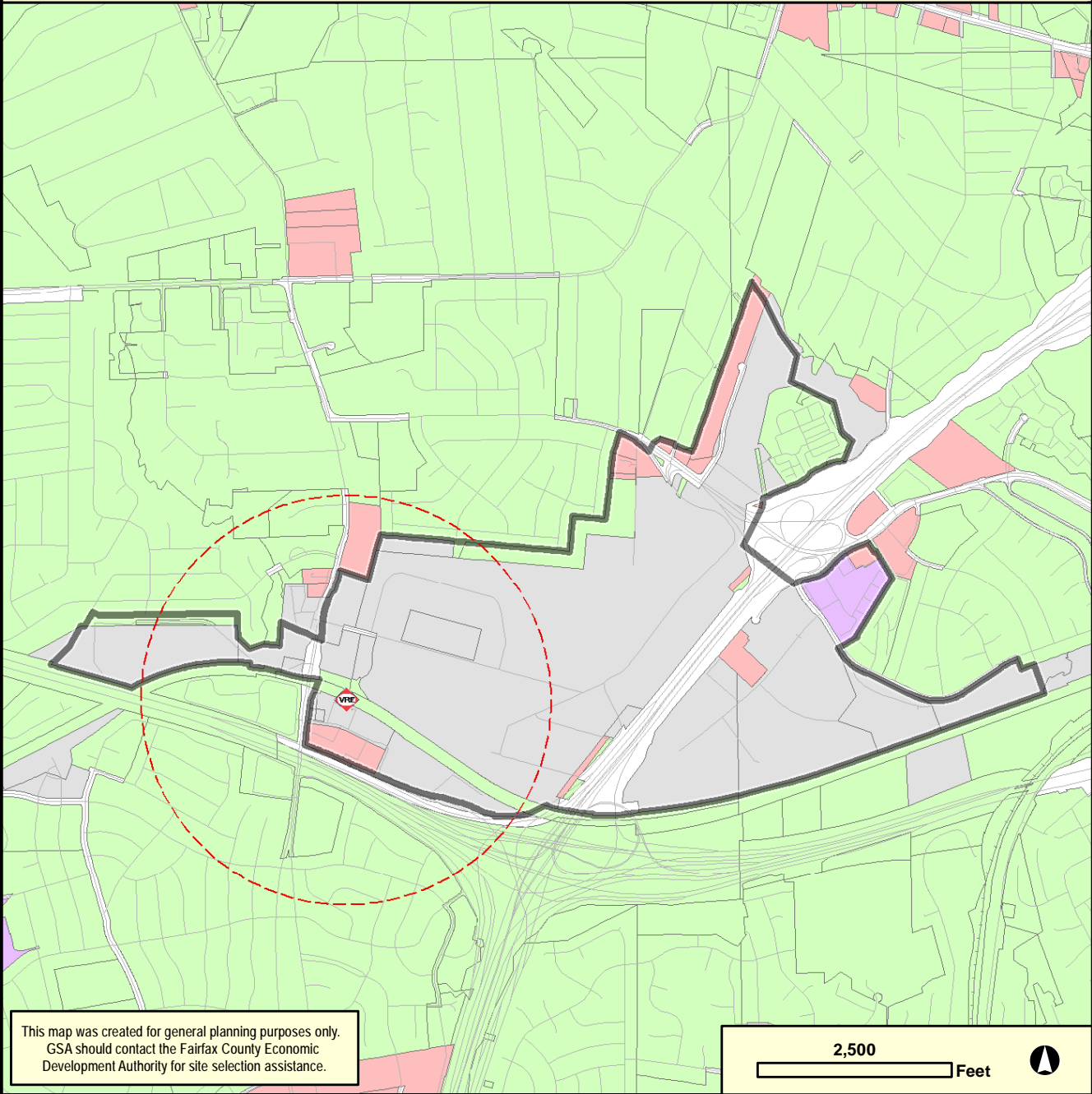
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Beltway South Industrial Area - Generalized Zoning



## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Dulles Suburban Center (includes the Innovation Center  
Transit Station Area)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

With over 17 million square feet of current office space (Source: CoStar, 2016) and the capacity to add yet another 26 million square feet of office space and 28 million of industrial space, the Dulles Suburban Center has some of the highest levels of employment, both current and planned, in the County, making it an ideal candidate for a Central Business Area (CBA). As the Concept for Future Development states:

*“The Dulles Suburban Center offers an opportunity and challenge to create a high quality, well-conceived, integrated, and functional multiple use employment and residential sector. Vision, creativity, reason, and public-private cooperation can be rewarded by fashioning a model community characterized by an exemplary quality of life featuring an optimal mix of employment, housing, environmental protection, transportation service, and other services, all while significantly enhancing the tax base.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Dulles Suburban Center, Amended through 5-2-2017, Dulles Suburban Center Overview, page 6)

A specific economic development goal is to:

*“Provide sites and opportunities for national, international and regional businesses and commercial operations in the Dulles Suburban Center; provide tourism and recreation opportunities located within the Center, with convenient access to regional sites to encourage visitors to travel to this area for business and/or pleasure.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Dulles Suburban Center, Amended through 5-2-2017, Dulles Suburban Center Overview, page 12)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

Development that does not hinder existing infrastructure, neighborhoods, and the tax base is an important goal within this area. An example of this is:

*“One of the principal goals outlined in the Policy Plan is to expand housing opportunities in or near employment centers as a way to minimize the impacts of commuters on county roads and to make public transit more feasible as a transportation alternative.”*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA III, Dulles Suburban Center, Amended through 5-2-2017, Dulles Suburban Center Overview, page 8)

Moreover, the Policy Plan makes specific references to resource conservation and green building practices Countywide:

*“Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short and long-term negative impacts on the environment and building occupants.*

*Policy a. In consideration of other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects.”*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition POLICY PLAN, Environment, Amended through 3-14-2017, page 19)

Creating a mixed-use environment lends itself to achieving sustainability principles in the Innovation Center TSA:

*"Within the Innovation Center Transit Station Area, the highest concentration of development should be closest to the planned Metro station. The mix of uses should create a critical mass of pedestrian activity as people live, work and recreate in this area."* (Fairfax County Comprehensive Plan, 2013 Edition, Dulles Suburban Center, Amended through 5-2-2017, page 150)

b. **Transportation:** (Include Regional and Local Services)

	EXISTING		PLANNED		Completion Year	Funded: <i>Partial or Full</i>
i. <b><u>Transportation Options:</u></b>						
High Occupancy Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Express Toll Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Regional Bus Service <sup>1</sup>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year <u>2020</u>	_____
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year <u>X</u>	_____
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year <u>X</u>	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
a. <b><u>Service Levels:</u></b>	Service Hours		Frequency (Per hour)			
Commuter Rail Service	_____ N/A _____		_____			
Commuter Bus Service	_____ N/A _____		_____			
Regional Bus Service	_____ N/A _____		_____			
Local Bus Service	5:40 AM-11:15 PM		2-3 (Peak Period)			
Light Rail	_____ N/A _____		_____			
Metro Rail	_____ N/A _____		_____			
ii. <b><u>Business and Services:</u></b>	Existing		Planned			
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

*"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 Metrorail, 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 development of the mixed-use nodes must also take into account the need to provide public transportation transfer facilities. Such facilities would provide locations for the transfer of*

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

passengers to and from various transportation modes, as for example, between automobiles and buses, carpools, or rail vehicles, or between pedestrians and multiple high-occupancy vehicle options.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA III, Dulles Suburban Center, Amended through 5-2-2017, Dulles Suburban Center Overview, pages 6 and 7)

The Innovation Center TSA envisions a multi-modal network as well:

*“The vision of the Innovation Center Transit Station Area is to create an inter-connected multi-modal place that benefits surrounding areas. The proximity of a mix of uses to one another should be combined with easy access to multiple modes of transportation, particularly transit (including bus), walking and bicycling that is part of a larger area wide network.”* (Fairfax County Comprehensive Plan, 2013 Edition, Dulles Suburban Center, Amended through 5-2-2017, page 151)

#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

The Comprehensive Plan for the Dulles Suburban Center makes specific goals and recommendations in reference to protecting the natural environment including:

*“Environment and Heritage Resources*

22. *Protect the environment, preserve natural resources and open space. Meet or exceed federal, state, and local standards for water quality, ambient air quality, and other environmental standards.*

23. *Identify, study and protect heritage resources from degradation and/or destruction by public or private action.*

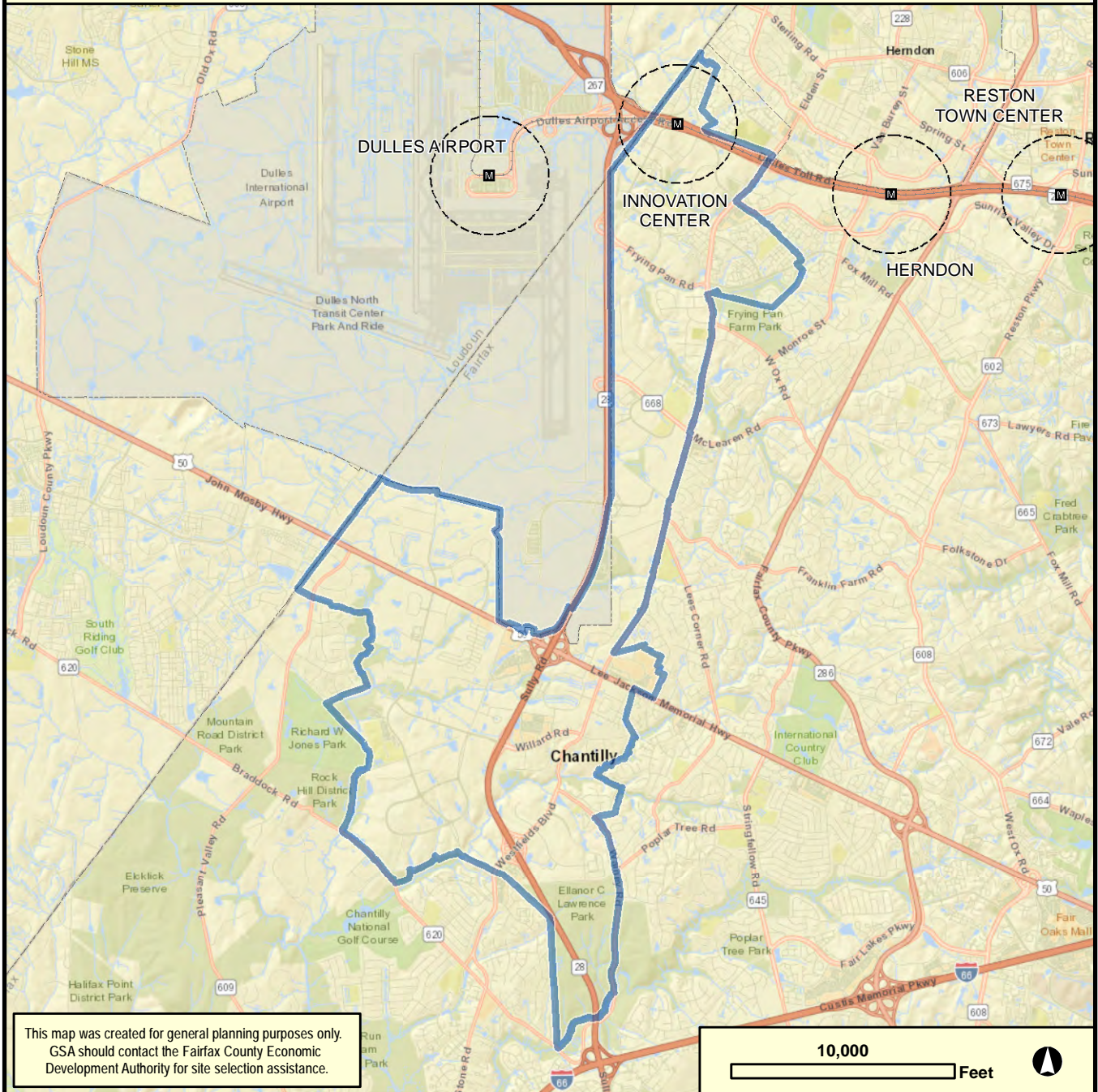
24. *Protect environmental assets, including Environmental Quality Corridors (EQCs) and Resource Protection Areas (RPAs) within stream valley parks and private “open space” in fulfillment of the Greenway concept while encouraging compatible use by the public where feasible.*

25. *Protect the natural environment by assuring connectivity through the Center and between adjacent districts: Design stormwater detention systems that blend with and augment features of the natural environment and which contribute to the aesthetics of their sites.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Dulles Suburban Center, Amended through 3-14-2017, Dulles Suburban Center Overview, page 12)

The Comprehensive Plan for the Innovation Center TSA, located within the Dulles Suburban Center, also supports the protection of the natural environment:

*“The protection of environmentally valuable areas is essential. Consolidation with parcels containing environmentally sensitive areas such as streams and wetlands should be supported in order to achieve dedication and ultimate preservation. These areas can provide needed passive open space and contribute to creating a pleasing mix of hardscape elements and natural landscapes.”* (Fairfax County Comprehensive Plan, 2013 Edition, Dulles Suburban Center, Amended through 5-2-2017, page 151)

# Dulles Suburban Center - Locator Map

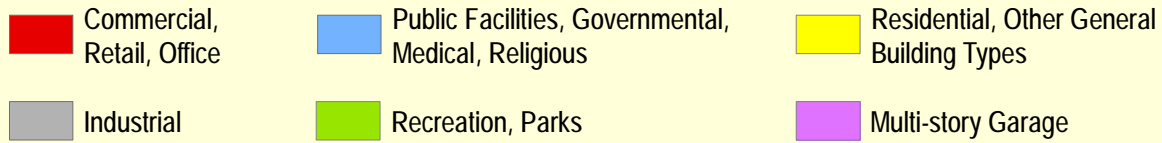


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - ◆ Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

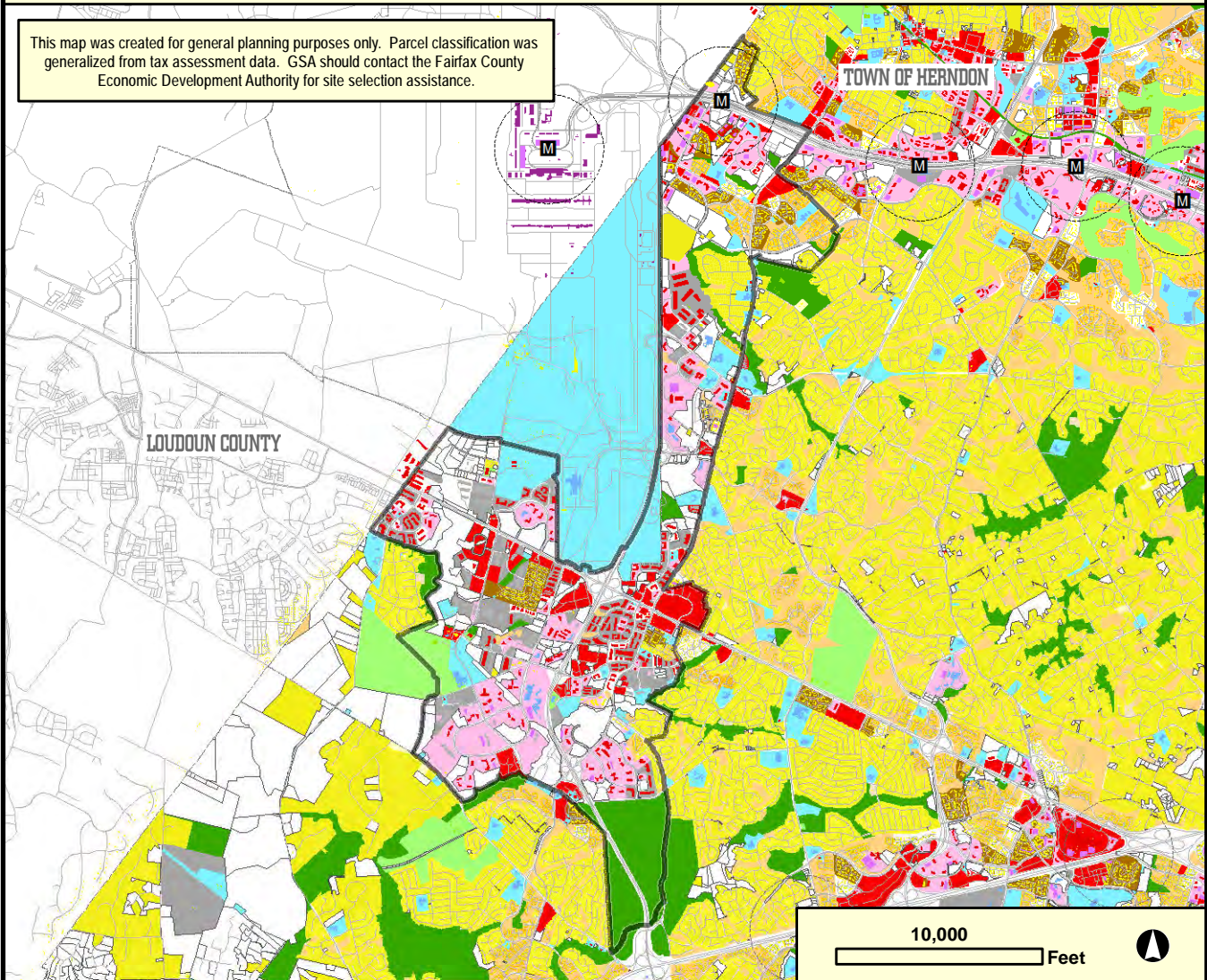
# Dulles Suburban Center - Existing Land Use

## Structure Types 2016

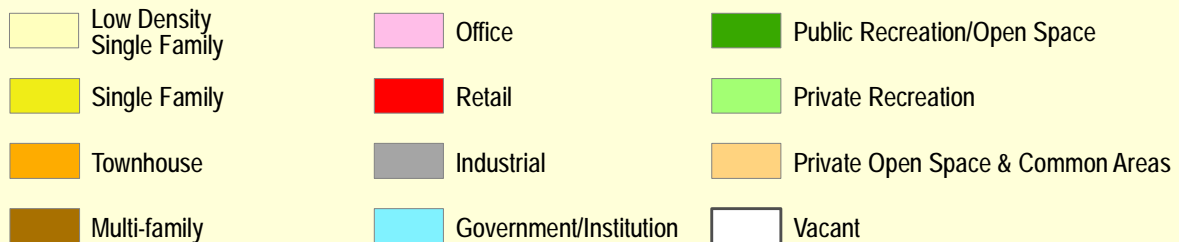


Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



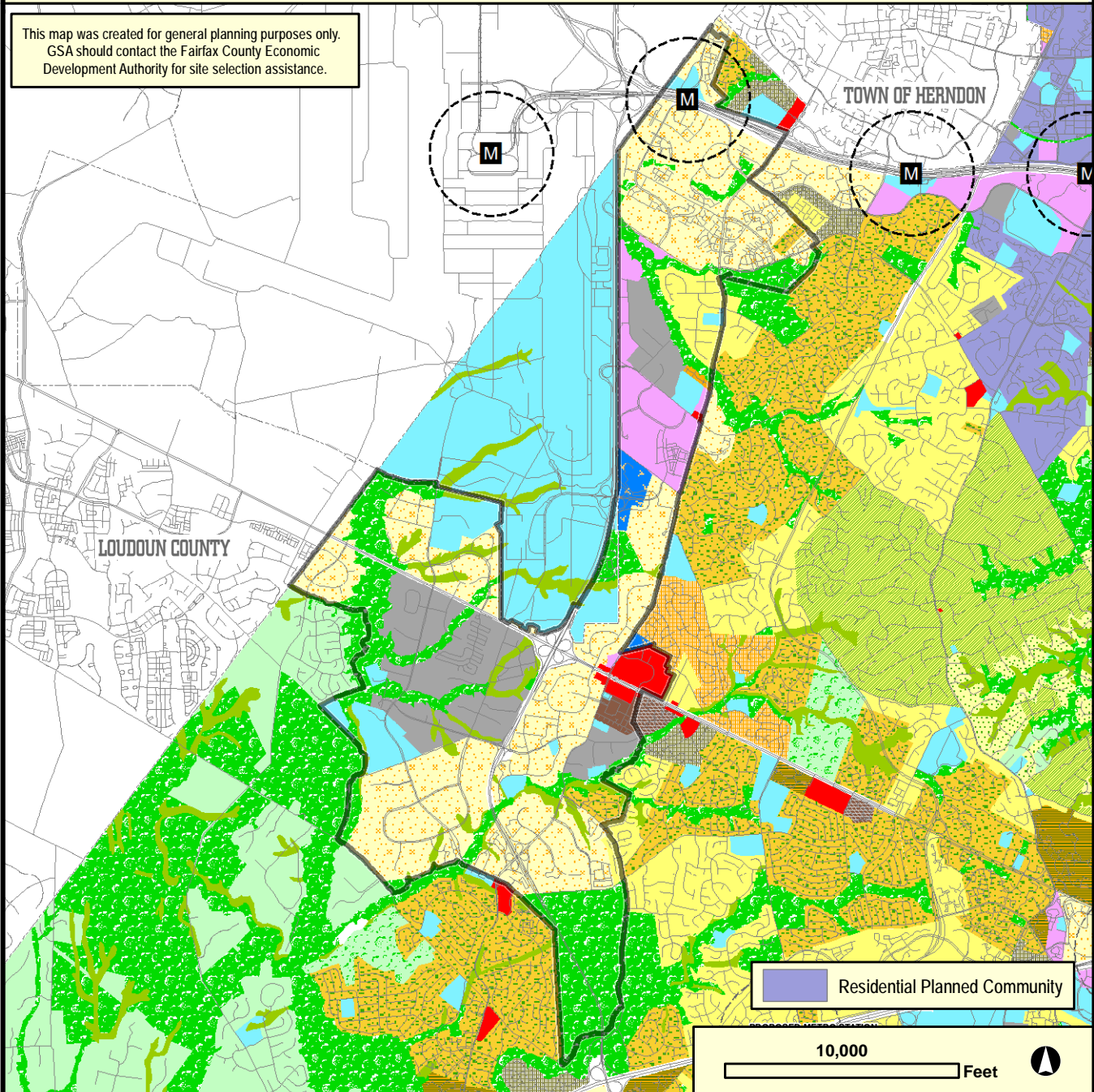
## Existing Land Use 2015



Prepared by DPZ 2017

# Dulles Suburban Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Commercial

	Office
	Retail and Other

### Industrial

	Industrial
--	------------

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Govern- mental and Institutional

	Public Facilities
--	-------------------

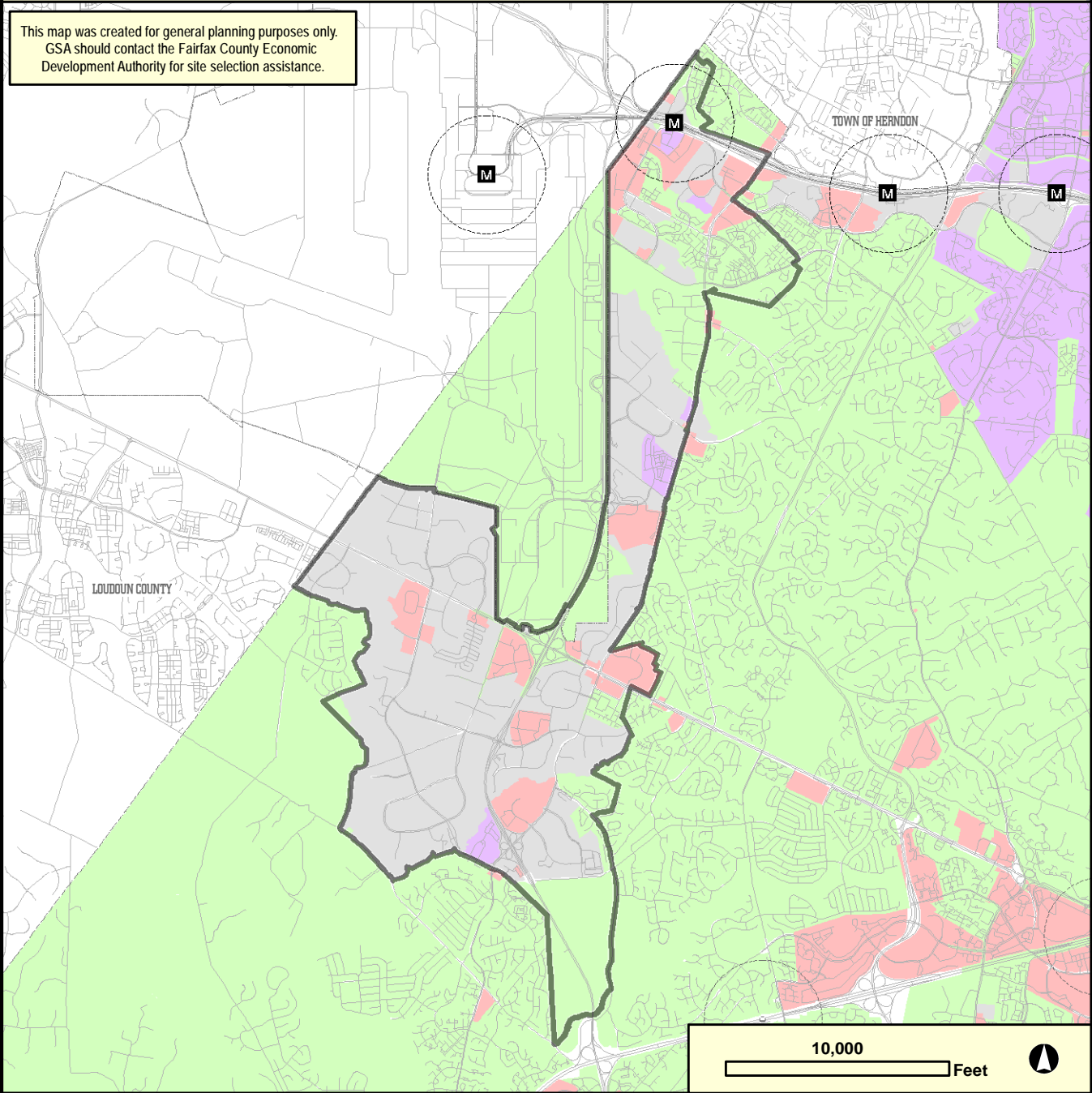
### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# Dulles Suburban Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

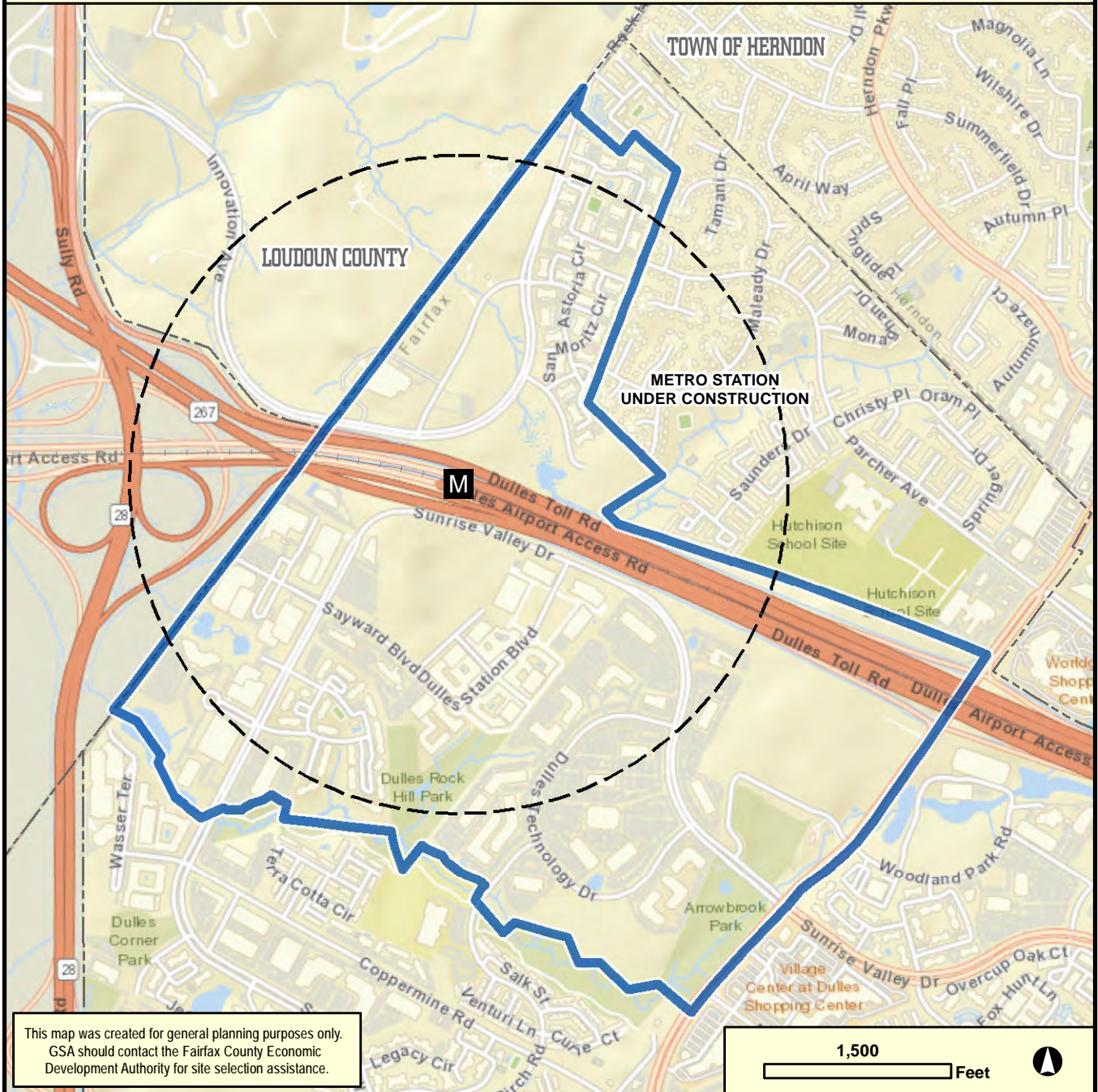


## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Innovation Center Transit Station Area - Locator Map



- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

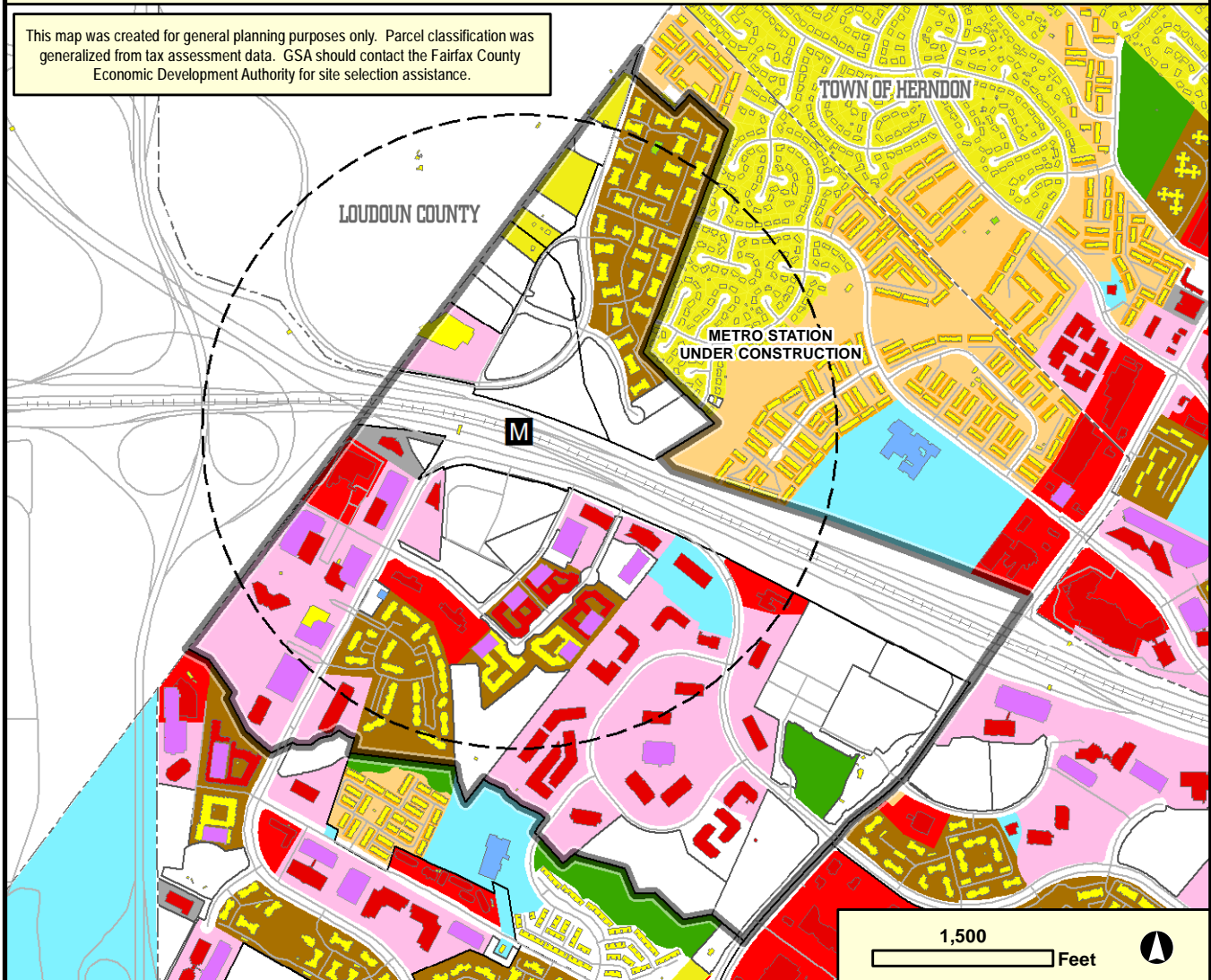
# Innovation Center Transit Station Area - Existing Land Use

## Structure Types 2016

<span style="color: red;">■</span> Commercial, Retail, Office	<span style="color: blue;">■</span> Public Facilities, Governmental, Medical, Religious	<span style="color: yellow;">■</span> Residential, Other General Building Types
<span style="color: gray;">■</span> Industrial	<span style="color: green;">■</span> Recreation, Parks	<span style="color: purple;">■</span> Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

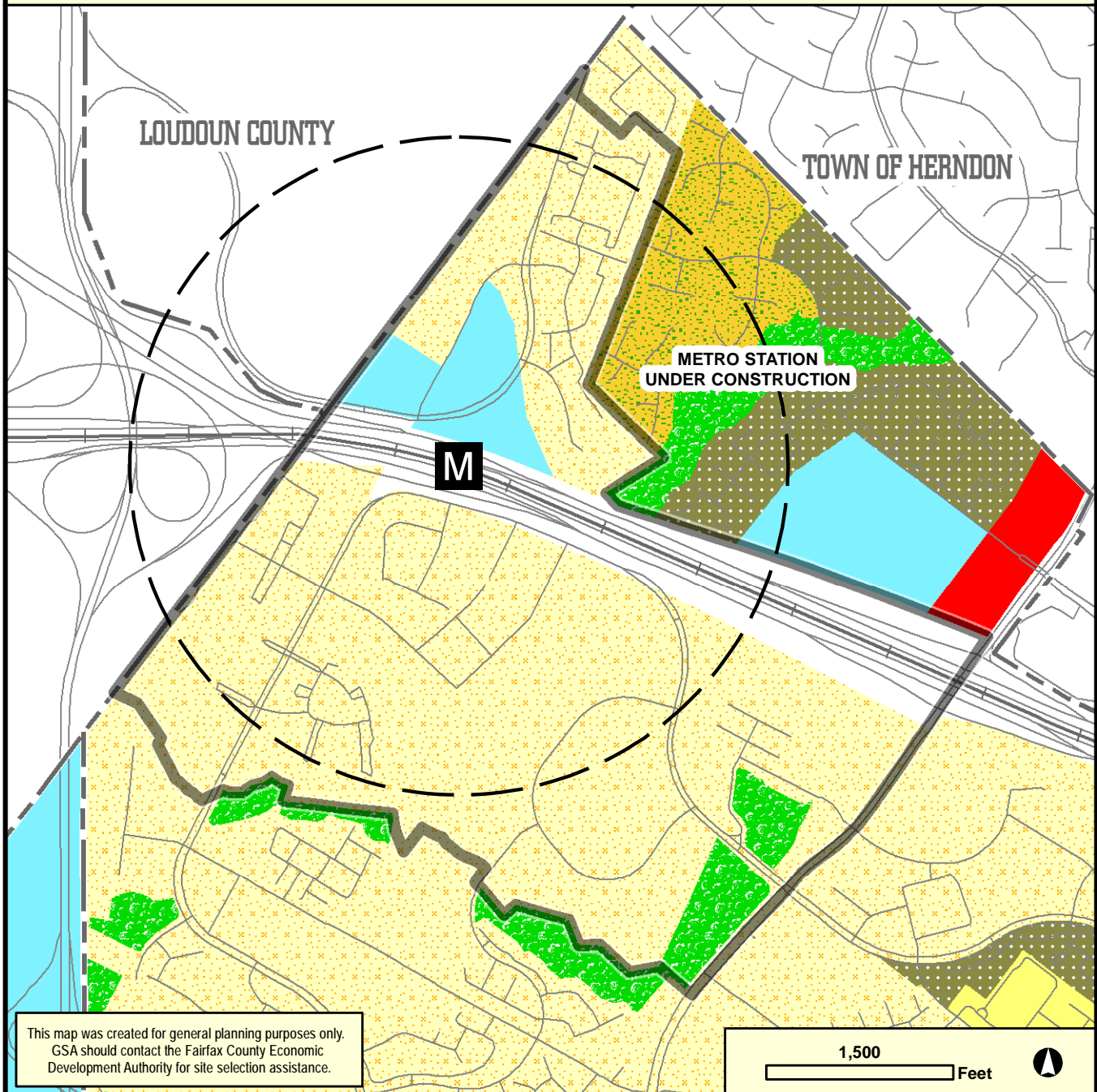


## Existing Land Use 2015

<span style="color: yellow;">■</span> Low Density Single Family	<span style="color: pink;">■</span> Office	<span style="color: green;">■</span> Public Recreation/Open Space
<span style="color: orange;">■</span> Single Family	<span style="color: red;">■</span> Retail	<span style="color: lightgreen;">■</span> Private Recreation
<span style="color: brown;">■</span> Townhouse	<span style="color: gray;">■</span> Industrial	<span style="color: tan;">■</span> Private Open Space & Common Areas
<span style="color: darkbrown;">■</span> Multi-family	<span style="color: cyan;">■</span> Government/Institution	<span style="color: white;">■</span> Vacant

Prepared by DPZ 2017

# Innovation Center Transit Station Area - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

.1-2 DU/AC

.2-5 DU/AC

.5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Governmental and Institutional

Public Facilities

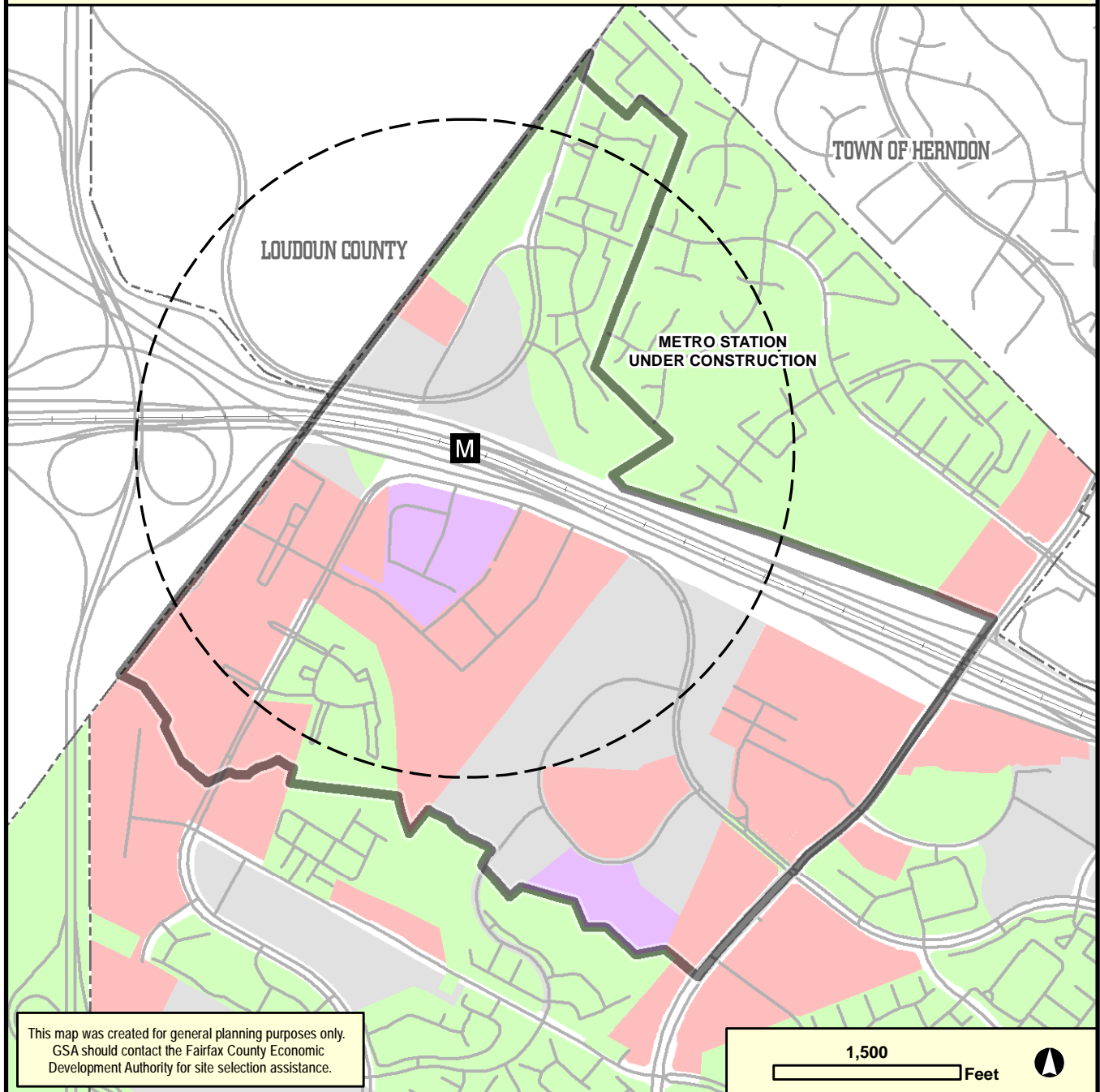
Other Uses

Mixed Uses

Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Innovation Center Transit Station Area - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning Residential Zoning Industrial Zoning Mixed-use Zoning

Prepared by DPZ 2017

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# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Fairfax Center Suburban Center and Centreville Suburban Center**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

The Fairfax Center Suburban Center houses a number of public facilities, including the Fairfax County Government Center. In addition, more than 7 million square feet of office space is built in Fairfax Center (CoStar, 2016). With the development potential to add over 3 million more square feet of office space, the Plan supports new transit options and infill development to complement the existing mix of government office, regional retail, and residential uses for the Fairfax Center Area:

*“The Suburban Center is envisioned as a premiere place to live, work, and play, with the greatest intensity focused around a planned transit station in the median of I-66 near the Fair Oaks Mall, Fairfax Corner and the county’s Government Center complex. This station presents an opportunity to evolve into a transit-oriented core area, a compact, mixed-use place with a more urban character.*

...

- *Develop a central focal area comprised of the Government Center complex, Fairfax Corner, and the Fair Oaks Mall area, with a network of additional activity nodes throughout the area to serve local residents.*
- *Focus the most intense redevelopment near the planned transit/bus rapid transit (BRT) station east of Monument Drive and create a safe, convenient, and walkable environment.*
- *Promote high-quality urban design, to include building design and streetscape amenities, that contributes to the overall vision of the Fairfax Center Area.*
- *Provide opportunities for infill development to support the creation of additional activity nodes that include residential, retail, office, hotel, and/or civic uses.*
- *Improve the multimodal connectivity of the area by connecting and enhancing existing pedestrian and bicycle facilities as well as providing increased transit access.*
- *Ensure that the transportation network supports current and future travel demands.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Fairfax Center Area, Amended through 1-24-2017, Overview, pages 4-5)

The Centreville Suburban Center, by contrast, has a more modest office potential and is planned to add 1.5 million additional square feet of office development. One major objective is to:

*“Establish Centreville as a focus of development in western Fairfax County”*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Bull Run Planning District, Amended through 3-14-2017, Overview, page 4)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. **Sustainability:**

In regards to Fairfax Center:

*” Future development and redevelopment within the Fairfax Center Area should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. The Policy Plan’s Environment Section provides guidance for green building practices applicable to Suburban Centers and includes sustainable practices such as the achievement of the U.S. Green Building Council’s Leadership in Energy*

*Environmental Design (LEED) certification or equivalent third-party certification. To achieve development at the high end of the density/intensity range, high quality, innovative green building practices are expected.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Fairfax Center Area, Amended through 1-24-2017, Overview, page 23)*

Meanwhile, to help ensure sustainability, the Plan sets out to:

*“Ensure that Centreville develops geographically and characteristically distinct from the Fairfax Center Area by maintaining a low density transition area between the Fairfax Center and Centreville development centers.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA III, Bull Run Planning District, Amended through 3-14-2017, Overview, page 4)*

b. **Transportation:** (Include Regional and Local Services)

**Fairfax Center**

EXISTING				PLANNED	
i.	<u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
	High Occupancy Lanes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Express Toll Lanes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input checked="" type="text"/>	<input type="text"/>
	Commuter Bus Service	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Regional Bus Service <sup>1</sup>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Local Bus Service	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Light Rail Station(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Metro Rail Station(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text" value="TBD"/>	<input type="text"/>
	Bicycling Facilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input checked="" type="text"/>	<input type="text"/>
	Parking Facilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text" value="2022"/>	<input type="text"/>
	Bike Sharing Facilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text" value="TBD"/>	<input type="text"/>
a.	<u>Service Levels:</u>	<u>Service Hours</u>	<u>Frequency (Per hour)</u>		
	Commuter Rail Service	<input type="text" value="N/A"/>	<input type="text"/>		
	Commuter Bus Service	<input type="text" value="N/A"/>	<input type="text"/>		
	Regional Bus Service	AM (6:00-12:00); PM (1:00-12:00)	2 (Peak Period)		
	Local Bus Service	AM (4:45-12:00); PM (1:00-11:15)	4-6 (Peak Period)		
	Light Rail	<input type="text" value="N/A"/>	<input type="text"/>		
	Metro Rail	<input type="text" value="N/A"/>	<input type="text"/>		

**Centreville**

EXISTING				PLANNED	
ii.	<u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
	High Occupancy Lanes	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Express Toll Lanes	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input checked="" type="text"/>	<input type="text"/>
	Commuter Bus Service	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Regional Bus Service	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Local Bus Service	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Light Rail Station(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>
	Metro Rail Station(s)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Year <input type="text" value="TBD"/>	<input type="text" value="NO"/>
	Bicycling Facilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input checked="" type="text"/>	<input type="text"/>
	Parking Facilities	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Bike Sharing Facilities \_\_\_\_\_ Yes ☒ No \_\_\_\_\_ Year \_\_\_\_\_

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	_____ N/A _____	_____
Commuter Bus Service	_____ N/A _____	_____
Regional Bus Service	_____ N/A _____	_____
Local Bus Service	AM (9:00-12:00); PM (12:45-8:45)	1-3 (Peak period)
Light Rail	_____ N/A _____	_____
Metro Rail	_____ N/A _____	_____

iii. <u>Business and Services:</u>	Existing		Planned	
Retail	<input checked="" type="checkbox"/> Yes	_____ No	<input checked="" type="checkbox"/> Yes	_____ No
Commercial	<input checked="" type="checkbox"/> Yes	_____ No	<input checked="" type="checkbox"/> Yes	_____ No
Housing	<input checked="" type="checkbox"/> Yes	_____ No	<input checked="" type="checkbox"/> Yes	_____ No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

The Fairfax County Comprehensive Plan recommends the westward extension of the “Orange Line” with two, new Metrorail stations in Fairfax Center and Centreville.

As stated in the Comprehensive Plan for Fairfax Center:

*“Two Metrorail stations are planned in the median of I-66 in the Fairfax Center Area as an extension of Metrorail’s Orange Line. The stations would provide direct transit access from the Fairfax Center Area to Washington, D.C. The first Metrorail station is planned within the core area of the Suburban Center, at the Fair Oaks Mall and Fairfax Corner. The core area generally corresponds to a ½-mile radius from this planned Metrorail station. The extension of Metrorail to the Fairfax Center Area presents an opportunity to transform the predominantly auto-oriented, suburban-style character of the core into an interconnected and urban-style, transit-, bicycle-, and pedestrian-friendly place.*

*The core area near the first Metrorail station is planned for a mix of uses at a variety of intensities, some of which are tied to the funding of the Metrorail extension, or in the interim, funding of a Bus Rapid Transit System. Any development or redevelopment occurring prior to the funding of the Metrorail extension should not preclude higher-intensity transit-oriented development that is envisioned in the future. Special care should be taken to ensure that new structures do not conflict with the overall future vision of the core, particularly within the ¼-mile radius of the planned transit station. Considerations should include building location and orientation, future bicycle and pedestrian connections, the placement of urban parks and other community gathering spaces, and the overall mix of uses.*

*The second Metrorail station is planned at the intersection of I-66 and Stringfellow Road, and will serve as a commuter station. This station is located along the western edge of the Suburban Center and is generally surrounded by stable residential neighborhoods. Transit-oriented redevelopment of the park and ride facility could be considered in the future, understanding the need to provide transitions to the nearby single-family neighborhoods.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Fairfax Center Area, Amended through 1-24-2017, Overview, page 8)*

For Centreville, the Plan is to promote new development that will foster intersection improvements in discrete areas, especially along U.S. Route 29 (Lee Highway), a major business thoroughfare. The Plan also recommends a future Metrorail station in this proposed CBA:

*“A Metrorail site should be located as close as possible to the center of Centreville.”*  
 (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA III, Bull Run Planning District, Amended through 3-14-2017, Overview, page 4)

#### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

The Fairfax and Centreville Suburban Centers seek to harmoniously blend and accommodate multiple uses ranging from higher density multi-family apartment units and office buildings atop the scale all the way down to low density neighborhoods, with smooth transitions in between.

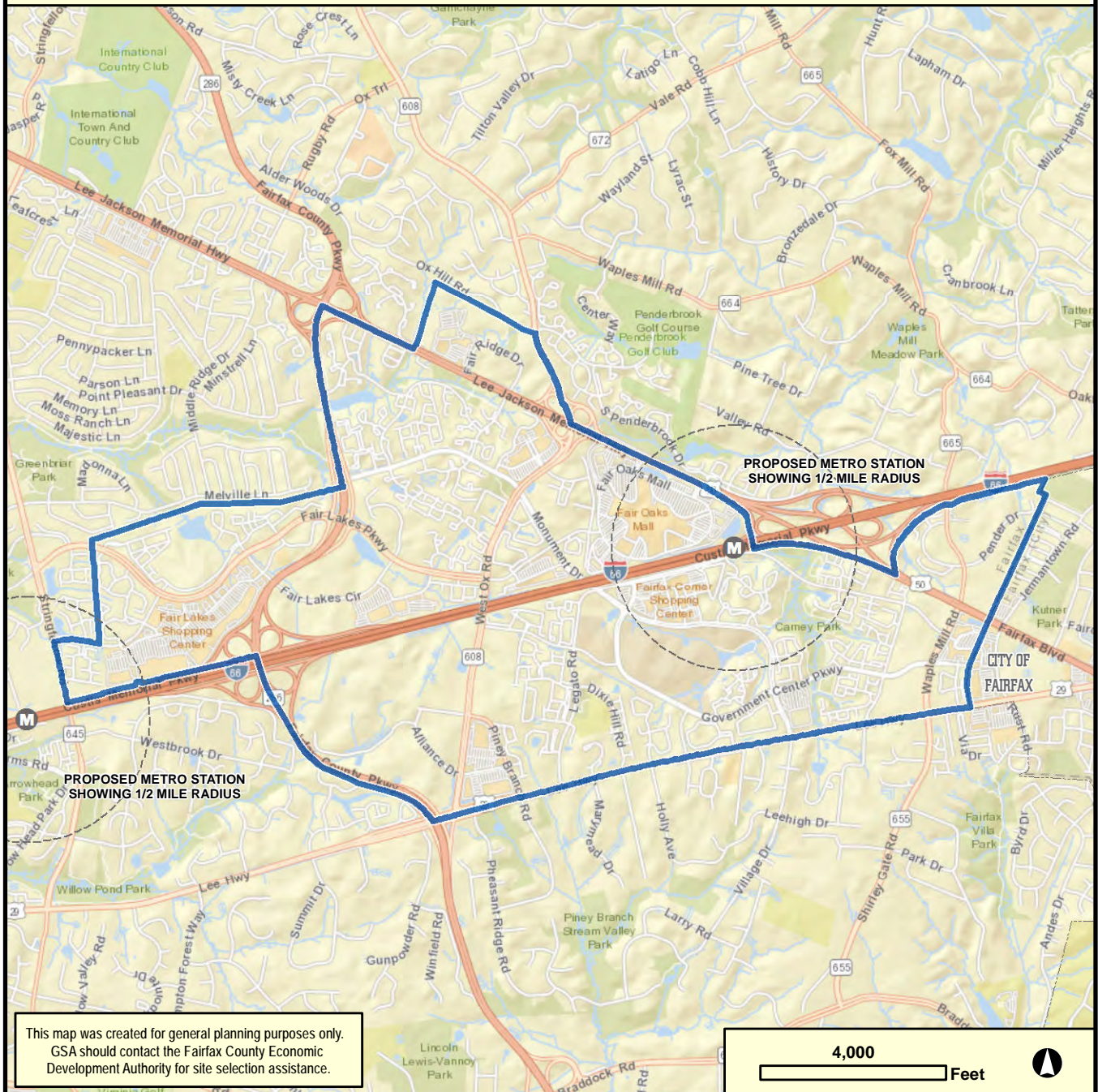
- A. Moreover, as the plan for Fairfax states:

*“Much of the Fairfax Center Area is within the Occoquan Reservoir watershed. In addition, a portion of the Difficult Run watershed is contained within the area. A portion of this watershed is characterized by low-density development and is particularly sensitive to the impact that development makes on water quality, wildlife habitats and preservation of flora and fauna. The entire watershed has been identified as a significant environmental resource by the Board of Supervisors under the county's "Adopt a Stream" Program. Many initiatives are underway to reclaim and preserve this watershed.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Fairfax Center Area, Amended through 1-24-2017, Overview, page 1)

- B. Within Centreville, the protection of cultural resources is important, as described in this quote from the Plan for a particular land unit:

*“Protection of the heritage resources contained within the district is a primary objective, as indicated in the Centreville Historic Overlay District ordinance. Traffic in this land unit should be minimized in order to protect the historic overlay district. To help minimize traffic impacts, direct access from Land Unit B-2 to Lee Highway should be encouraged, but through traffic from adjacent segments should be discouraged.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA III, Bull Run Planning District, Amended through 3-14-2017, Centreville Area and Suburban Center, Page 26)

# Fairfax Center Suburban Center - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

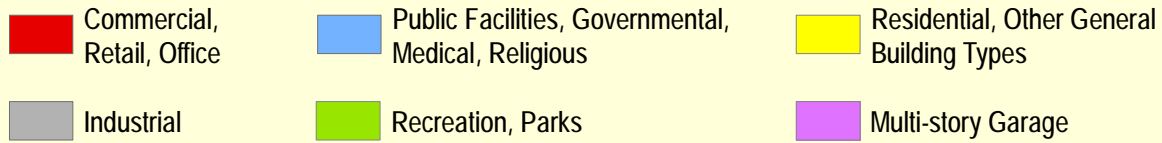


**Commuter Rail Station** Circle indicates half-mile radius from station

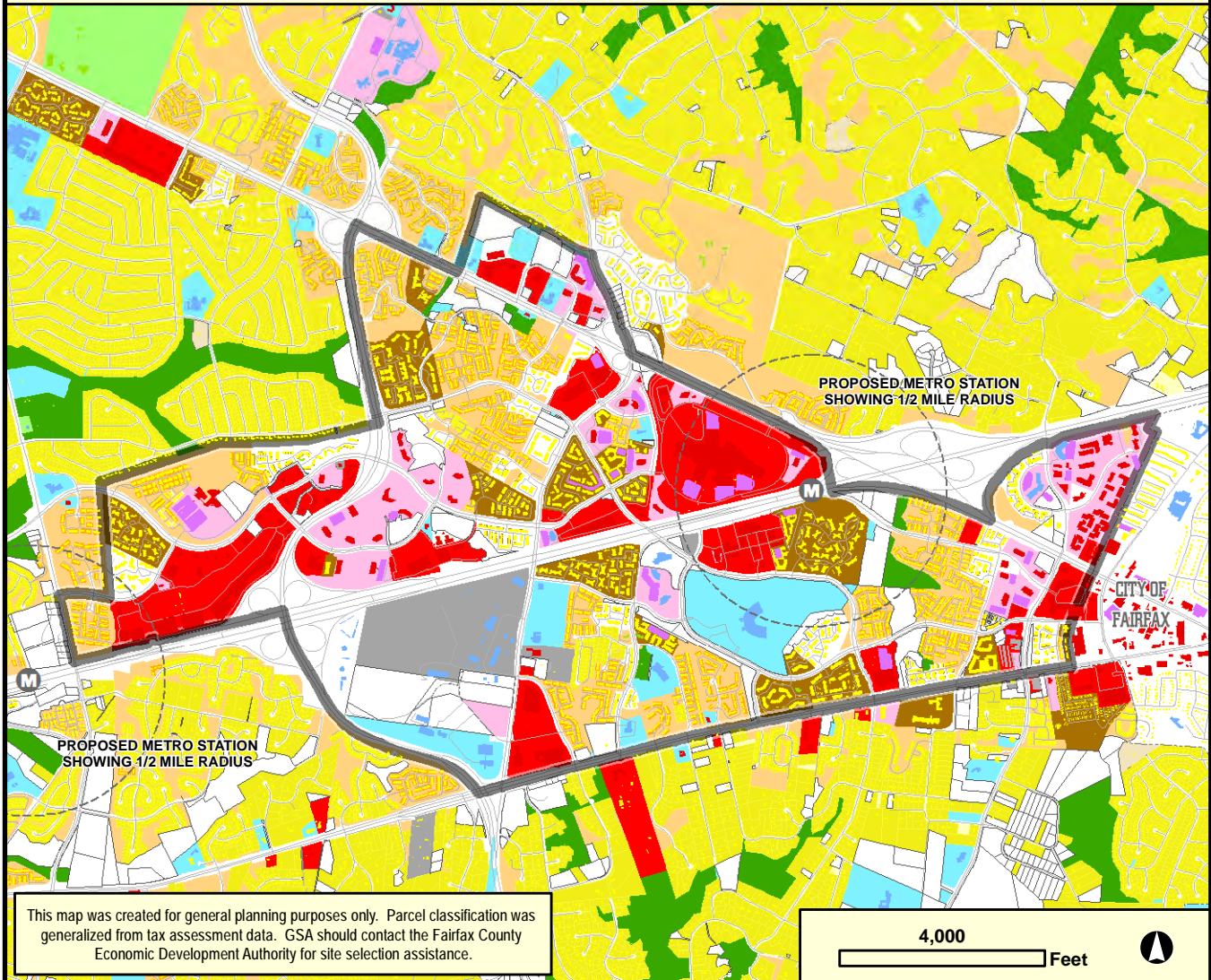
Prepared by DPZ 2017

# Fairfax Center Suburban Center - Existing Land Use

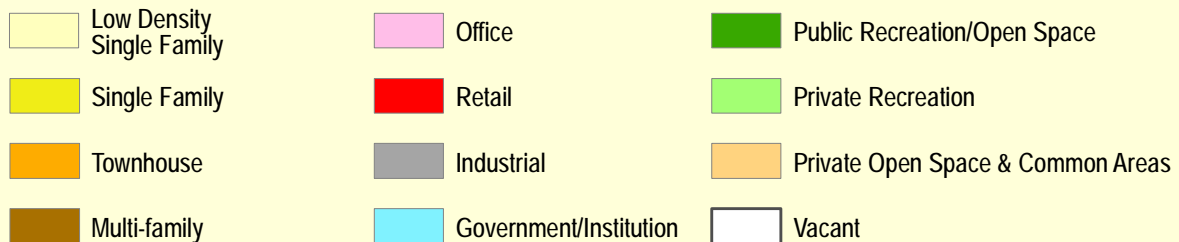
## Structure Types 2016



Prepared by DPZ 2017

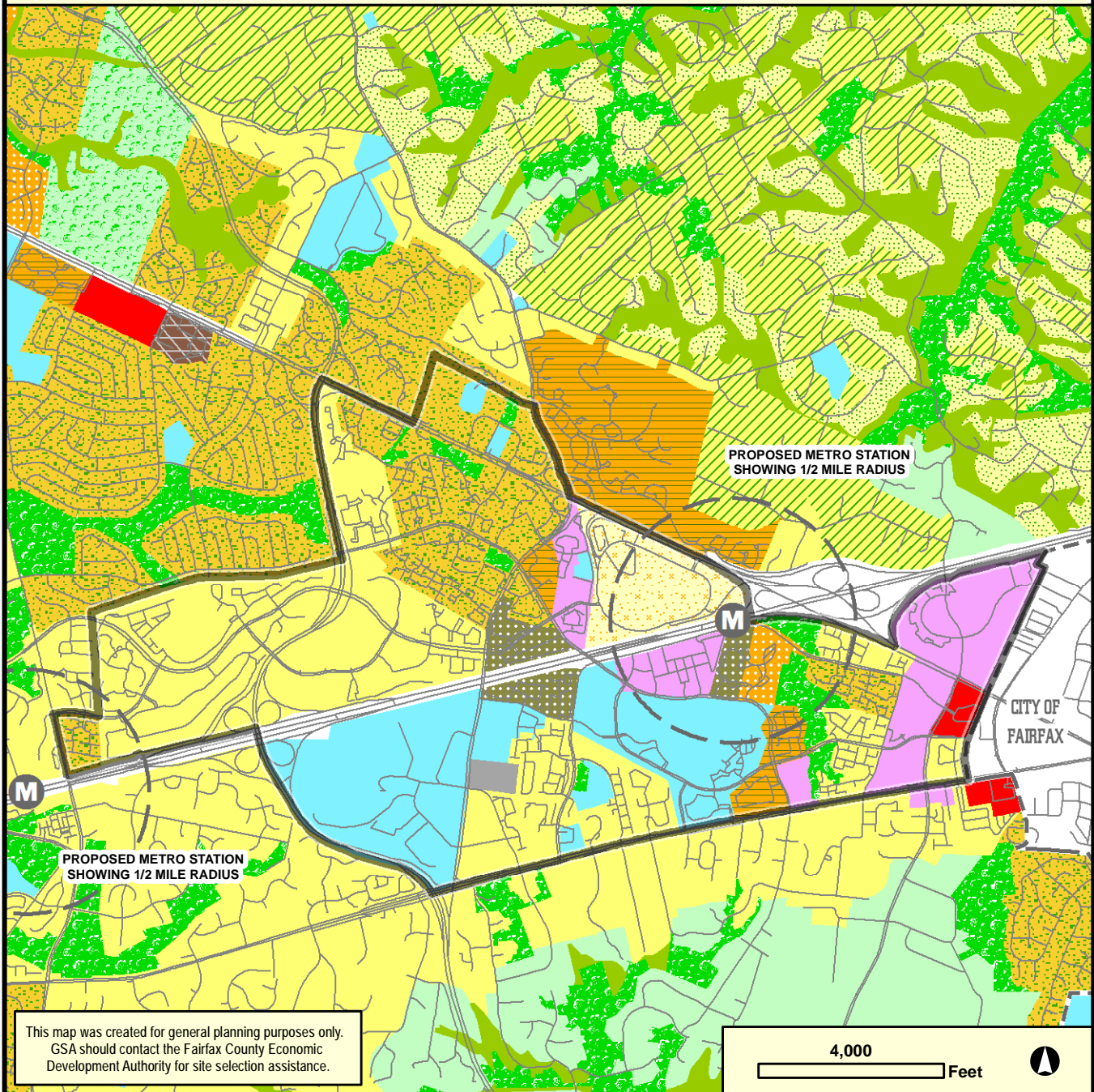


## Existing Land Use 2015



Prepared by DPZ 2017

# Fairfax Center Suburban Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Commercial

	Office
	Retail and Other

### Industrial

	Industrial
--	------------

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

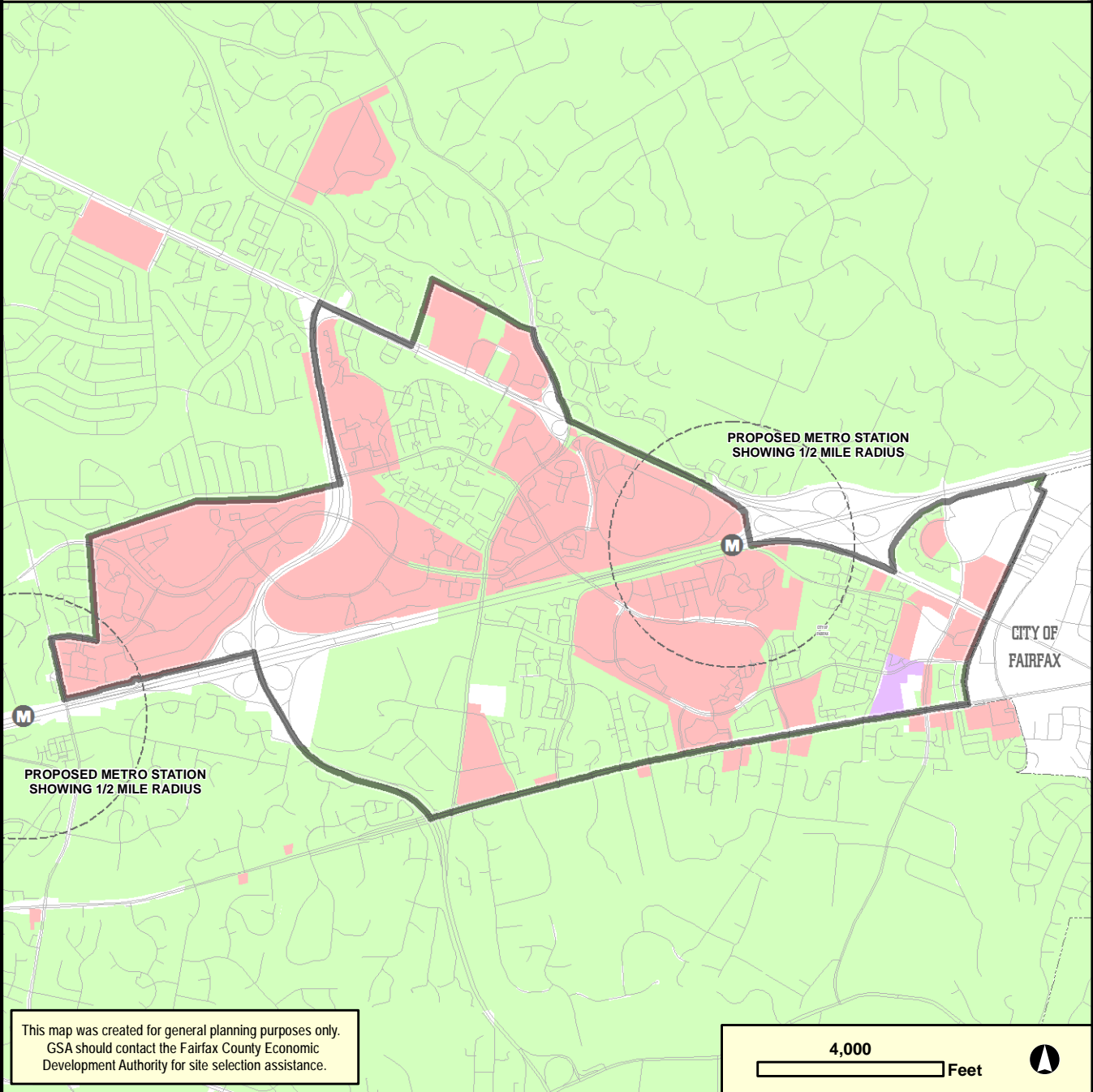
	Public Facilities
--	-------------------

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Fairfax Center Suburban Center - Generalized Zoning

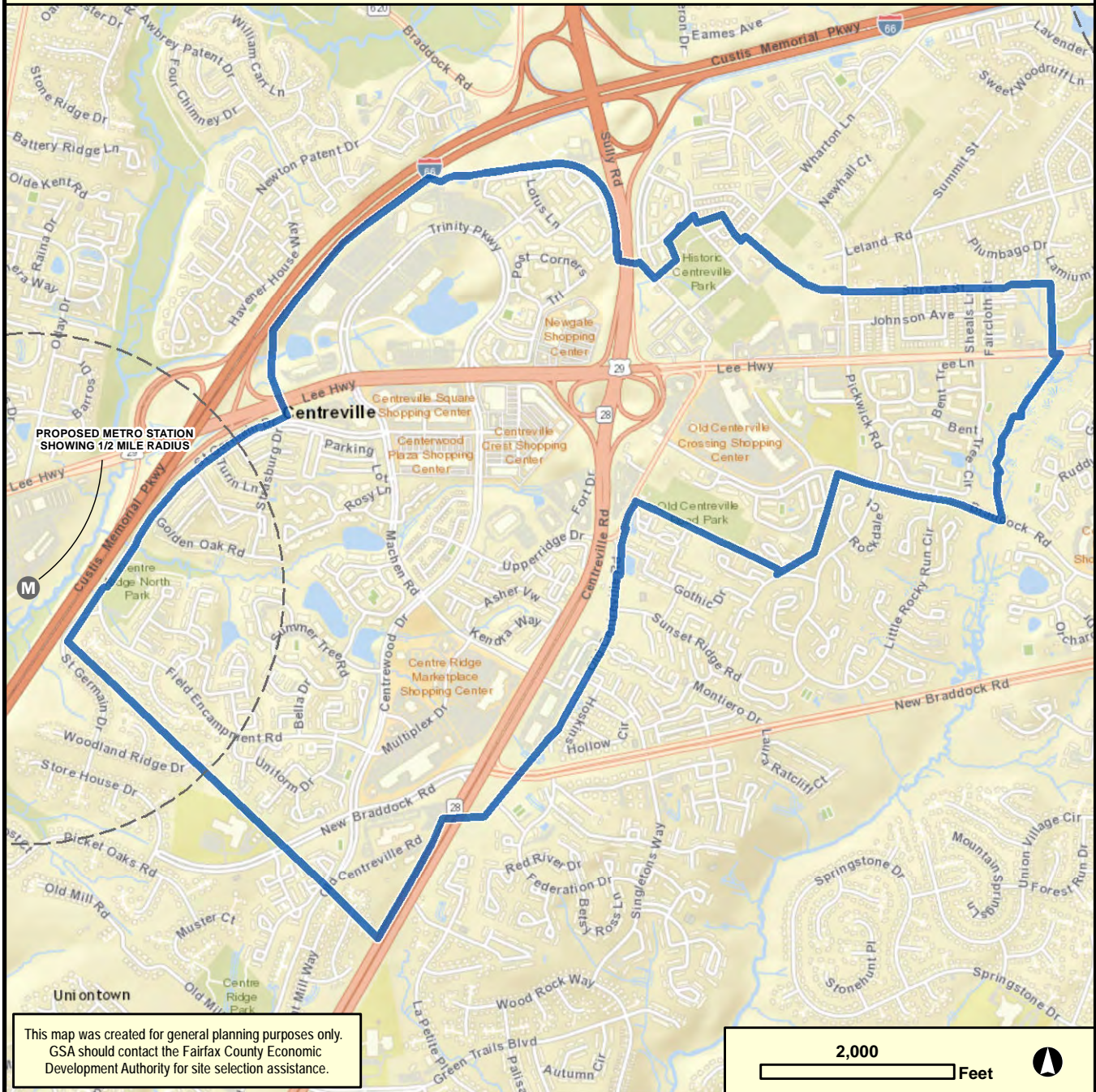


## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Centreville Suburban Center - Locator Map

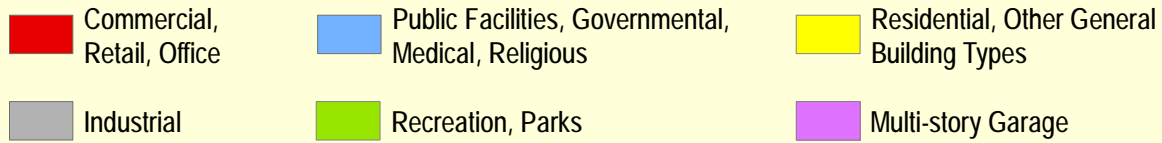


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

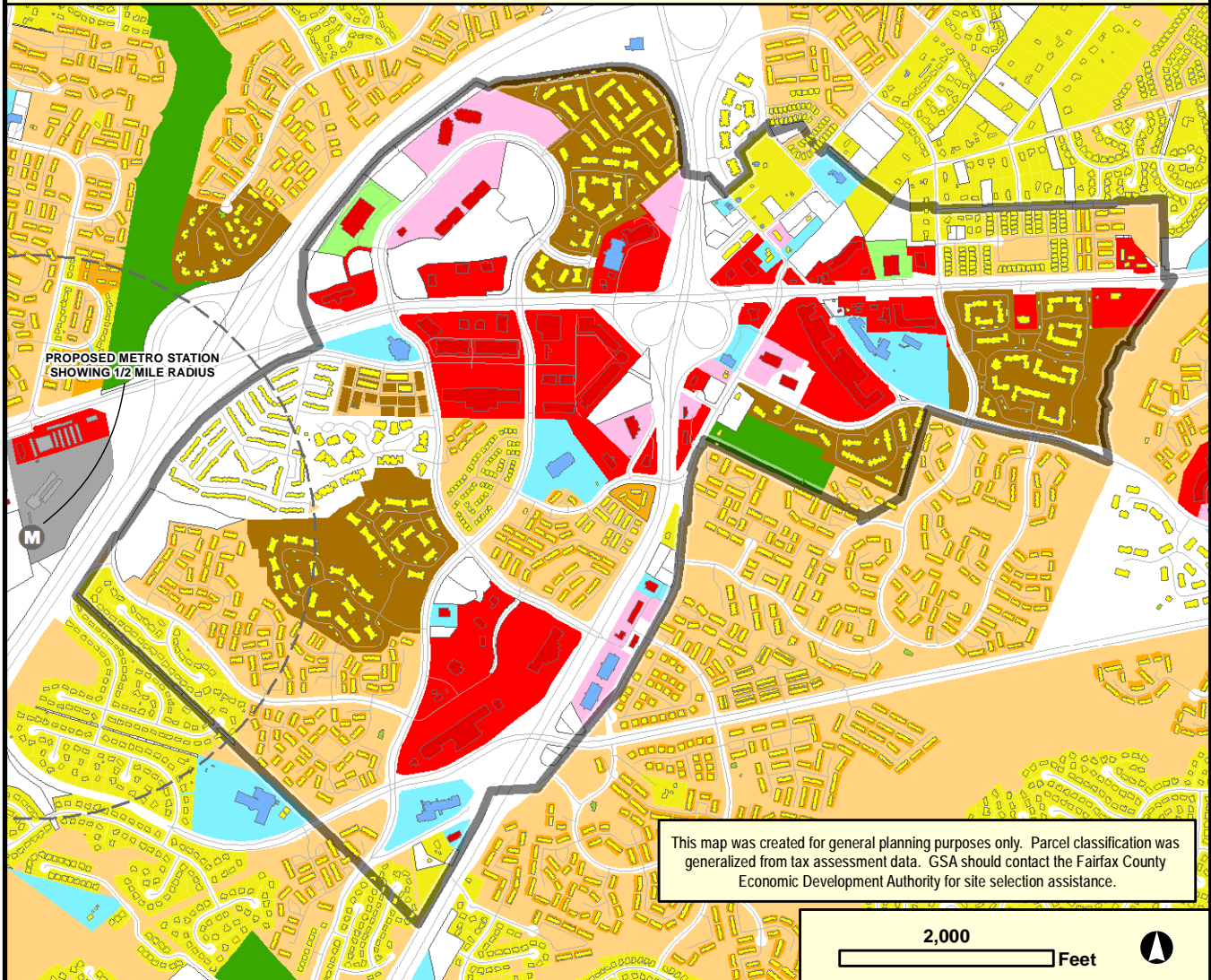
Prepared by DPZ 2017

# Centreville Suburban Center - Existing Land Use

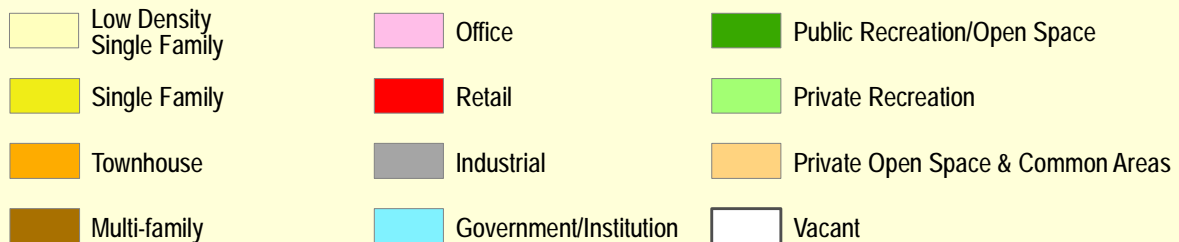
## Structure Types 2016



Prepared by DPZ 2017



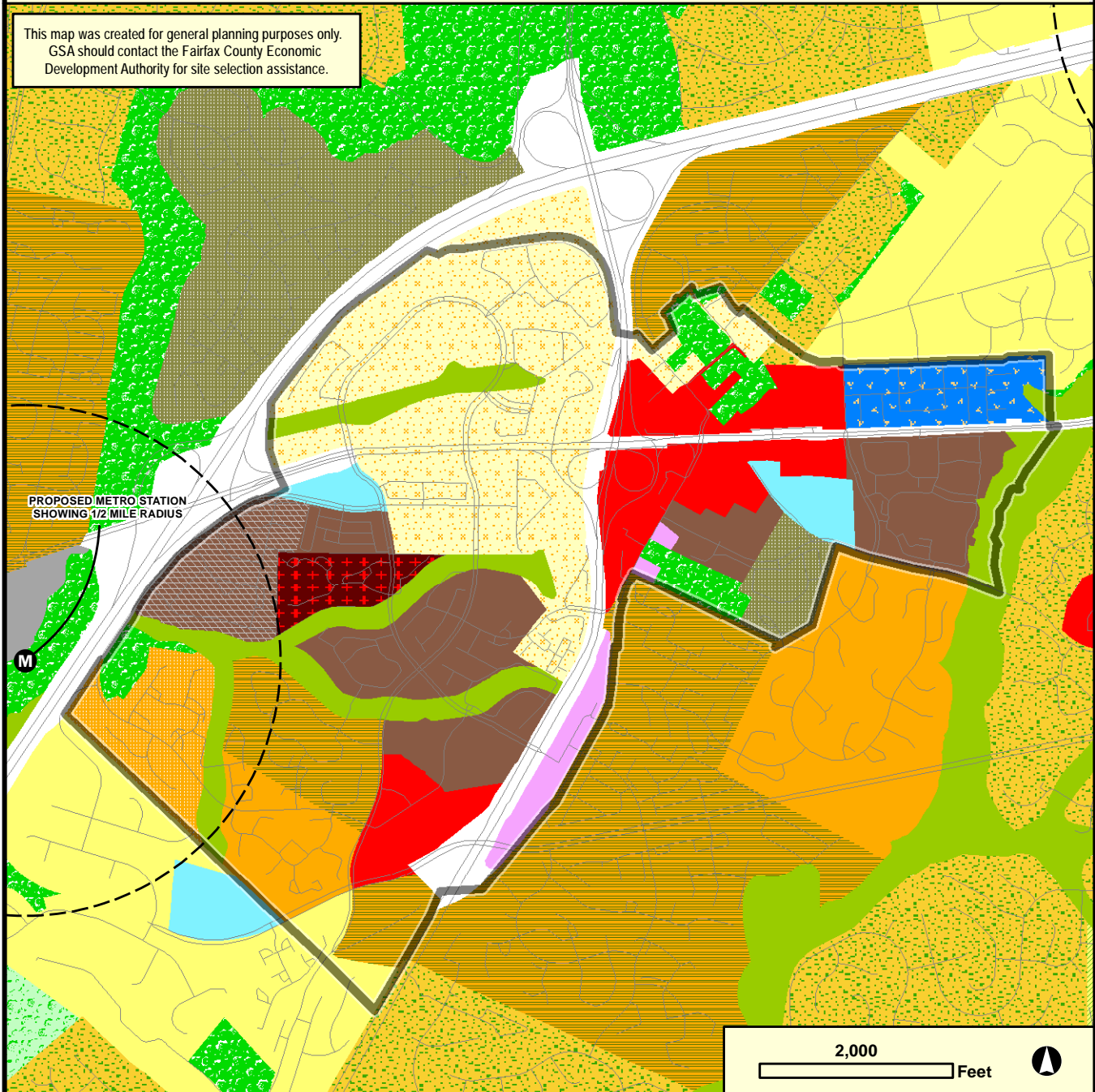
## Existing Land Use 2015



Prepared by DPZ 2017

# Centreville Suburban Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

	1-2 DU/AC
	2-5 DU/AC
	5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Govern- mental and Institutional

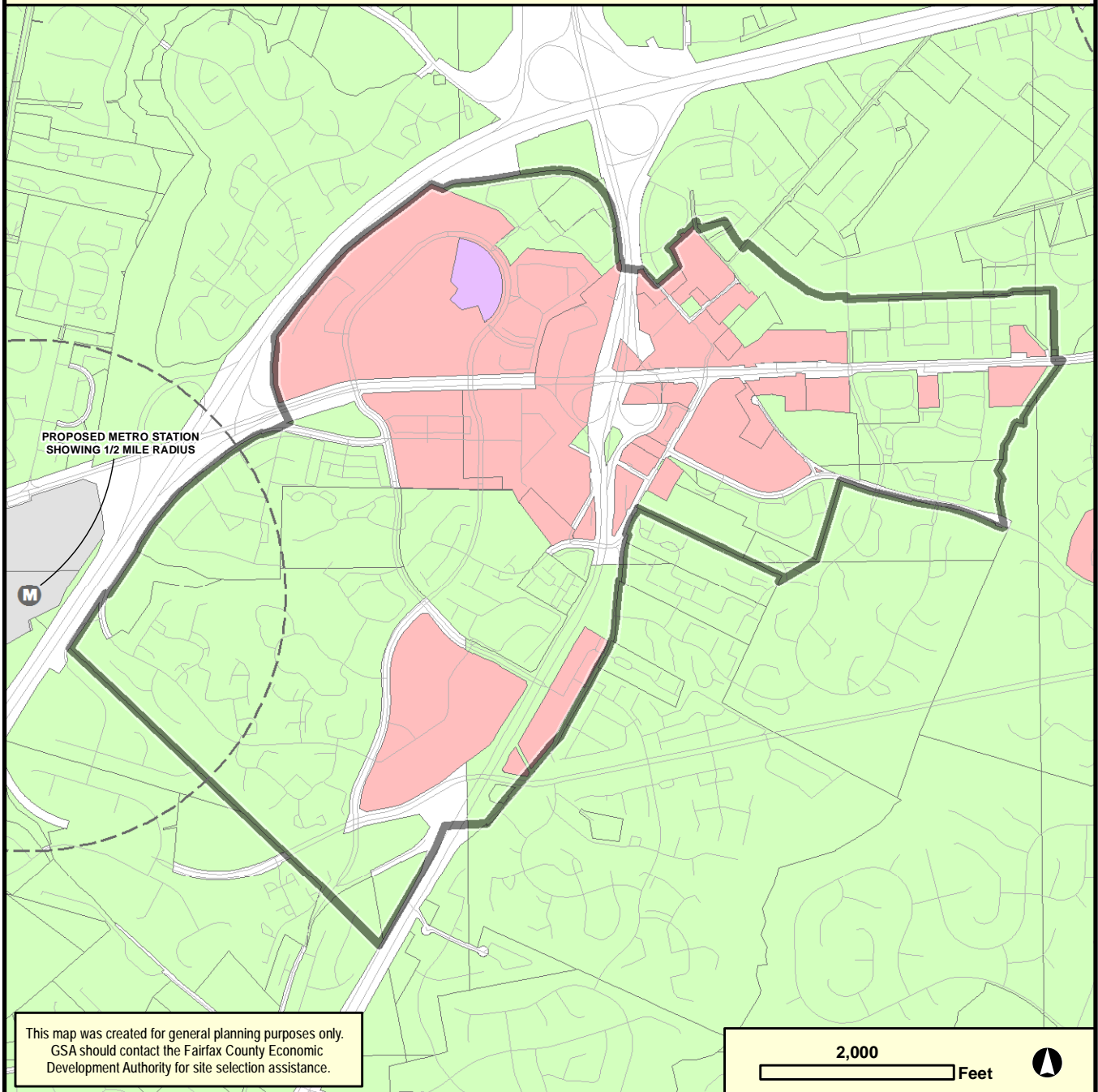
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## Centreville Suburban Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning     Residential Zoning     Industrial Zoning     Mixed-use Zoning

Prepared by DPZ 2017

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017<sup>1</sup>

Reference: **The Franconia-Springfield Area: The Springfield  
Community Business Center (CBC) and Franconia-  
Springfield Transit Station Area (TSA)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

The Fairfax County Comprehensive Plan for the Springfield CBC and Franconia-Springfield Transit Station Area places a major emphasis on mixed-uses and encourages revitalization:

*“The Concept for Future Development identifies both the Springfield Community Business Center and the Franconia-Springfield Transit Station Area as mixed-use centers. Mixed-use centers, depending on their scale and offerings, serve as community and/or regional focal points. Recommendations for the Springfield CBC are intended to enhance the community-serving commercial aspects of Springfield with an urban village component, while the Transit Station Area focuses on the regional aspects of the Springfield Mall/Town Center. Both areas encourage multi-modal usage, with the Transit Station Area also including a transit-oriented development component with the Joe Alexander Transportation Center. Recommendations for both areas reflect the growing need to integrate housing and employment in proximity to one another.”*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-14-2017, Franconia Springfield Area, page 4)

This proposed CBA cluster is planned for an additional 3 million square feet of office space above the roughly 1 million square feet of office that exists today.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

*“As the Franconia-Springfield Area evolves into a multi-modal, mixed-use place, long-term sustainability will be a key consideration in evaluating redevelopment. By employing sustainability in planning and design, the Franconia-Springfield Area should promote increased quality of life for the public and improve the quality of natural resources. The Policy Plan’s Environment section provides guidance for green building practices and standards applicable to Community Business Centers and Transit Station Areas. Redevelopment in the Franconia-Springfield Area should include sustainable practices in accordance with the Environment section of the Policy Plan guidance, such as the achievement of the U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) certification or equivalent third-party certification.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-14-2017, Franconia Springfield Area Land Unit Recommendations, page 32)

### b. Transportation: (Include Regional and Local Services)

	EXISTING	PLANNED
i. <u>Transportation Options:</u>		<u>Completion Year</u> <u>Funded: Partial or Full</u>
High Occupancy Lanes	<u>  X  </u> Yes <u>     </u> No	<u>Year</u> <u>     </u> <u>     </u>

<sup>1</sup> This survey was filled out June 1, 2017 and has not been updated to reflect the 2017 Edition of the Plan. However, all CBA boundaries on the supporting maps have been updated to reflect Plan Amendment 2017-01, adopted October 24, 2017.

Express Toll Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Regional Bus Service <sup>2</sup>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Metro Rail Station(s)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	AM( 6:00-8:30); PM (1:30-7:15)	2-4 (Peak Period)
Commuter Bus Service	N/A _____	_____
Regional Bus Service	AM (6:15-8:45); PM (4:30-8:00)	2-3 (Peak Period)
Local Bus Service	AM (5:15-12:50); PM (12:45-9:00)	2-3(Peak Period)
Light Rail	N/A _____	_____
Metro Rail	N/A _____	_____

ii. <u>Business and Services:</u>	Existing	Planned
Retail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES (INCLUDE EXPECTED YEAR OF COMPLETION).

*"The vision for redevelopment in the Franconia-Springfield Area is to transform the area into an inter-connected, multi-modal place, which will promote alternative means of transportation, such as walking and biking."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-14-2017, page 6)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

Recognizing the limited natural resources in a mainly development-oriented environment, the Comprehensive Plan seeks to:

*"Utilize innovative design and engineering techniques to preserve, enhance, and restore the existing natural resources in the area."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-14-2017, Franconia Springfield Area, page 5)

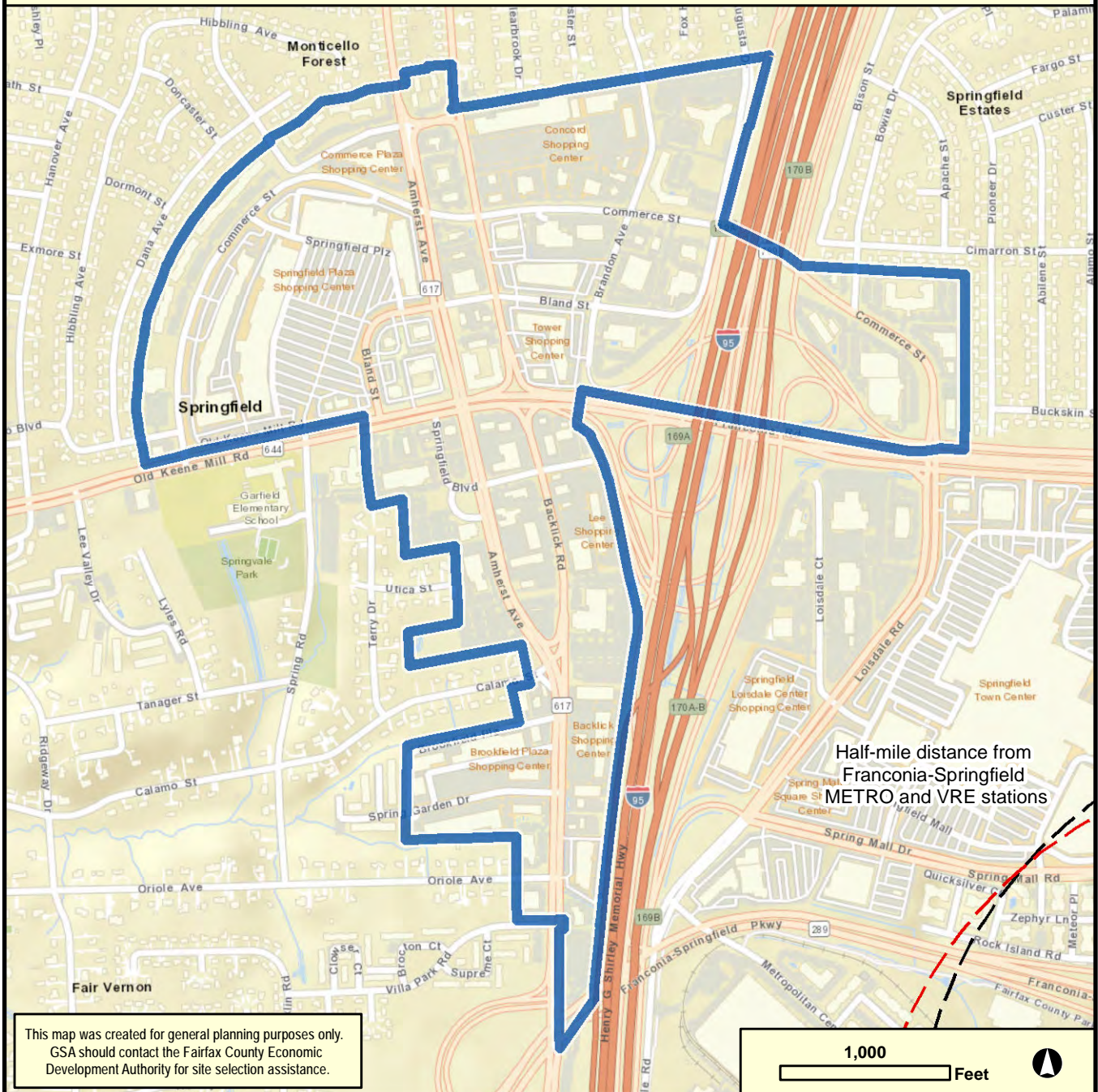
While in regards to habitats and wetlands:

*"Habitat and Wetlands - Portions of a site that include significant native habitat or wetlands should be protected, native species should be restored in open spaces, and invasive species should be removed. Trees should be planted throughout the area, and water use for irrigation purposes should be minimized."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Franconia-Springfield Area and Fort Belvoir North Area, Amended through 3-14-2017, Franconia Springfield Area Area-wide Recommendations, page 33)

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<sup>2</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

# Springfield Community Business Center - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

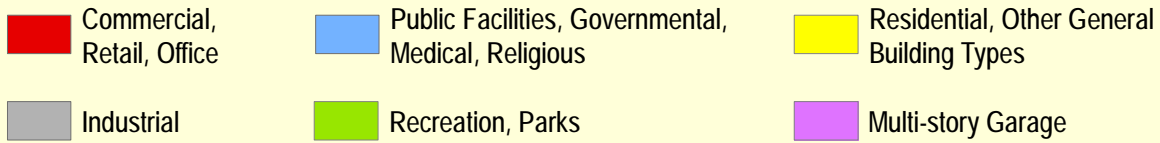


**Commuter Rail Station** Circle indicates half-mile radius from station

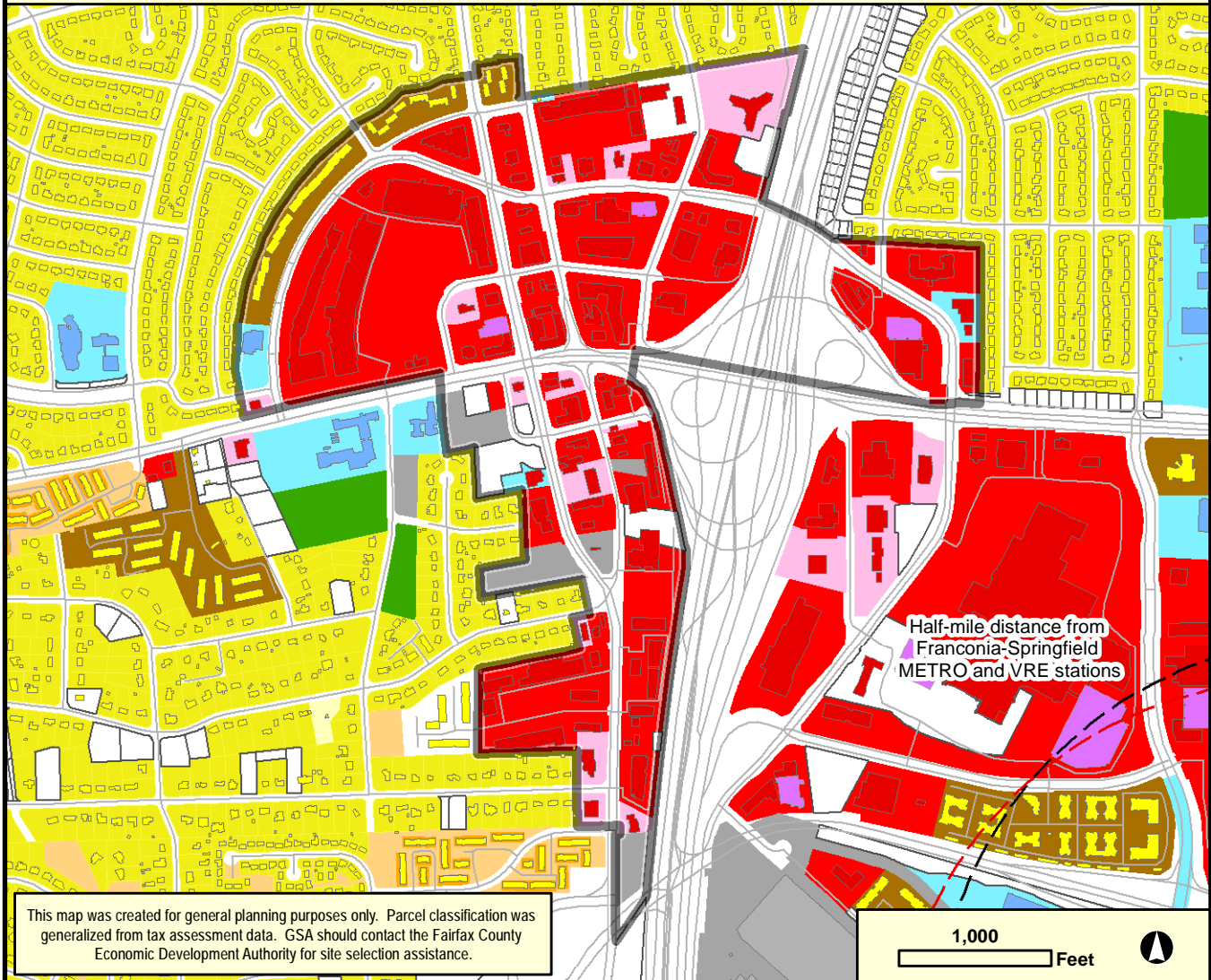
Prepared by DPZ 2017

# Springfield Community Business Center - Existing Land Use

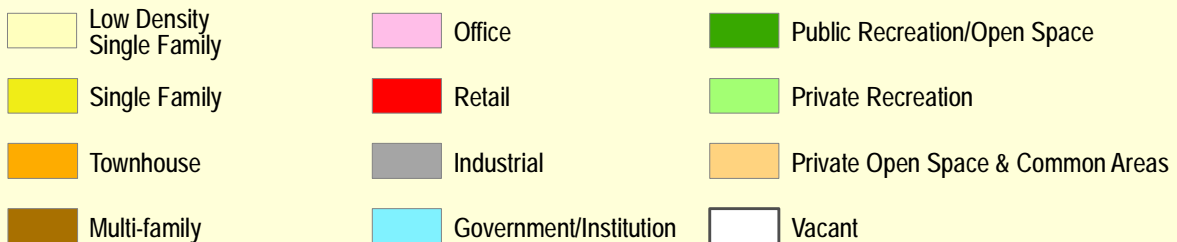
## Structure Types 2016



Prepared by DPZ 2017

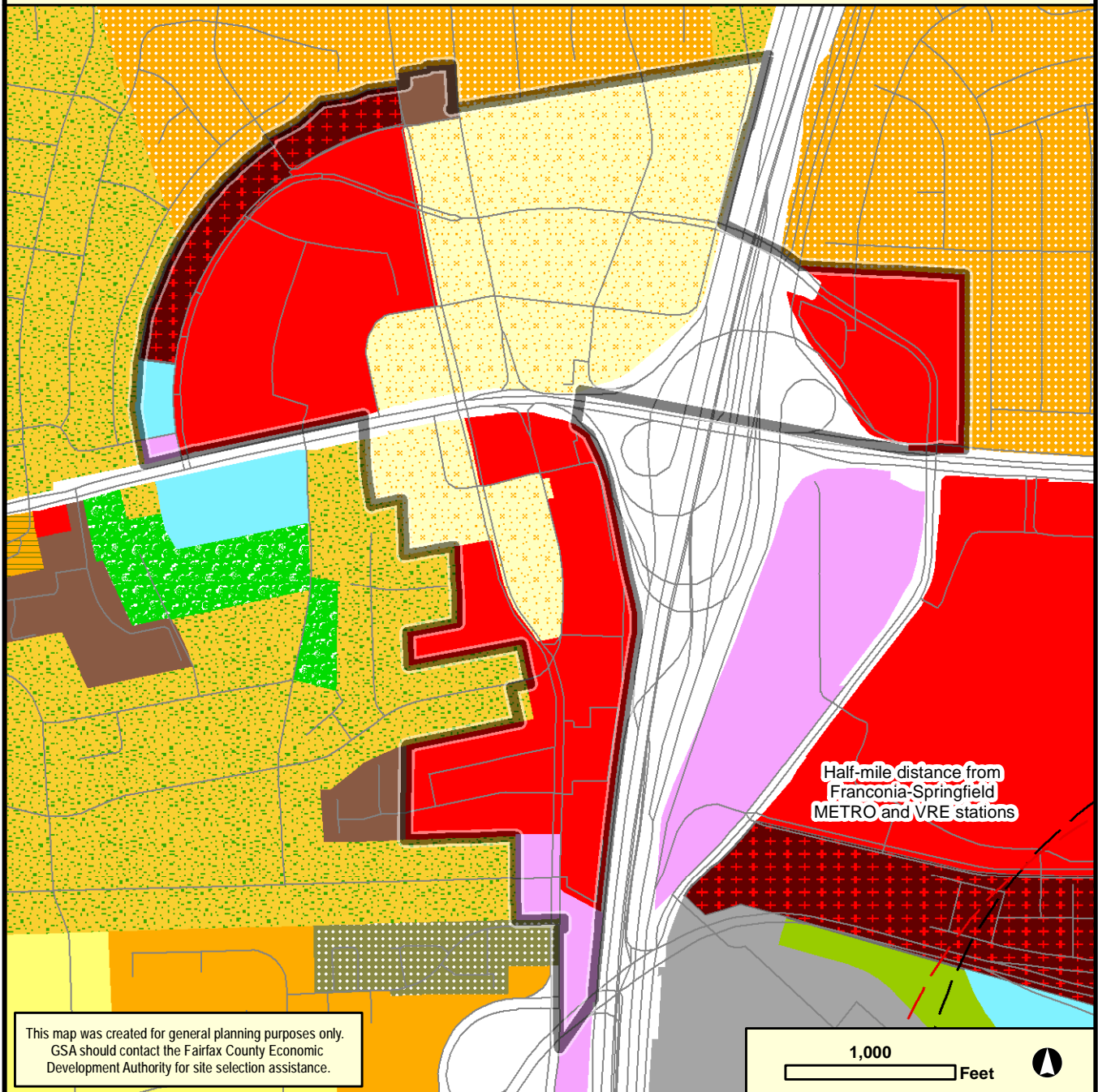


## Existing Land Use 2015



Prepared by DPZ 2017

# Springfield Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

- .1-2 DU/AC
- .2-5 DU/AC
- .5-1 DU/AC

- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC

- 12-16 DU/AC
  - 16-20 DU/AC
  - 20+ DU/AC
- Commercial
- Office
  - Retail and Other

### Industrial

- Industrial

### Open Space and Recreation

- Public Parks
- Private Recreation
- Private Open Space

### Public Facilities, Governmental and Institutional

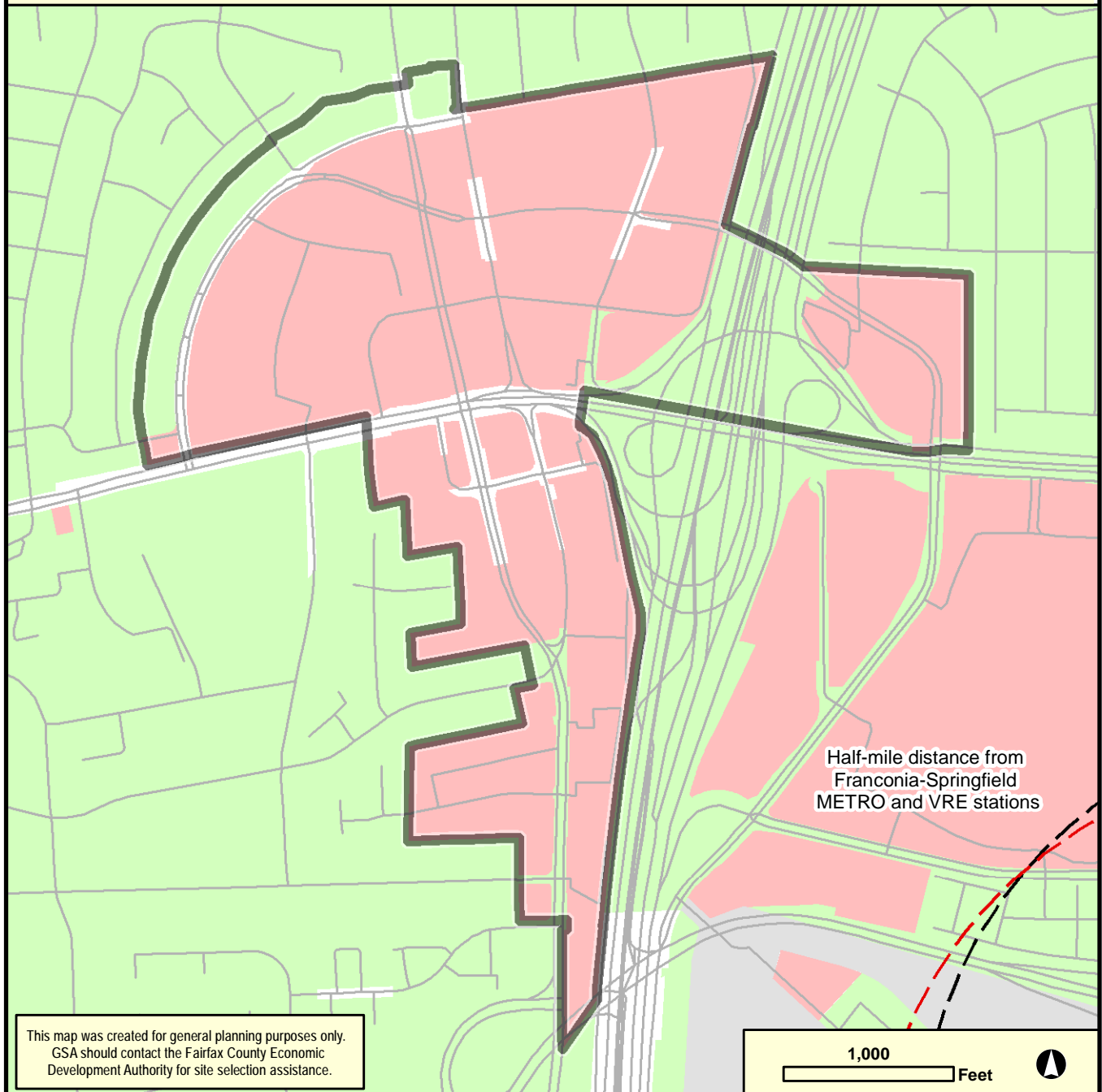
- Public Facilities

### Other Uses

- Mixed Uses
- Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Springfield Community Business Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning

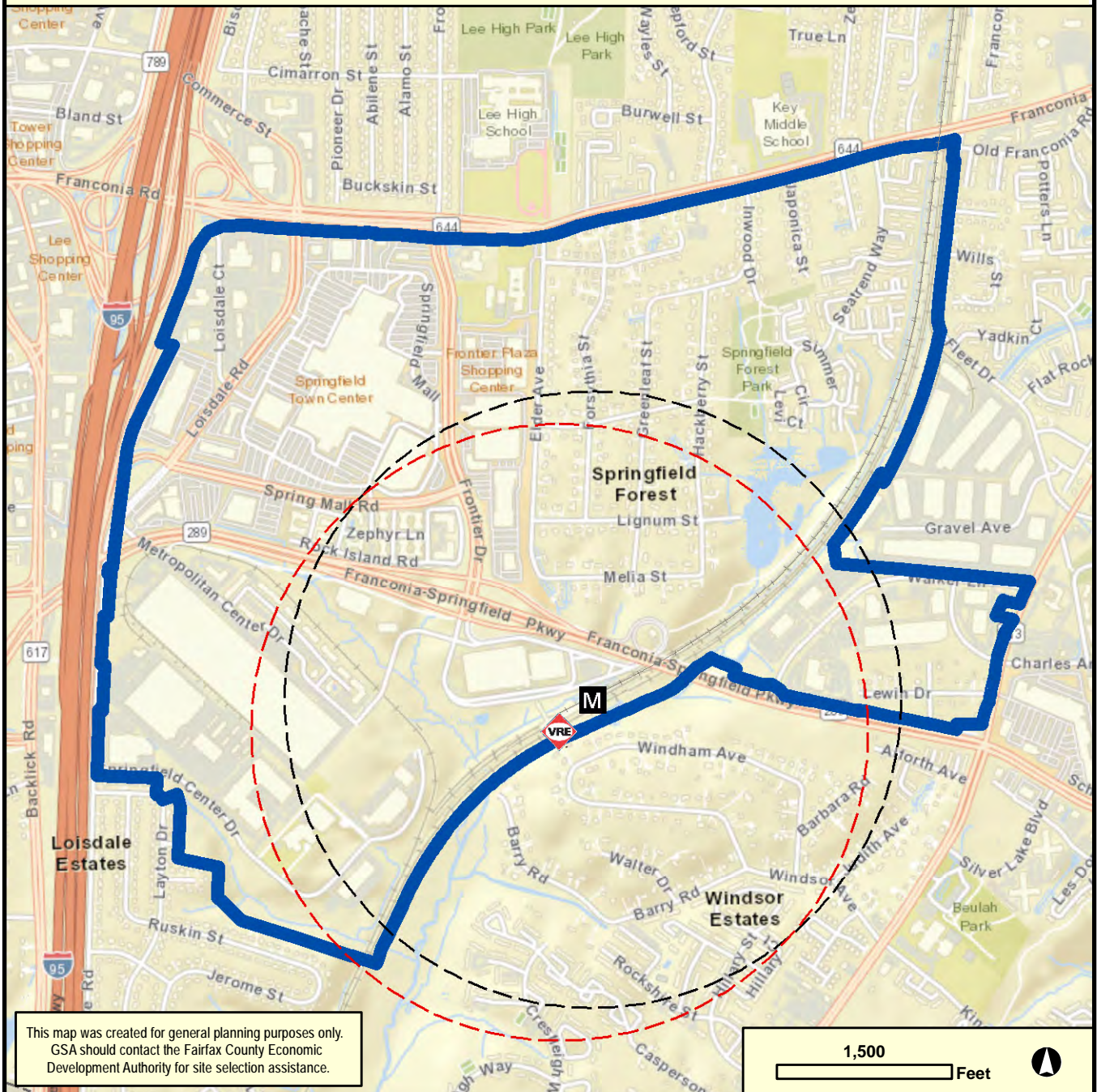
Residential Zoning

Industrial Zoning

Mixed-use Zoning

Prepared by DPZ 2017

# Franconia-Springfield Transit Station Area - Locator Map



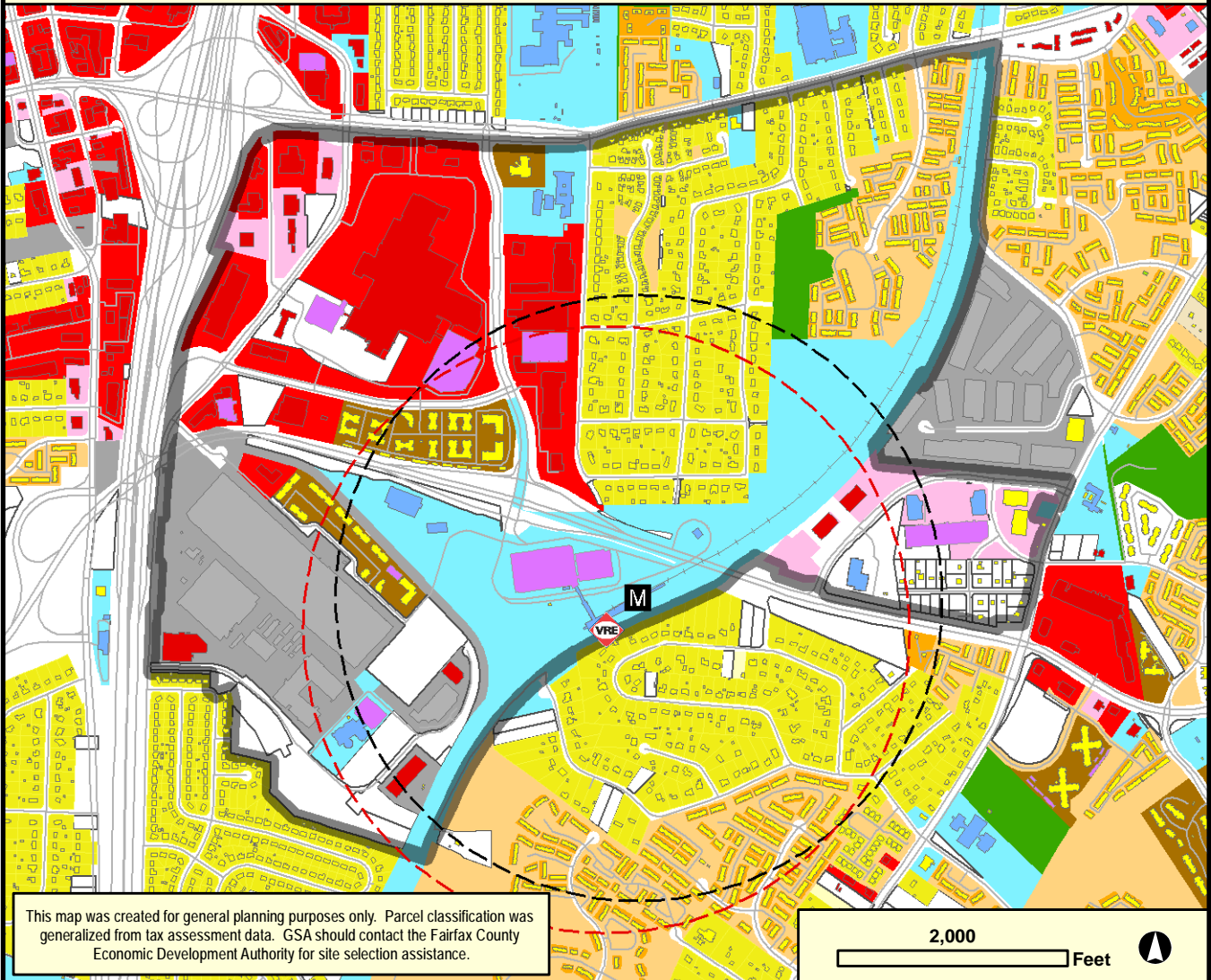
- |            |  |   |
|------------|--|---|
| <b>Key</b> | <span style="color: blue; font-weight: bold;">——</span>                          | <b>Subject Area Boundary</b>  |
|            | <span style="border: 1px solid black; padding: 2px; font-weight: bold;">M</span> | <b>Metrorail Station</b> Circle indicates half-mile radius from station     |
|            | <span style="border: 1px solid red; padding: 2px; font-weight: bold;">VRE</span> | <b>Commuter Rail Station</b> Circle indicates half-mile radius from station |

Prepared by DPZ 2017 - rev 10-2017

# Franconia-Springfield Transit Station Area - Existing Land Use

## Structure Types 2016

<span style="color: red;">■</span> Commercial, Retail, Office	<span style="color: blue;">■</span> Public Facilities, Governmental, Medical, Religious	<span style="color: yellow;">■</span> Residential, Other General Building Types
<span style="color: gray;">■</span> Industrial	<span style="color: green;">■</span> Recreation, Parks	<span style="color: purple;">■</span> Multi-story Garage

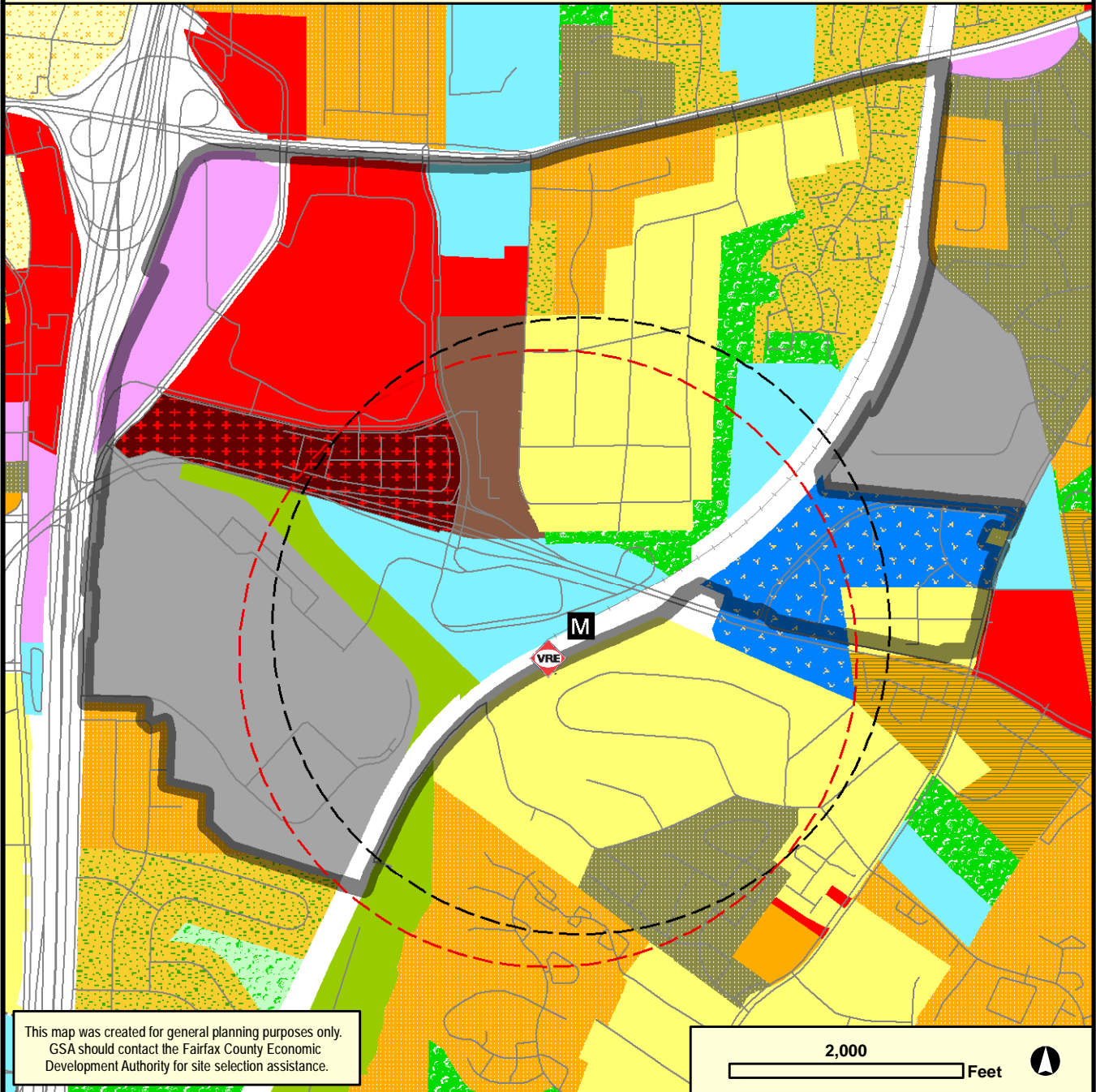


## Existing Land Use 2015

<span style="color: lightyellow;">■</span> Low Density Single Family	<span style="color: pink;">■</span> Office	<span style="color: green;">■</span> Public Recreation/Open Space
<span style="color: yellow;">■</span> Single Family	<span style="color: red;">■</span> Retail	<span style="color: lightgreen;">■</span> Private Recreation
<span style="color: orange;">■</span> Townhouse	<span style="color: gray;">■</span> Industrial	<span style="color: tan;">■</span> Private Open Space & Common Areas
<span style="color: brown;">■</span> Multi-family	<span style="color: cyan;">■</span> Government/Institution	<span style="color: white;">■</span> Vacant

Prepared by DPZ 2017 - rev 10-2017

# Franconia-Springfield Transit Station Area - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

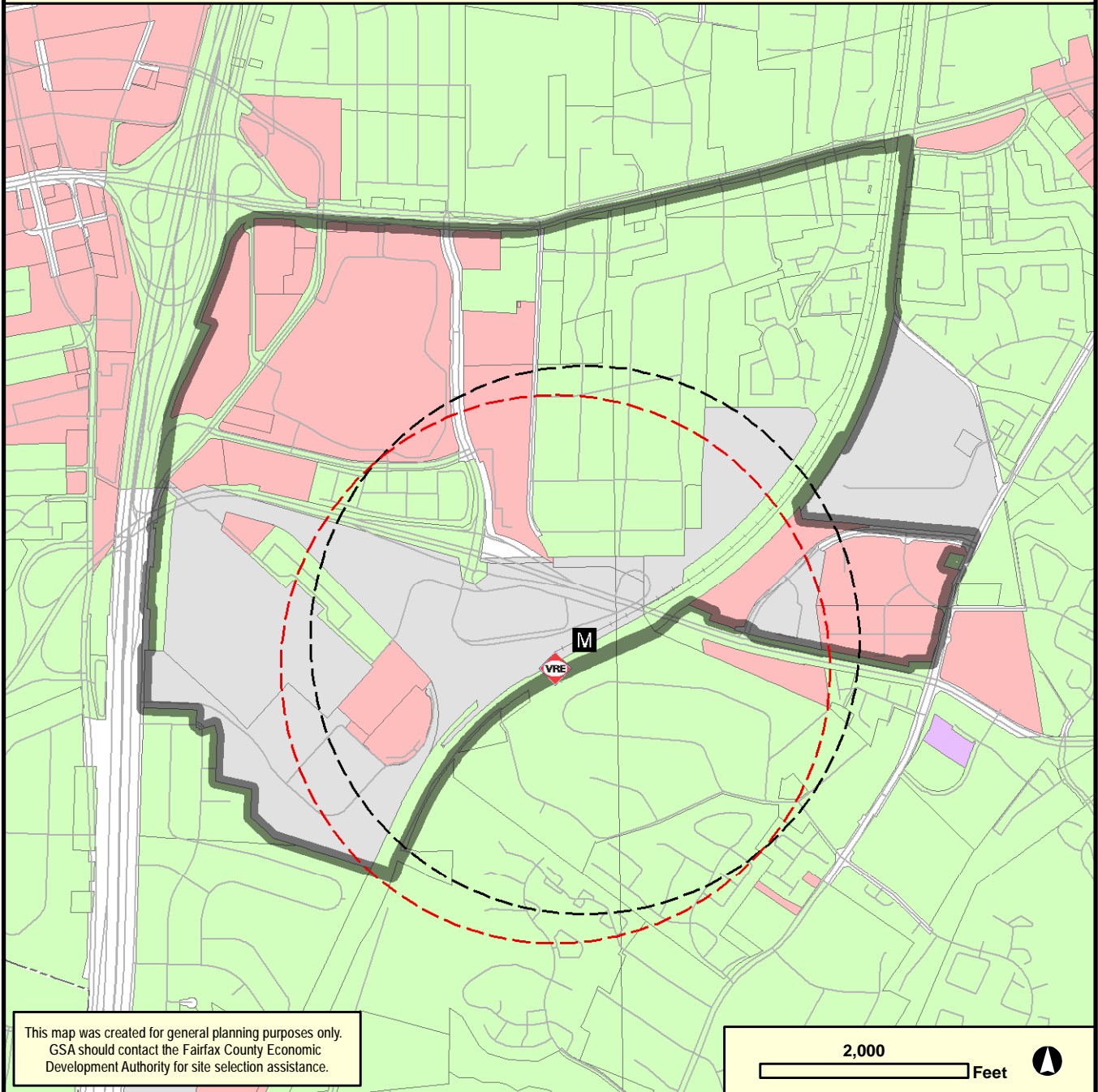
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017 - rev 10-2017.

## Franconia-Springfield Transit Station Area - Generalized Zoning



# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **KINGSTOWNE COMMUNITY BUSINESS CENTER (CBC)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

The Comprehensive Plan for Kingstowne calls for more than doubling the current office space from around 500,000 square feet (CoStar, 2016) to an additional 1 million more square feet. The Kingstowne CBC currently has over 200,000 square feet of industrial use planned as well. As specified:

*“The Concept for Future Development recommends that most of the Lehigh Community Planning Sector develop as Suburban Neighborhoods. The Kingstowne Town Center, including the Village Center shopping center, is recommended as a Community Business Center (CBC). The approved plans for this mixed-use center include a large office component and an industrial area, which distinguishes the Kingstowne core from the generalized characteristics for other CBCs in the county.*

...

*Promote a balanced, planned development community that will serve as a showcase community and future focal point of the county.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, RH4-Lehigh Community Planning Sector, pages 57-58)*

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

By adding 1 million square feet of office space, the Plan for Kingstowne will help meet an overall Comprehensive Plan objective:

*“Objective 2: Fairfax County should seek to establish areas of community focus which contain a mixture of compatible land uses providing for housing, commercial, institutional/public services, and recreation and leisure activities.*

*Policy a. Create mixed-use Centers which enhance the sense of community and reduce the need to travel long distances for employment and/or services.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition POLICY PLAN, Land Use, Amended through 3-14-2017, page 4)*

### b. Transportation: (Include Regional and Local Services)

	EXISTING		PLANNED	
			Completion Year	Funded: <i>Partial or Full</i>
i. <u>Transportation Options:</u>				
High Occupancy Lanes	_____ Yes	___X___ No	Year _____	_____
Express Toll Lanes	_____ Yes	___X___ No	Year _____	_____
Commuter Bus Service	_____ Yes	___X___ No	Year _____	_____
Regional Bus Service <sup>1</sup>	_____ Yes	___X___ No	Year _____	_____
Local Bus Service	___X___ Yes	_____ No	Year _____	_____
Light Rail Station(s)	_____ Yes	___X___ No	Year _____	_____
Metro Rail Station(s)	_____ Yes	___X___ No	Year _____	_____

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Parking Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	<input type="checkbox"/> N/A _____	_____
Commuter Bus Service	<input type="checkbox"/> N/A _____	_____
Regional Bus Service	<input type="checkbox"/> N/A _____	_____
Local Bus Service	AM (5:15-11:50); PM (12:40-9:10)	2 (Peak Period)
Light Rail	<input type="checkbox"/> N/A _____	_____
Metro Rail	_____	_____

ii. <u>Business and Services:</u>	Existing	Planned
Retail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

As opposed to other areas, the focus on infrastructure is less about major capital improvement projects and more about proper timing as the Comprehensive Plan states with these two General Land Use recommendations:

*"8. Ensure that the necessary public facilities are in place prior to the completion of residential or commercial development.*

...

*"13. Commit that needed transportation facilities will exist prior to completion of each phase of development to satisfactorily accommodate the anticipated traffic of each phase."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, RH4-Lehigh Community Planning Sector, pages 58-59)

Consistent with serving as a model community, the Comprehensive Plan specifies that:

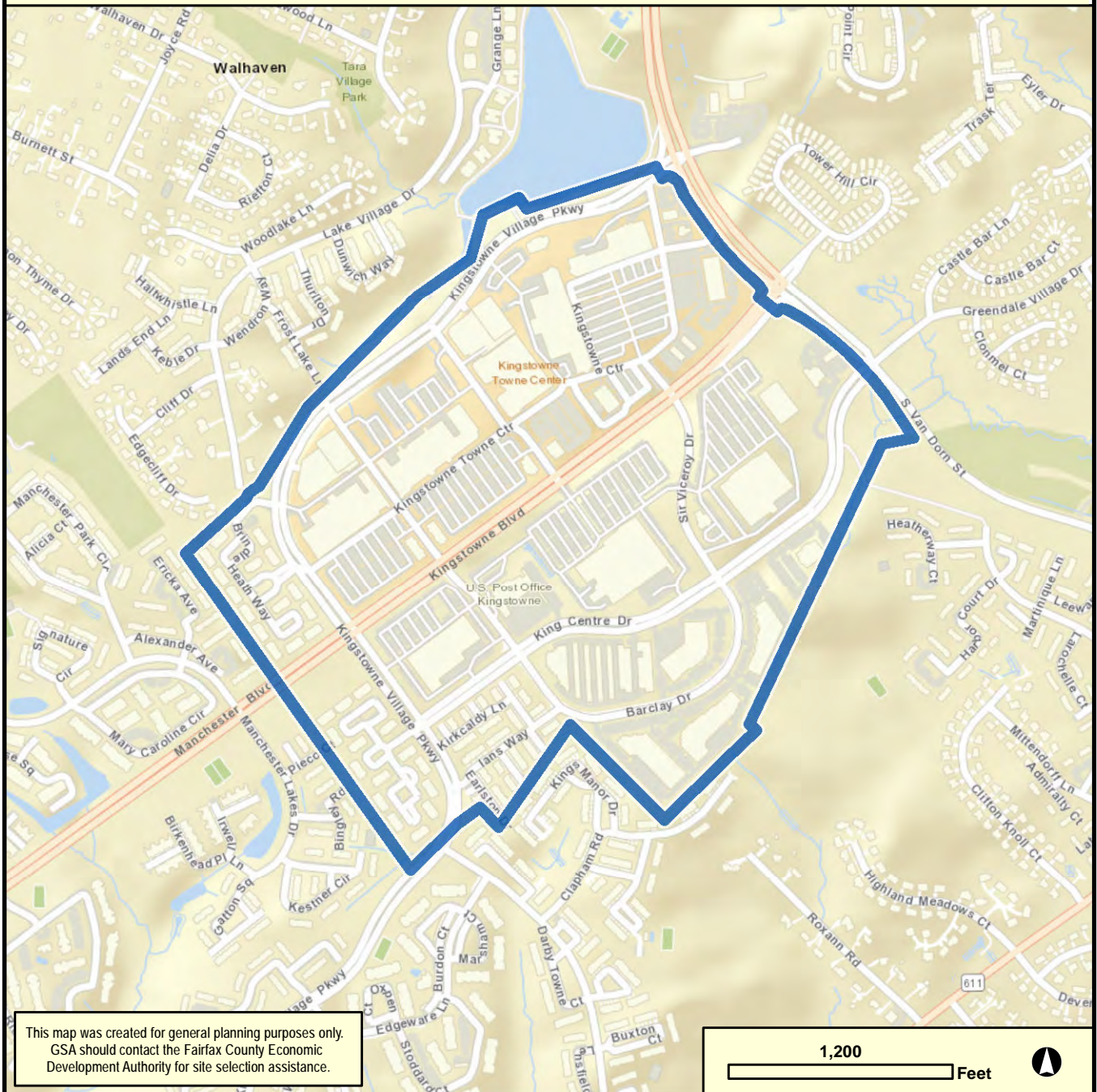
*"Compatible land use and streetscape design should occur throughout the development, especially where Manchester Lakes meets Kingstowne."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, RH4-Lehigh Community Planning Sector, page 58)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

Any development which does occur needs to:

*"Encourage the development to take into account the opportunities for energy conscious design, such as proper solar orientation of buildings."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, RH4-Lehigh Community Planning Sector, page 60)

# Kingstowne Community Business Center - Locator Map

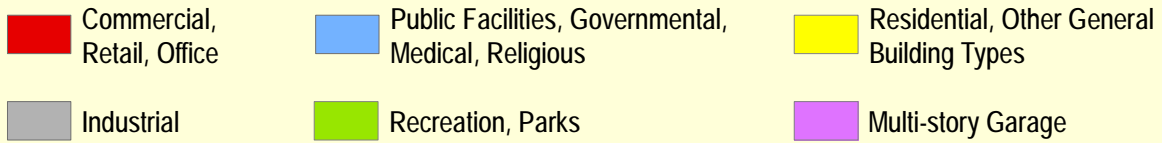


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

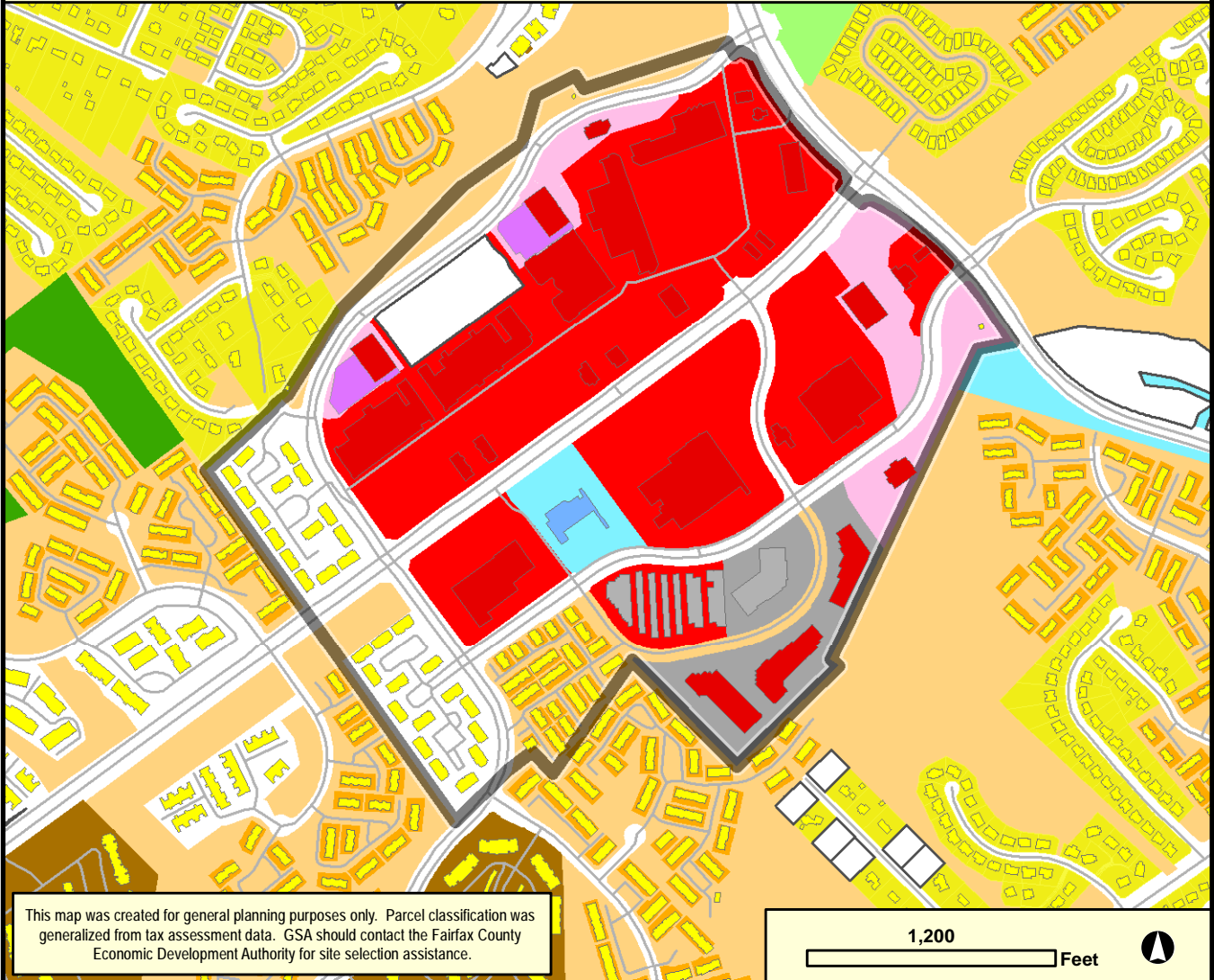
Prepared by DPZ 2017

# Kingstowne Community Business Center - Existing Land Use

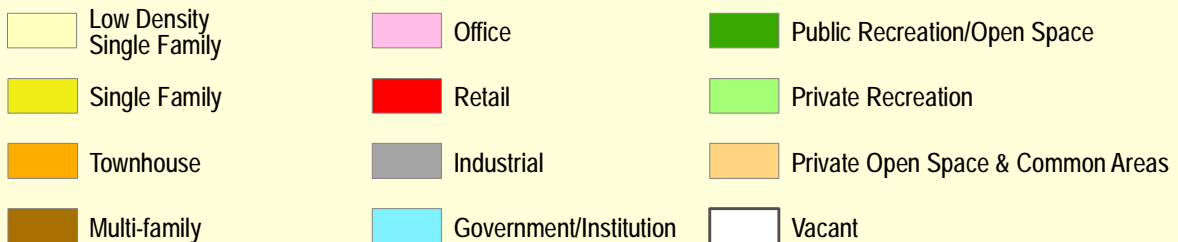
## Structure Types 2016



Prepared by DPZ 2017



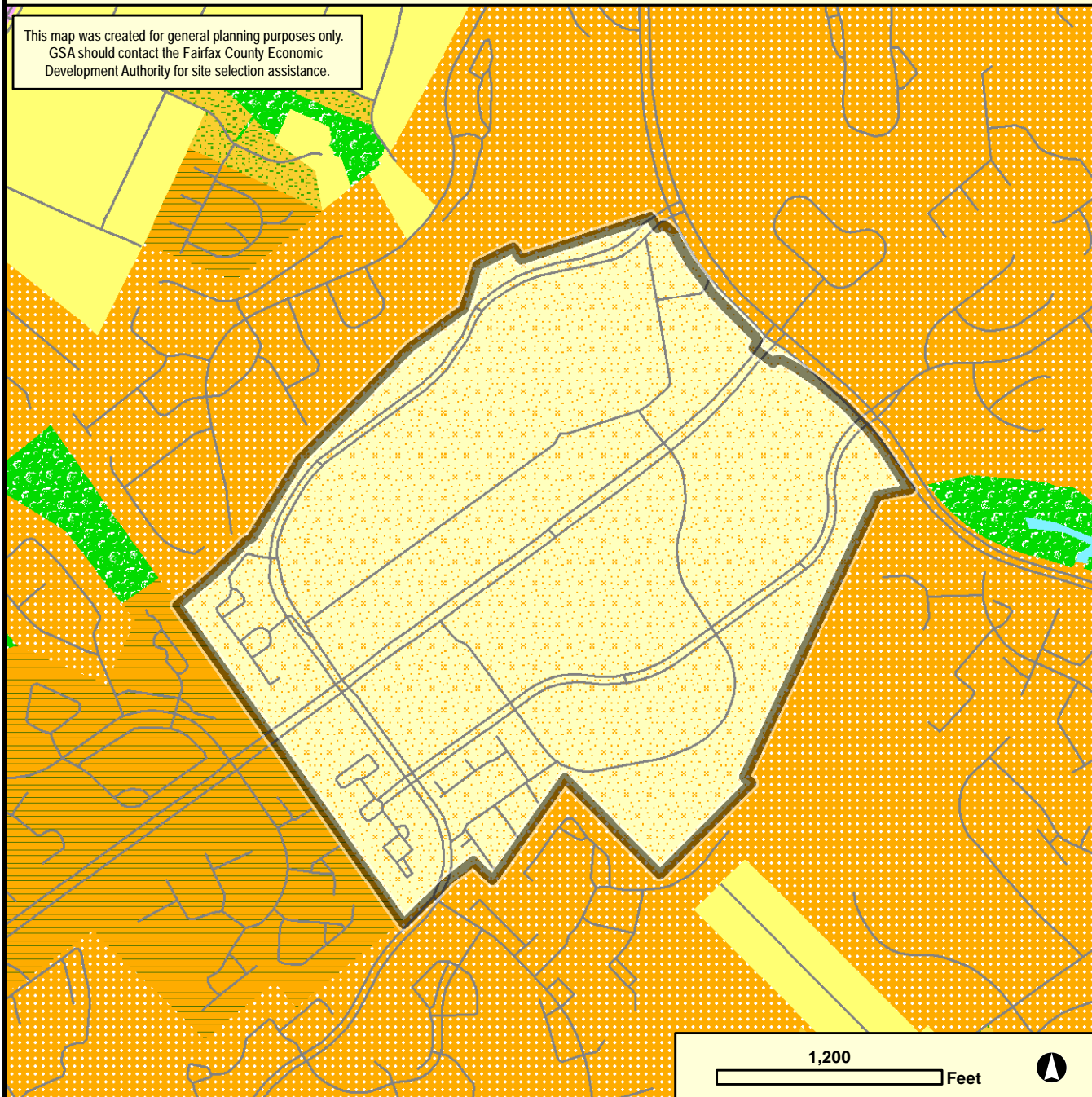
## Existing Land Use 2015



Prepared by DPZ 2017




# Kingstowne Community Business Center - Planned Land Use







This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.









## Comprehensive Plan Baseline Level

### Residential

-  .1-2 DU/AC
-  .2-5 DU/AC
-  .5-1 DU/AC

-  1-2 DU/AC
-  2-3 DU/AC
-  3-4 DU/AC
-  4-5 DU/AC
-  5-8 DU/AC
-  8-12 DU/AC

-  12-16 DU/AC
-  16-20 DU/AC
-  20+ DU/AC
-  Commercial
-  Office
-  Retail and Other


### Industrial

-  Industrial

### Open Space and Recreation

-  Public Parks
-  Private Recreation
-  Private Open Space

### Public Facilities, Govern- mental and Institutional

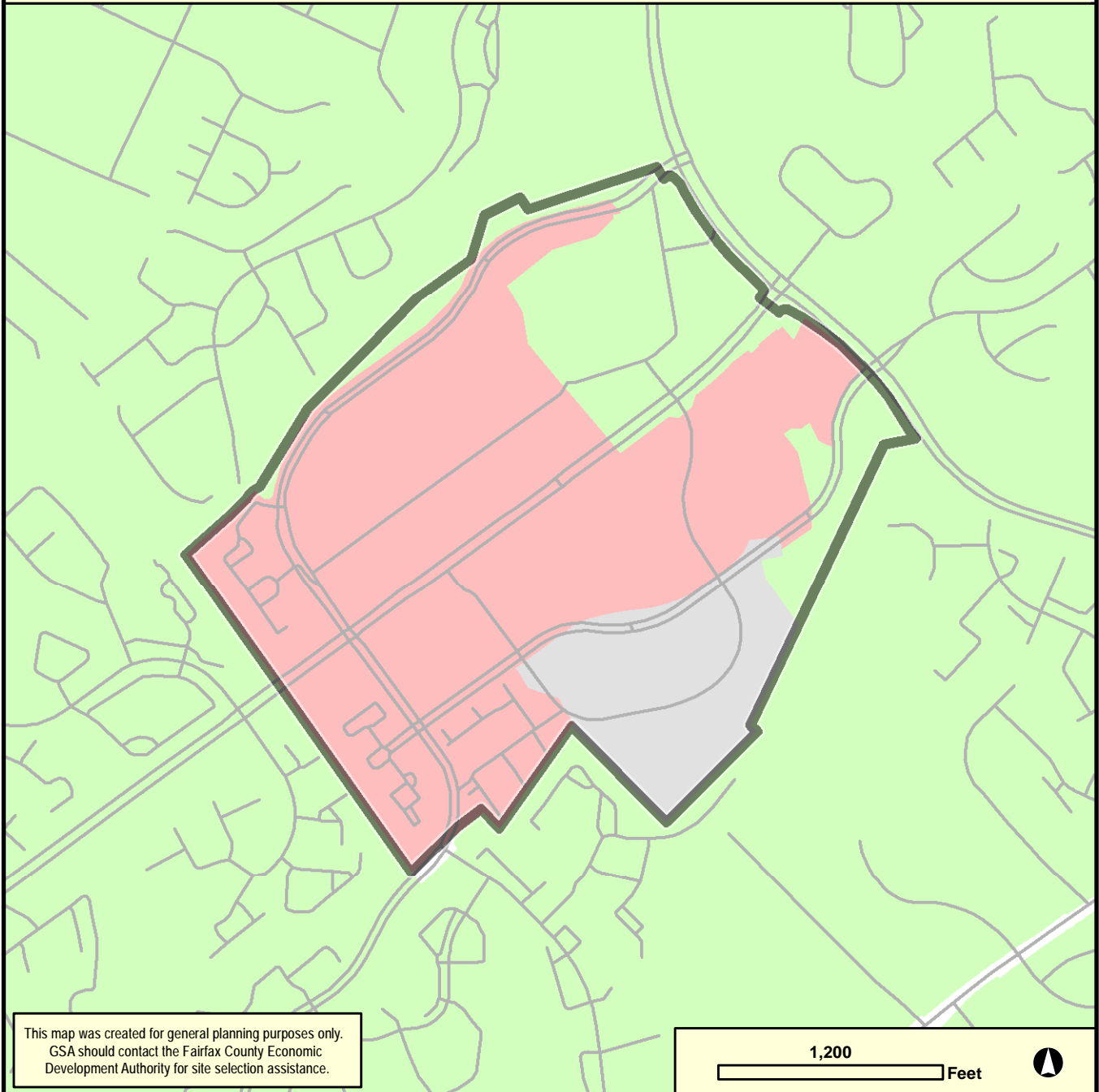
-  Public Facilities

### Other Uses

-  Mixed Uses
-  Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## Kingstowne Community Business Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning    Residential Zoning    Industrial Zoning    Mixed-use Zoning

Prepared by DPZ 2017

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Lorton-South Route 1 Suburban Center and I-95 Corridor  
Industrial Area**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

A major objective of the Lorton-South Route 1 Community Planning Sector is to not be the traditional “cookie-cutter” suburb but rather:

*“Develop a strong “sense of place” and positive image for the Lorton-South Route 1 area:*

- *Implement the positive image and sense of place through the “Town Center” concept and provide for retail, governmental and commercial offices, cultural facilities, and community services at the Center and at other key sub-units;*
- *Reinforce the “Town Center” land use concept with a transit center for local and regional bus service and the Lorton commuter rail station. Such transportation services should be connected to neighborhoods by vehicular, bicycle and pedestrian access;*
- *Strengthen the concept that the planning area is the southern “gateway” to the National Capital Area through encouraging “gateway” land uses and roadside visual improvements; special emphasis should be placed on preserving or restoring landscaped or natural treed open space along major roadways”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Lower Potomac Planning District, Amended through 3-14-2017, LP2-Lorton-South Route 1 Community Planning Sector, page 62)

Accordingly, the Lorton-South Route 1 Suburban Center aims to add 3.7 million square feet of office space and over 3 million square feet of additional industrial space.

Meanwhile, the I-95 Corridor Industrial Area, located along the east and west sides of I-95 in the Newington area near Accotink Creek, is planned to add close to 20 million square feet of industrial space:

*“The I-95 Corridor Industrial Area is recommended in the Concept for Future Development to retain an overall industrial orientation. Industrial Areas are intended primarily to provide suitable locations for industrially-related uses. Office and other commercial uses should be limited in these areas for the most part.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Springfield Planning District, Amended through 3-14-2017, I-95 Corridor Industrial Area, page 18)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. **Sustainability:**

The Comprehensive Plan seeks to:

*“Encourage land uses consistent with planned densities which will support a level of mass transportation high enough to promote optimal and efficient utilization of mass transit services.”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Lower Potomac Planning District, Amended through 3-14-2017, LP2-Lorton-South Route 1 Community Planning Sector, page 65)

Additionally, the Plan for the Lorton-South Route 1 Suburban Center calls for infrastructure improvements that will create a “gateway” to Fairfax County:

*“The Lorton-South Route 1 area is a southern “gateway” to the Nation’s Capital, Fairfax County and the community. Therefore, any development within the I-95 corridor along its southern entrance to Fairfax County and along Richmond Highway and I-95 from the Occoquan River to*

*Fort Belvoir is envisioned to contribute to an attractive "Gateway to Fairfax County and to the National Capital Area." Areas of particular attention include Richmond Highway and I-95 from the Occoquan River to Fort Belvoir; the I-95/Lorton Road interchange area; the Richmond Highway/I-95 interchange area; and the Richmond Highway/Gunston Road intersection. All future development should be located, designed, accessed, buffered, and screened, where necessary to help further the attainment of the county's "gateway" concept. Well-designed private and public development should be encouraged.*" (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Lower Potomac Planning District, Amended through 3-14-2017, LP2-Lorton-South Route 1 Community Planning Sector, page 65)

A theme of several land units in the I-95 corridor is to encourage infill development:

*"Infill development should be of similar character and intensity to existing development."*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA IV Springfield Planning District, Amended through 3-14-2017, I-95 Corridor Industrial Area, page 20)

b. **Transportation:** (Include Regional and Local Services)

	EXISTING		PLANNED			
i. <b><u>Transportation Options:</u></b>					<b><u>Completion Year</u></b>	<b><u>Funded: Partial or Full</u></b>
High Occupancy Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Express Toll Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Regional Bus Service <sup>1</sup>	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
a. <b><u>Service Levels:</u></b>	<b>Service Hours</b>		<b>Frequency (Per hour)</b>			
Commuter Rail Service	AM (6:00-8:30); PM (1:30-7:30)		2-4 (Peak Period)			
Commuter Bus Service	<input type="checkbox"/> N/A _____		_____			
Regional Bus Service	<input type="checkbox"/> N/A _____		_____			
Local Bus Service	AM (4:00-11:45); PM (12:30-11:45)		2 (Peak Period)			
Light Rail	<input type="checkbox"/> N/A _____		_____			
Metro Rail	<input type="checkbox"/> N/A _____		_____			
ii. <b><u>Business and Services:</u></b>	<b>Existing</b>		<b>Planned</b>			
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

Along the same line of thought as sustainability, improving transportation infrastructure is seen as a critical piece of the Plan:

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

*“• Implement bus and rail transit services and non-motorized facilities which reduce the reliance of employees and residents on the automobile;*

*...*

- Implement a balanced and realistic roadway network (within economic and environmental constraints) which achieves at least a Level of Service "D" if feasible through the use of both capacity and operation improvements;*
- Implement timely road improvements which facilitate access and circulation in the area and which provide alternative routes for through traffic around the area;*
- Develop rail-oriented land uses and utilize rail at existing land uses, as appropriate, to minimize the amount of truck traffic;*
- Implement adequate and safe truck access and management which is appropriate for the type and density of development within the area; and.*
- Develop and encourage the building and use of bicycle paths and sidewalks to foster a sense of community and reduce automobile traffic.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Lower Potomac Planning District, Amended through 9-20-2016, LP2-Lorton-South Route 1 Community Planning Sector, page 65)*

Similarly, in the I-95 Industrial Corridor area, as new development occurs, the Plan states that certain infrastructure improvements should be made. Please see the Fairfax County Comprehensive Plan, 2013 Edition AREA IV Springfield Planning District, Amended through 3-14-2017, I-95 Corridor Industrial Area.

#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

Despite the close proximity to D.C., I-95, and Fort Belvoir, this Central Business Area has several natural areas that the Comprehensive Plan makes special note to:

*“Preserve the rural/residential character of the land along Old Colchester Road by permitting only low density residential development on both sides of the road thus helping to protect and preserve the rural and open space character of Mason Neck;*

*...*

*“Preserve green space, through county acquisition of additional parkland and environmental quality corridors, and through promoting clustering of development and encouraging greater set-asides of open space, particularly in areas containing significant ecological and archaeological resources.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA I, Lower Potomac Planning District, Amended through 3-14-2017, LP2-Lorton-South Route 1 Community Planning Sector, pages 63 and 64)*

Some specific recommendations include:

- “• Discourage development on steep slopes (greater than 15 percent), areas of low bearing strength, areas of marine clay and other unstable soils, and areas of high erosion potential;*
- Discourage development within the 100-year floodplain;*
- Identify and protect areas of significant vegetation and wildlife habitat and migratory corridors;*

*...*

- Recommend that environmental assessment be required for all new development;*
- Minimize impacts of proposed new development on important ground water resources, especially in areas dependent on wells for water supply; and*
- Recommend appropriate measures for the protection of stream water quality, particularly as affected by non-point source pollution (such as the sewage plant and landfills) and stream bank erosion.”*

*(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Lower Potomac Planning District, Amended through 3-14-2017, LP2-Lorton-South Route 1 Community Planning Sector, page 64)*

The Plan for the I-95 Corridor Industrial Area makes specific references to protecting the natural environment within text describing land units:

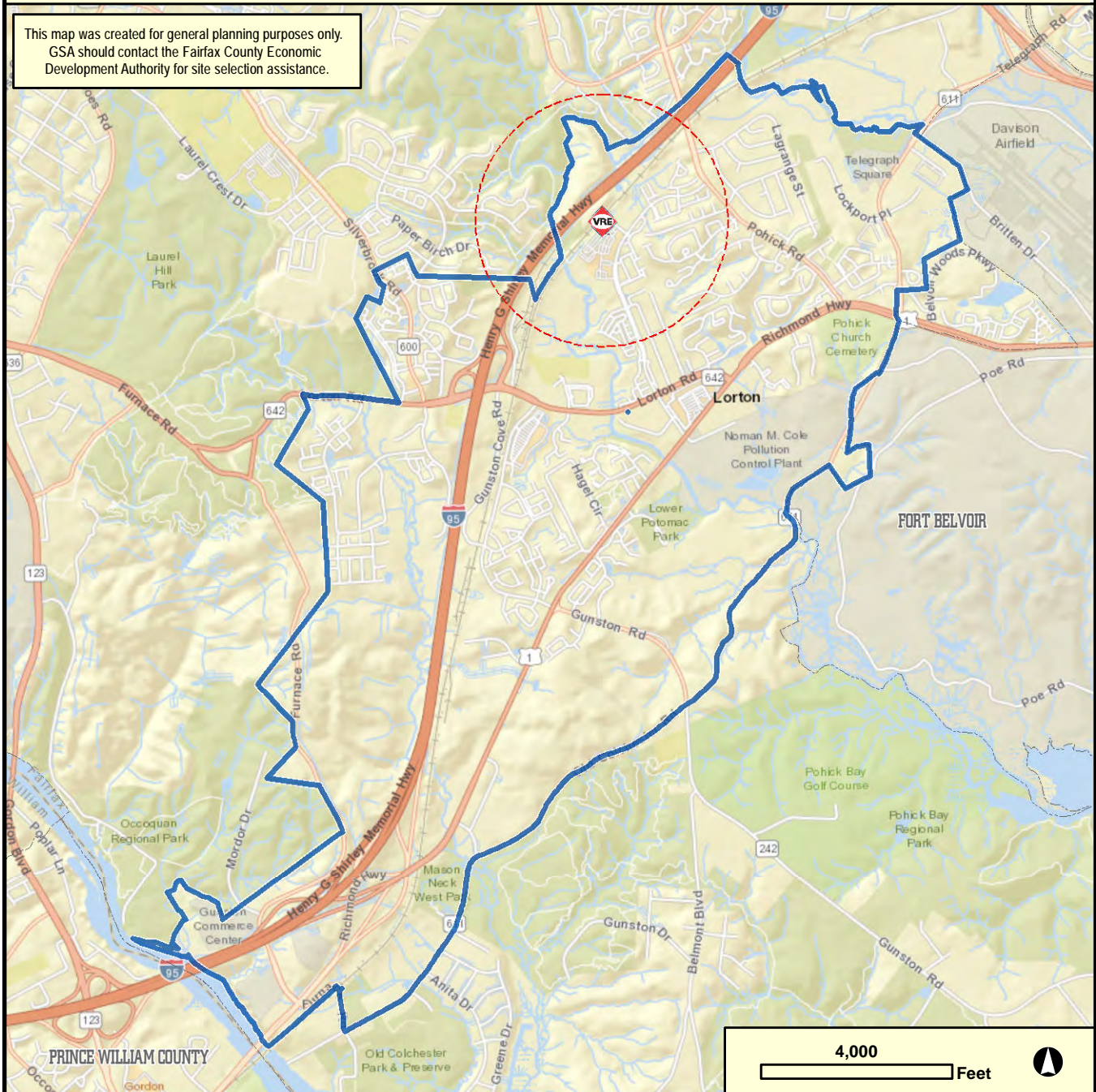
*“Development should be sensitive to the Accotink Creek EQC”*

...

*"All applicable federal, state, and local laws and regulations governing the environment, historical preservation, architecture, and all other applicable rules must be followed..."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA IV Springfield Planning District, Amended through 3-14-2017, I-95 Corridor Industrial Area, pages 20-21).

# Lorton-South Route 1 Suburban Center - Locator Map

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station









**Commuter Rail Station** Circle indicates half-mile radius from station

Prepared by DPZ 2017

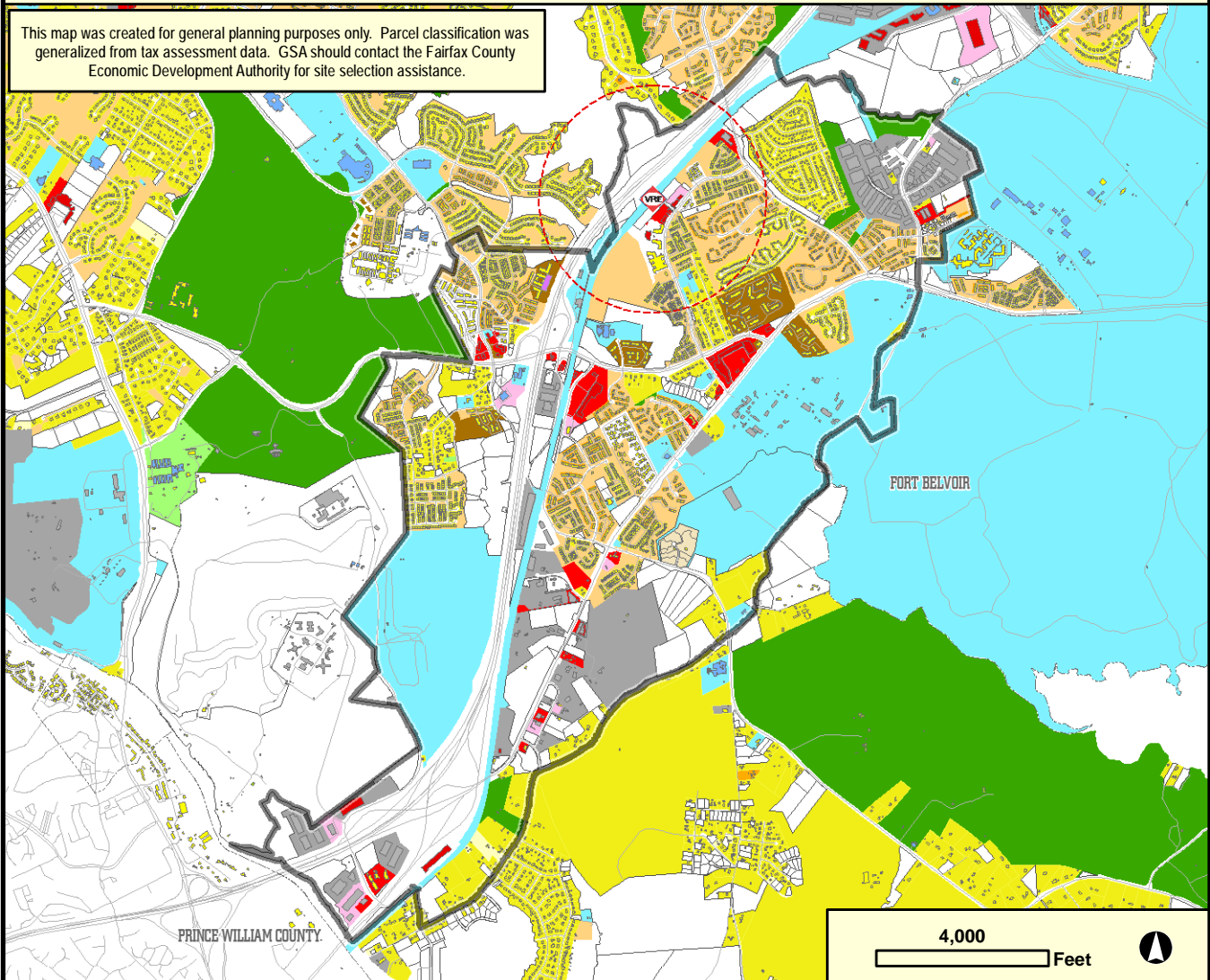
# Lorton-South Route 1 Suburban Center - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



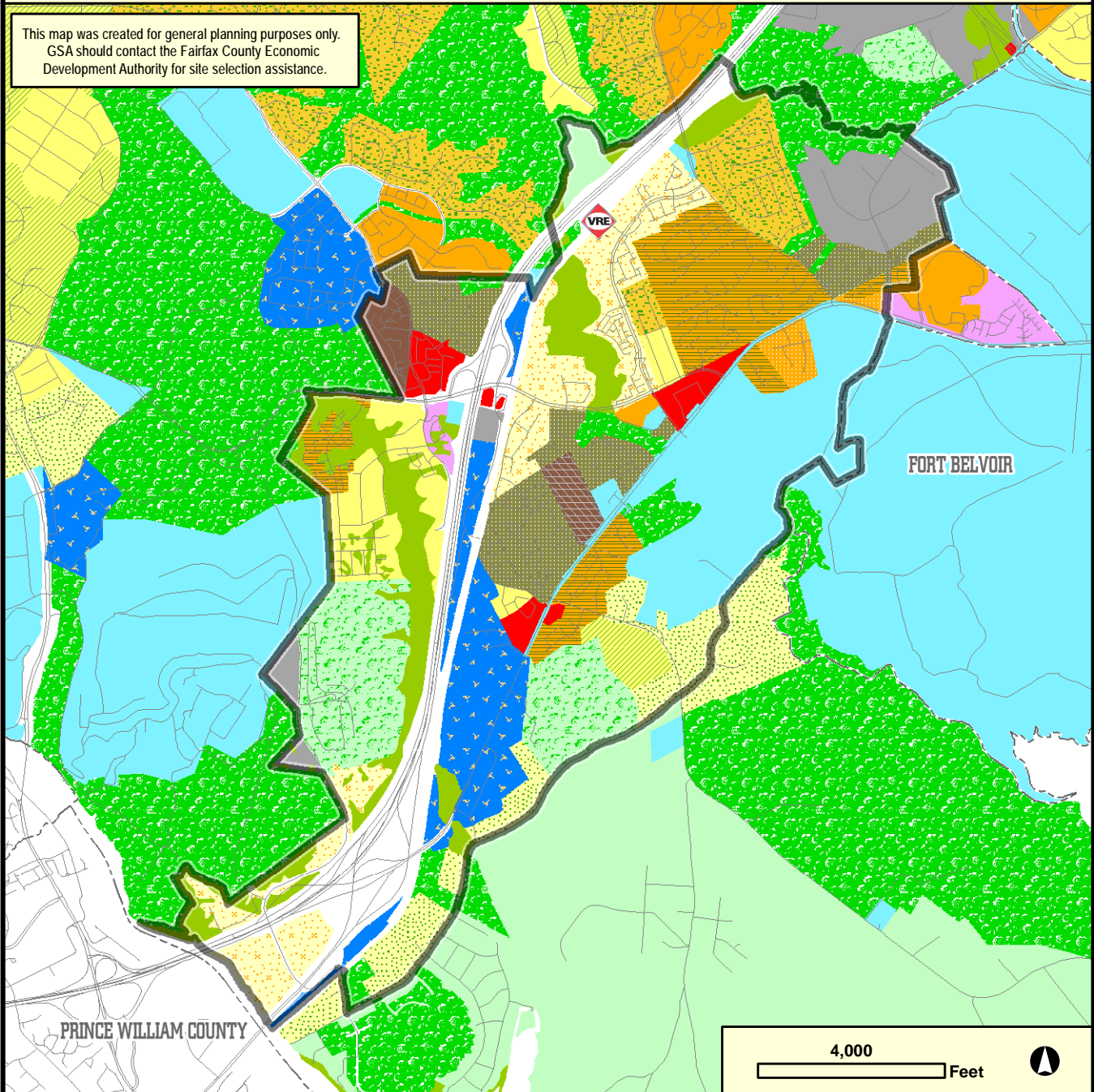
## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# Lorton-South Route 1 Suburban Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Govern- mental and Institutional

Public Facilities

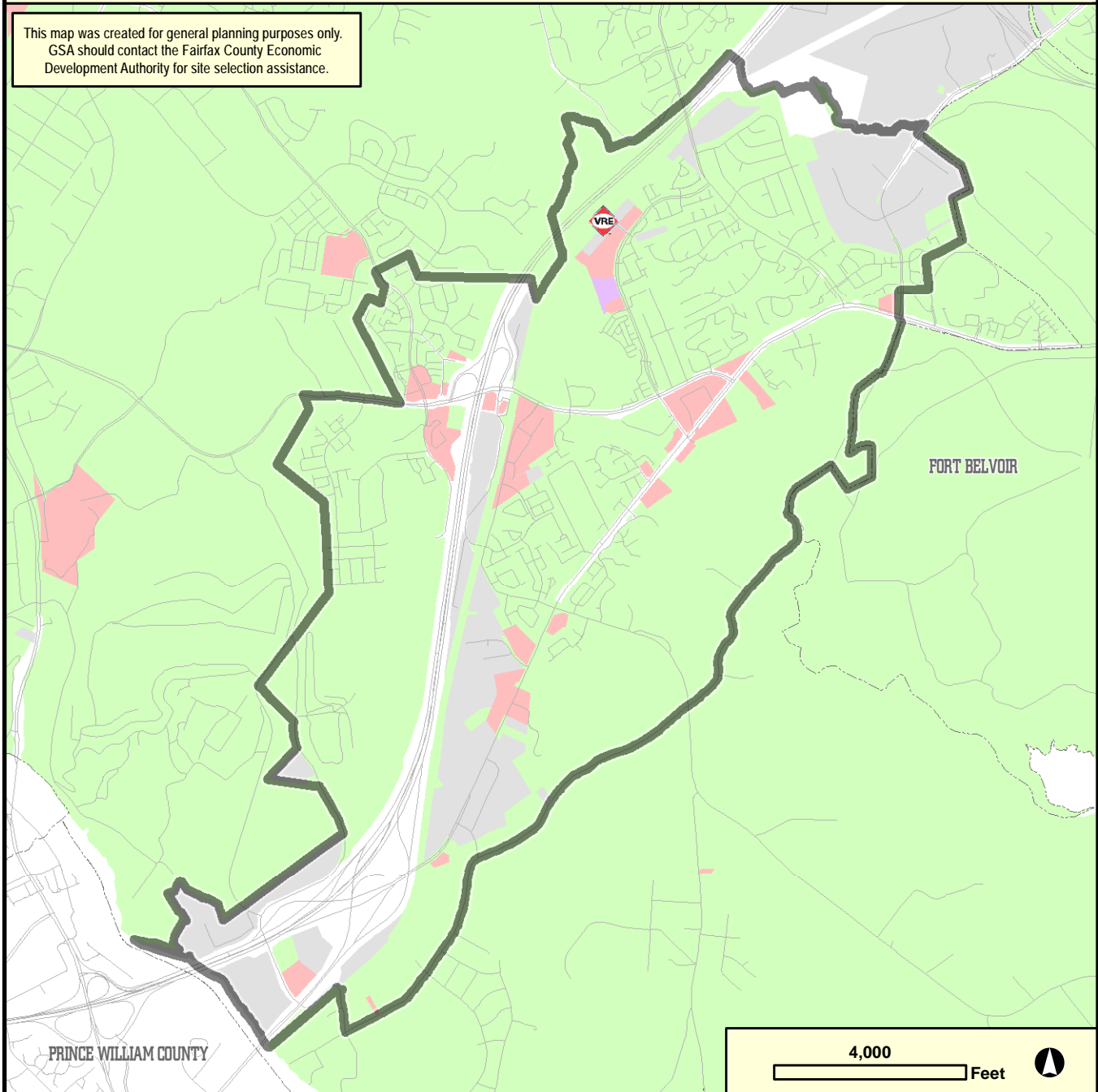
### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## Lorton-South Route 1 Suburban Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

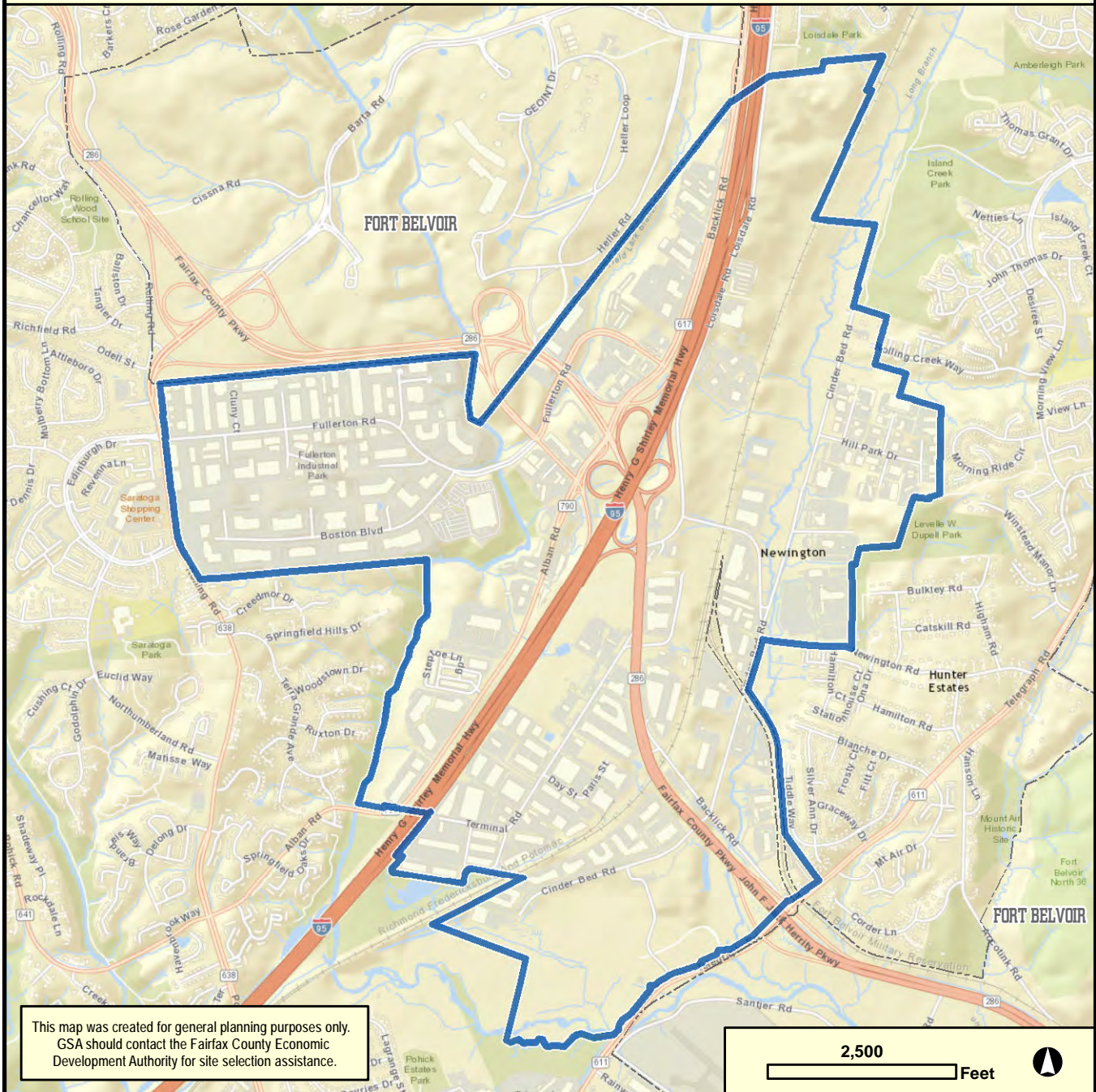


### Generalized Zoning Category

Commercial Zoning Residential Zoning Industrial Zoning Mixed-use Zoning

Prepared by DPZ 2017

# I-95 Corridor Industrial Area- Locator Map









- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

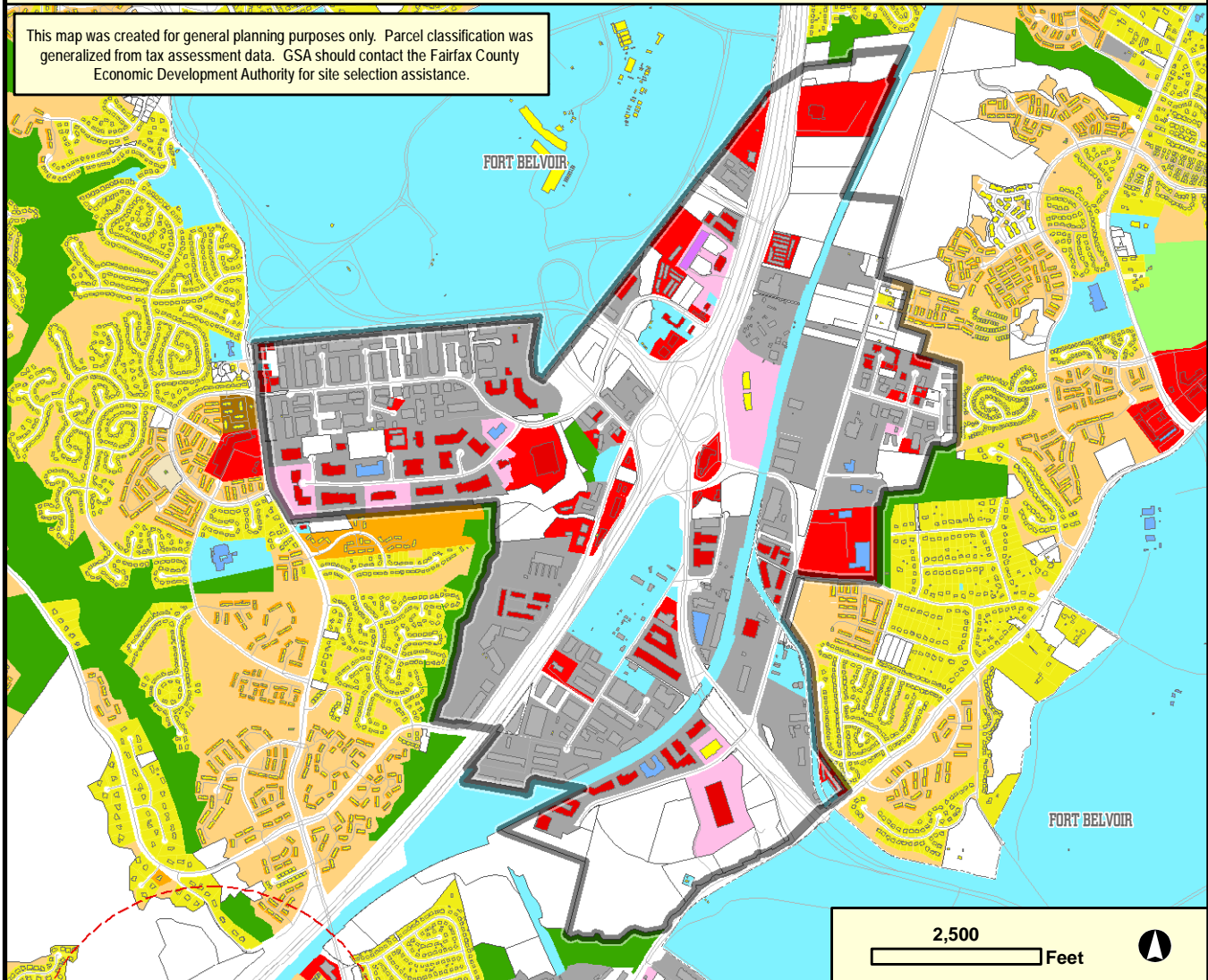
# I-95 Corridor Industrial Area - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

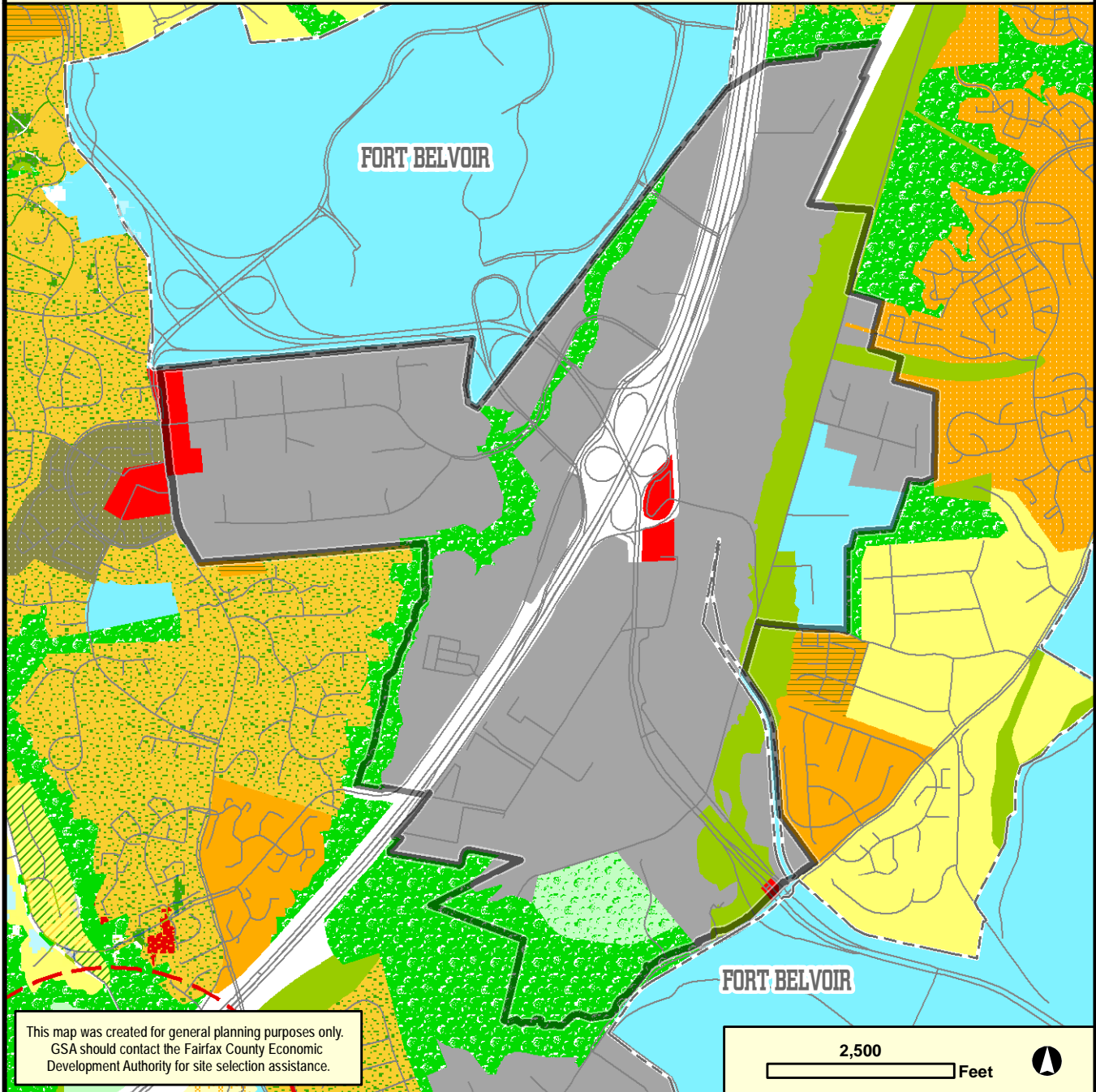


## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# I-95 Corridor Industrial Area - Planned Land Use



## Comprehensive Plan Baseline Level / 11-2016

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

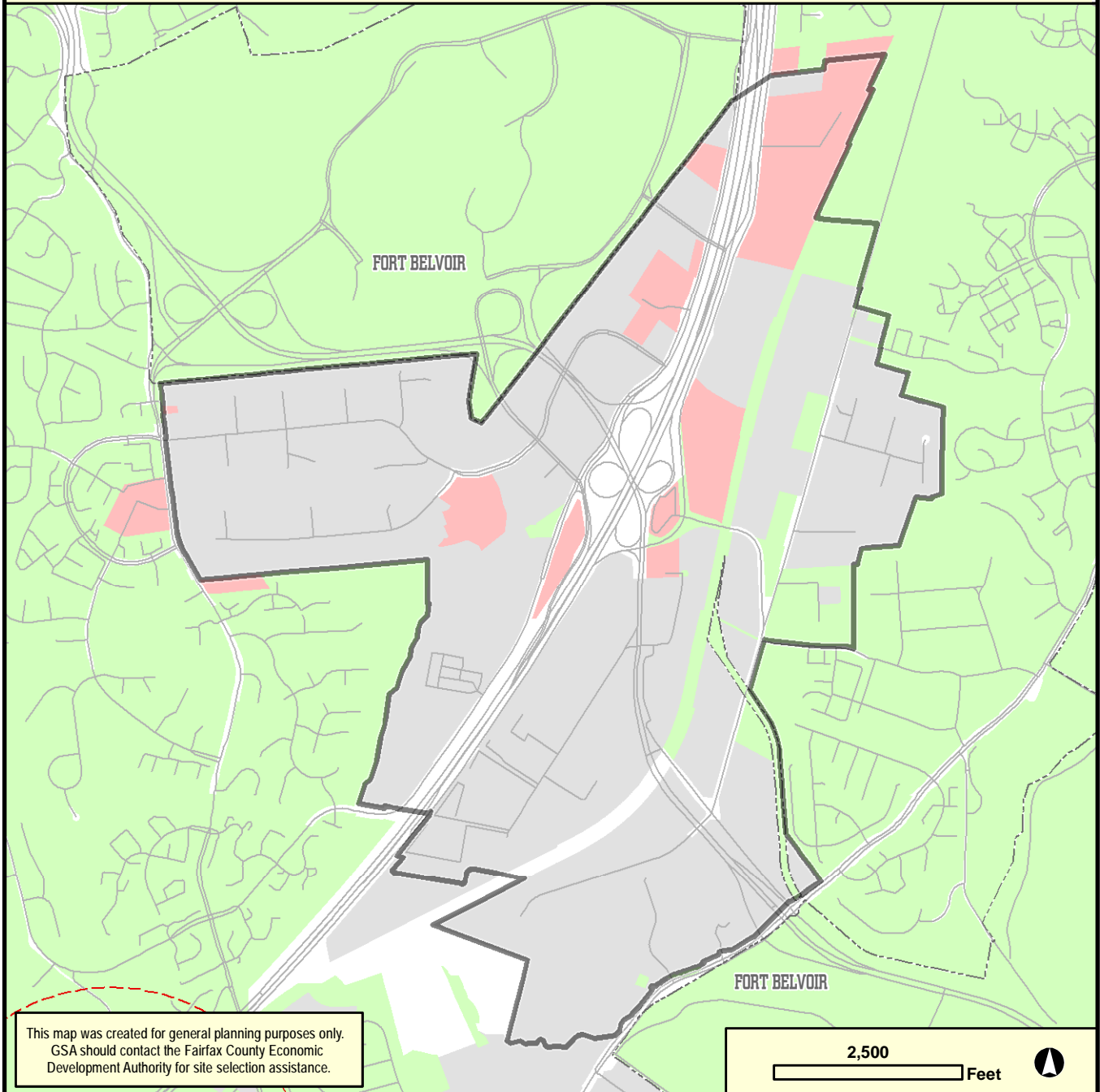
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## I-95 Corridor Industrial Area - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning     Residential Zoning     Industrial Zoning     Mixed-use Zoning

Prepared by DPZ 2017

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **McLean Community Business Center (CBC)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

This proposed CBA is planned to accommodate a more modest increase in office space at just under half a million square feet, which would represent close to a 25% gain from the current 1.7 million square feet of office space (CoStar, 2016).

*“The overall strategy for achieving this future concept is built around the following major objectives: to stabilize the CBC's intended function as a community-serving retail and business center while upgrading its existing image through the creation of the two pedestrian oriented “Villages;” to adhere to the McLean CBC Design Standards; to place utilities underground; and to enhance the public streetscape and improvement of private property, especially large parking lots. Such enhancement may include, but is not limited to, additional trees and other plantings, appropriate lighting, decorative paving and a coordinated system of signs. Essential to this revitalization effort is an increased emphasis on an integrated transportation and traffic circulation plan. “*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, McLean Planning District, Amended through 3-14-2017, McLean Community Business Center, page 23)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

Revitalization is a key goal of the McLean CBC that will ultimately lead to a more sustainable McLean CBC:

*“The opportunity to upgrade the physical character throughout the area should be seized, both by defining the appropriate design characteristics for new development and the limited improvements which can be made to the existing structures. A concerted effort is needed to foster revitalization and to encourage property owners to redevelop or to improve their properties in conformance with the McLean CBC Design Standards. Revitalization of the McLean CBC will be achieved through private efforts, volunteer efforts, public/private cooperation, and County initiatives as they apply.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, McLean Planning District, Amended through 3-14-2017, McLean Community Business Center, page 23)

### b. Transportation: (Include Regional and Local Services)

	EXISTING		PLANNED	
i. <u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
High Occupancy Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year _____	_____
Express Toll Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year _____	_____
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year _____	_____
Regional Bus Service <sup>1</sup>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year _____	_____

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	_____	_____
Parking Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	_____	_____

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	_____ N/A _____	_____
Commuter Bus Service	_____ N/A _____	_____
Regional Bus Service	AM (6:15-12:30); PM (1:00-12:00)	2-3 (Peak Period)
Local Bus Service	AM (5:30-9:00); PM (3:40-7:30)	2 (Peak Period)
Light Rail	N/A	_____
Metro Rail	N/A	_____

ii. <u>Business and Services:</u>	Existing	Planned
Retail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES (INCLUDE EXPECTED YEAR OF COMPLETION).

*"The overall objective in planning McLean's transportation future is to continue to accommodate the needs of automobiles, trucks and buses while implementing the changes necessary to encourage further pedestrian and bicycle use and creating a sense of place within the CBC. In addition to enhancing mobility, transportation improvements must also increase safety, enhance the aesthetic beauty and contribute to the overall goal of revitalizing McLean."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, McLean Planning District, Amended through 3-14-2017, McLean Community Business Center, page 33)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

Specific attention is paid to preserving open space as a contrast and buffer with the intense urban development by using buffer areas:

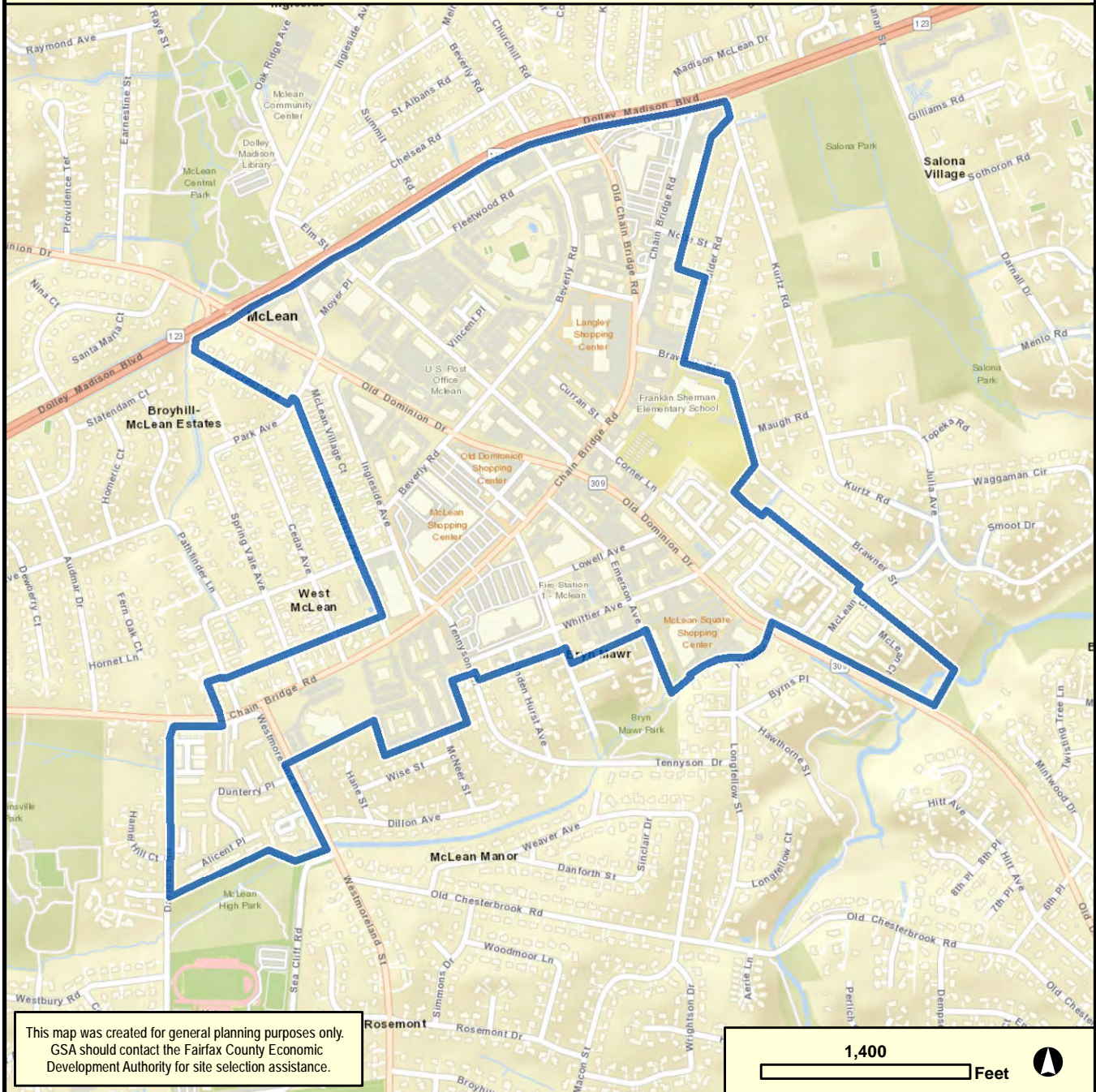
*"The McLean CBC, as a community-serving center, gains much of its prosperity and economic strength from the close interaction of its commercial uses with the surrounding residential areas. The objective of this Plan is to concentrate intensity in the "North and South Villages," and thus maintain lower densities and heights adjacent to the CBC's borders. Any potential adverse impacts are to be mitigated by measures such as buffering and adequate transitional screening and full adherence to the McLean CBC Open Space Design Standards when reviewing new development or redevelopment within the CBC."*

*The buffer areas are equally affected by both the land use direction within the CBC and the need to protect surrounding neighborhoods. Although both commercial and residential are considered appropriate uses at the buffer areas, the recommendations of one use instead of another is primarily based upon its potential impact beyond the CBC boundary. A critical planning issue is the need to prevent encroachment of commercial uses within the CBC into adjacent neighborhoods. Therefore, the proposed treatment for each buffer area responds to the specific conditions of that neighborhood."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, McLean Planning District, Amended through 3-14-2017, McLean Community Business Center, page 30)

Additional references are made in regards to air pollution mitigation:

*"The solution to poor air quality lies mainly in relieving congestion and decreasing the number of automobiles on the road."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, McLean Planning District, Amended through 3-14-2017, McLean Community Business Center, page 7)

# McLean Community Business Center - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station









**Commuter Rail Station** Circle indicates half-mile radius from station

Prepared by DPZ 2017

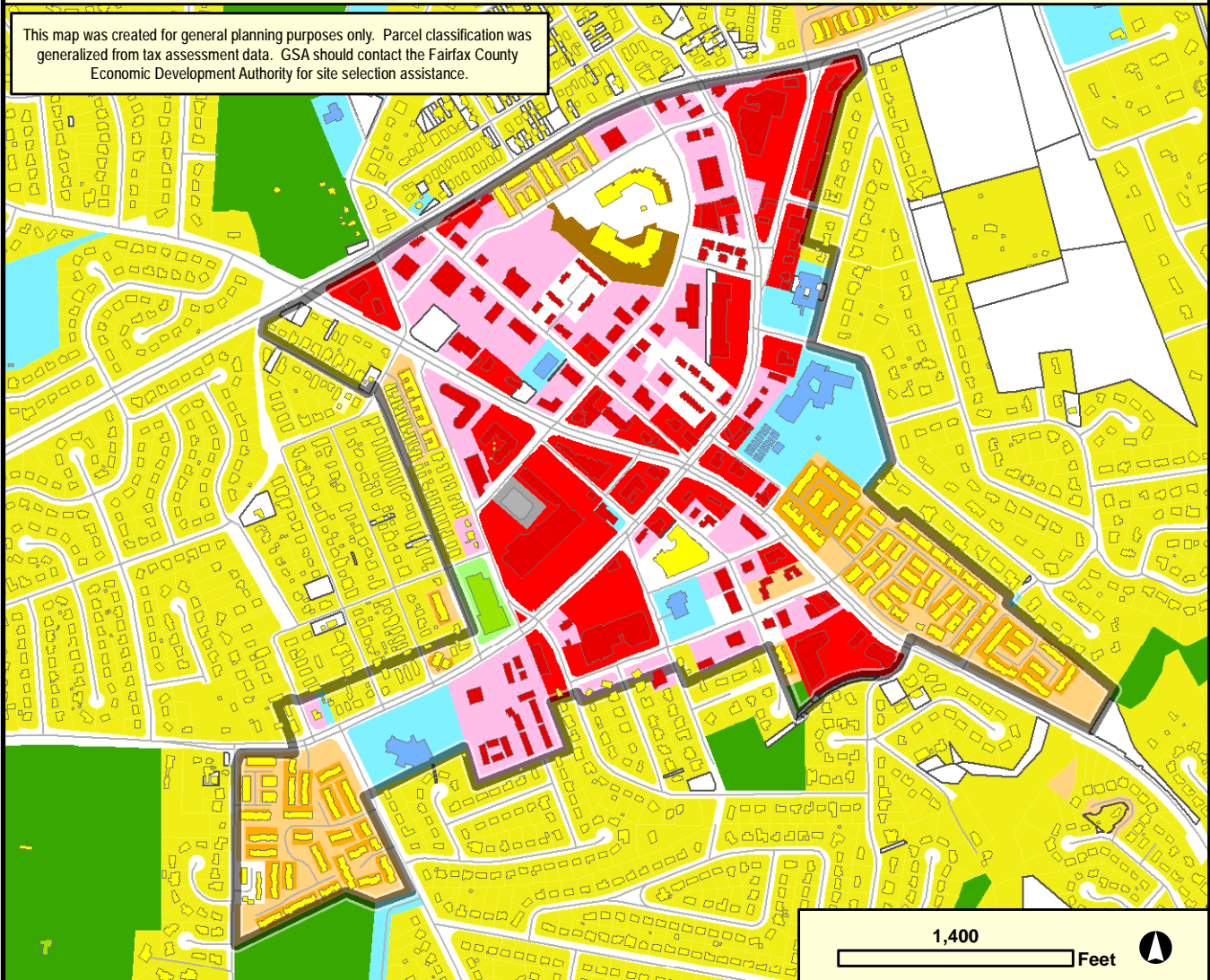
# McLean Community Business Center - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



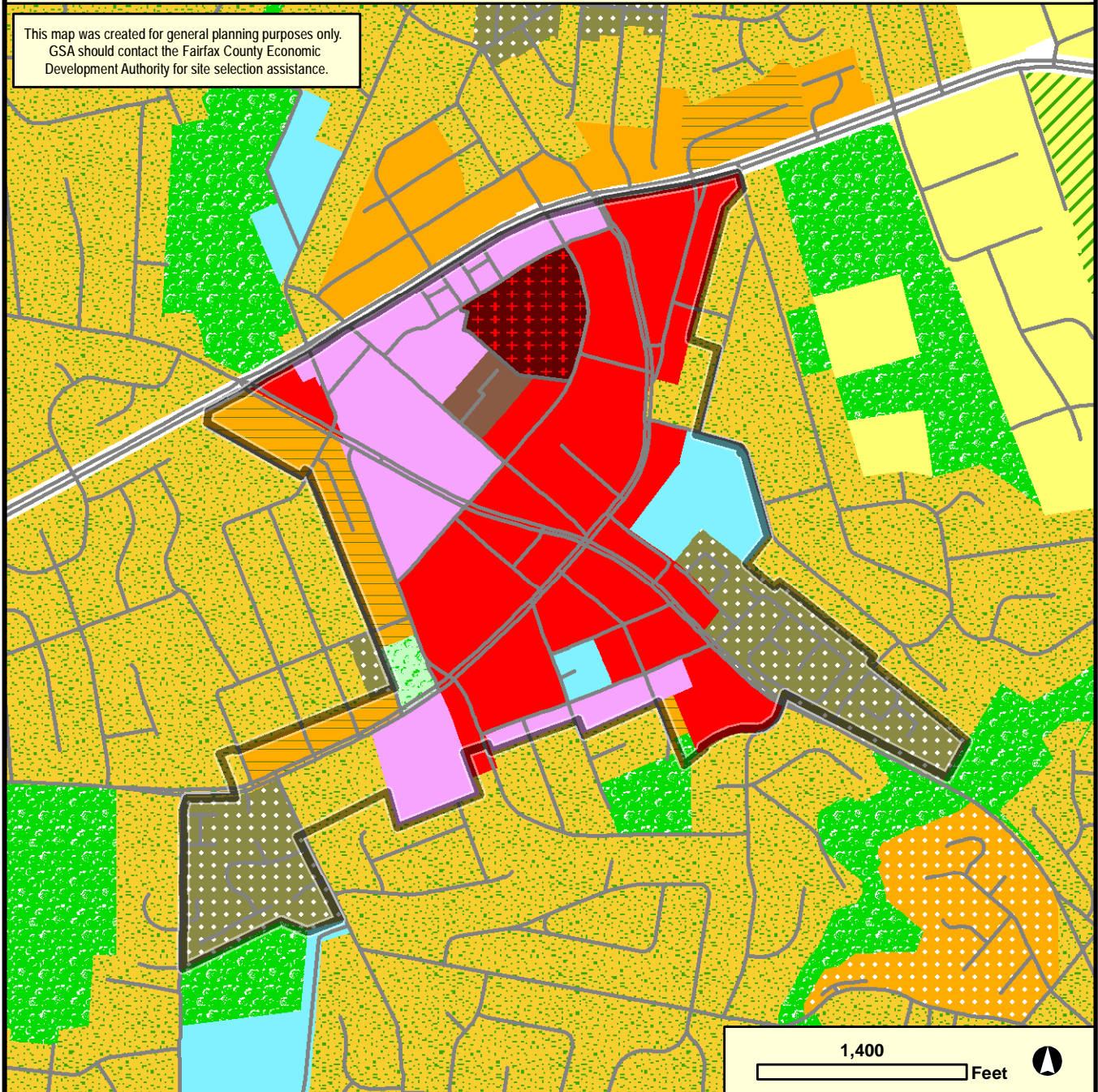
## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# McLean Community Business Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

- .1-2 DU/AC
- .2-5 DU/AC
- .5-1 DU/AC

- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC

- 12-16 DU/AC
- 16-20 DU/AC
- 20+ DU/AC
- Retail and Other

### Industrial

- Industrial

### Open Space and Recreation

- Public Parks
- Private Recreation
- Private Open Space

### Public Facilities, Govern- mental and Institutional

- Public Facilities

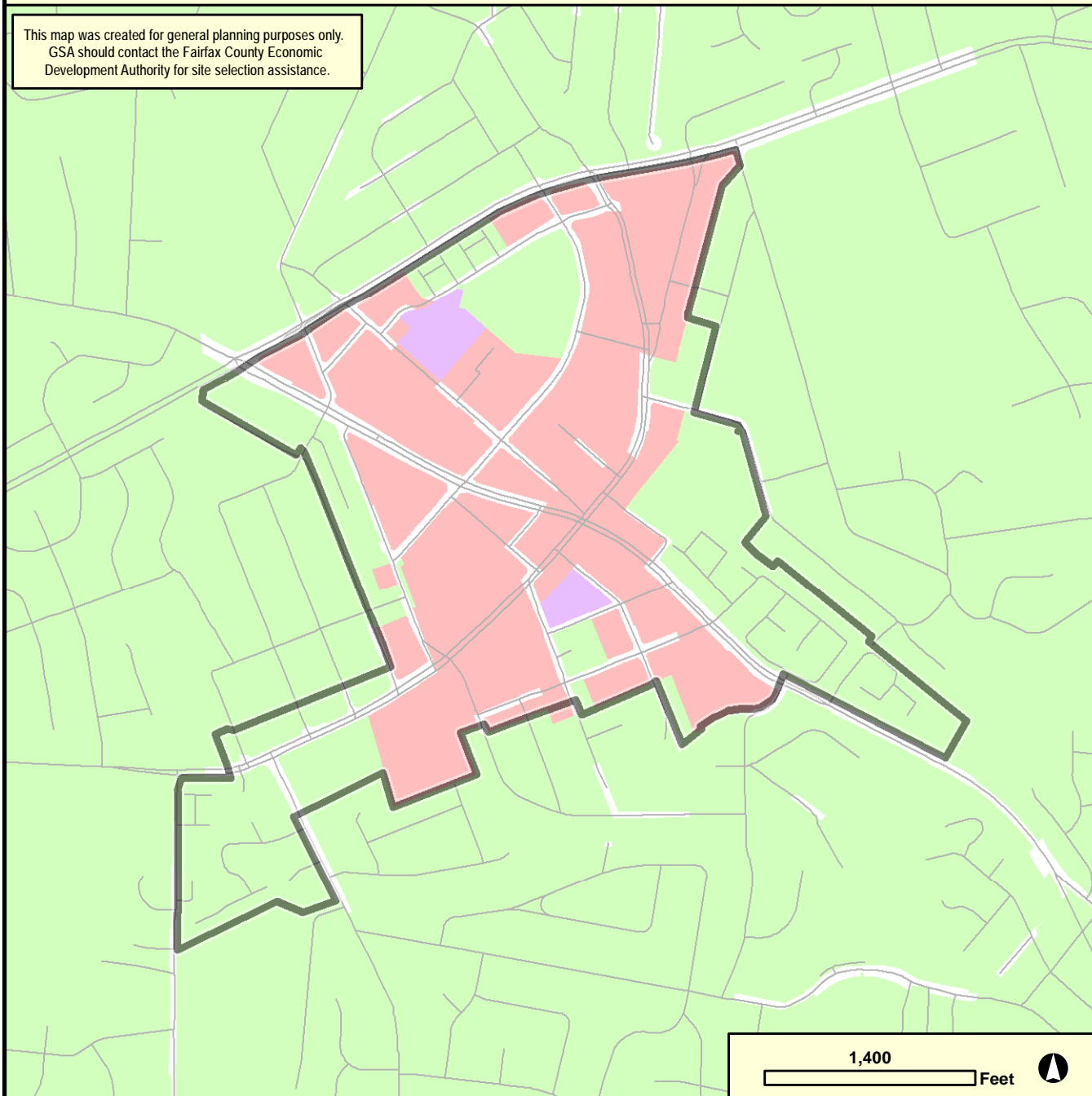
### Other Uses

- Mixed Uses
- Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## McLean Community Business Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



### Generalized Zoning Category

Commercial Zoning

Residential Zoning

Industrial Zoning

Mixed-use Zoning

Prepared by DPZ 2017

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# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Merrifield Suburban Center and Vienna Transit Station Area (TSA)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

The Merrifield Suburban Center and Vienna TSA are located along Interstate 66 near the Beltway, anchored with their own separate Metrorail stations: The Dunn Loring-Merrifield and Vienna stations. As such, they both share similar goals to concentrate development around the Metrorail stations. Specifically, for Merrifield:

*“The Concept for Future Development identifies Merrifield as a Suburban Center, which encompasses a Transit Station Area at the northern end. The vision for the Merrifield Suburban Center includes the development of two core areas. One core area focuses development near the Dunn Loring-Merrifield Metrorail station and the other core area, generally located north of Luther Jackson Intermediate School and south of Lee Highway, is planned to evolve into a town center, with these two core areas being connected by a new Main Street. The two core areas and the area between each are envisioned to be more pedestrian-oriented and relatively urban in character. However, the majority of the Merrifield Suburban Center is planned to remain suburban in character, with the areas at the edges providing transitions in intensity and scale to the surrounding low-density residential areas.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition Area I, The Merrifield Suburban Center, Amended through 3-14-2017, Overview, page 4)*

Meanwhile, the Vienna TSA's Concept for Future Development states:

*“The Vienna Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, in a manner that is compatible with nearby land uses. The area is bounded generally by Nottoway Park on the north, Lee Highway (Route 29) on the south, Sutton Road and East Blake Lane Park on the west, and Nutley Street on the east.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Vienna Planning District, Amended through 9-20-2016, Vienna Transit Station Area, page 18)*

Both plans call for an increase in office space, with an additional development potential of 3.3 million square feet in the Merrifield Suburban Center and 800,000 square feet in the Vienna TSA. Currently, the Merrifield Suburban Center has over 10 million square feet of built office space and the Vienna TSA has over 400,000 square feet.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

Both planning areas seek to lead the way in being models for concentrated, transit-orientated development as opposed to traditional automobile-influenced patterns. Stated goals include to:

*“Encourage mixed-use development that includes pedestrian and auto circulation systems that integrate the development both internally and externally, resulting in transit-oriented and pedestrian-friendly environments.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, Area I, The Merrifield Suburban Center, Amended through 3-14-2017, Overview, page 4)*

The Vienna TSA’s plan specifically mentions:

*“Environment - Given the planned density under this option, exemplary attention should be paid to off-setting impacts on both the natural and man-made environment. The development should incorporate such things as Low Impact Development (LID) techniques and other innovative approaches to handling stormwater, use of green roofs and porous pavers, energy efficient design and construction techniques, and tree preservation and transplantation.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Vienna Planning District, Amended through 3-14-2017, Vienna Transit Station Area, page 28)*

b. **Transportation:** (Include Regional and Local Services)

EXISTING				PLANNED		
i.	<u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: <i>Partial or Full</i></u>	
	High Occupancy Lanes	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Express Toll Lanes	<u>      </u> Yes	<u>  X  </u> No	Year 2022	Yes	<u>      </u>
	Commuter Bus Service	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Regional Bus Service <sup>1</sup>	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Local Bus Service	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Light Rail Station(s)	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Metro Rail Station(s)	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Bicycling Facilities	<u>  X  </u> Yes	<u>      </u> No	Year ongoing	<u>      </u>	<u>      </u>
	Parking Facilities	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>	<u>      </u>
	Bike Sharing Facilities	<u>      </u> Yes	<u>  X  </u> No	Year short-term	<u>      </u>	<u>      </u>
a.	<u>Service Levels:</u>	<u>Service Hours</u>		<u>Frequency (Per hour)</u>		
	Commuter Rail Service	<u>      </u>	N/A <u>      </u>	<u>      </u>		
	Commuter Bus Service	<u>      </u>	N/A <u>      </u>	<u>      </u>		
	Regional Bus Service	6:00 AM- 11:30 PM		12		
	Local Bus Service	6:00 AM- 11:30 PM		12 (Peak Hour)		
	Light Rail	<u>      </u>	N/A <u>      </u>	<u>      </u>		
	Metro Rail	5:00 AM-12:0AM		10 (Peak Hour)		
ii.	<u>Business and Services:</u>	<u>Existing</u>		<u>Planned</u>		
	Retail	<u>  X  </u> Yes	<u>      </u> No	<u>  X  </u> Yes	<u>      </u> No	<u>      </u>
	Commercial	<u>  X  </u> Yes	<u>      </u> No	<u>  X  </u> Yes	<u>      </u> No	<u>      </u>
	Housing	<u>  X  </u> Yes	<u>      </u> No	<u>  X  </u> Yes	<u>      </u> No	<u>      </u>

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

Specific goals for Merrifield include:

*“• Develop a cohesive roadway system that provides a more extensive grid of streets to serve the town center, transit station area, and the area between.*

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOC Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

- *Establish a streetscape hierarchy along the roadways that will visually unify the Merrifield Suburban Center and create a pedestrian-oriented environment.*
- *Develop a cohesive pedestrian circulation system linked to open spaces such as plazas, courtyards, greenways, and parkland in order to facilitate walking and reduce reliance on private automobiles.*
- *Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in the Merrifield Suburban Center and in adjacent residential neighborhoods.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition Area I, The Merrifield Suburban Center, Amended through 3-14-2017, Overview, page 5)*

Specific goals for the Vienna TSA include:

*“Within the Transit Station Area, a pedestrian circulation system is recommended to provide an interconnected system of walkways linking pedestrians to their destinations. Such a system should include new pedestrian routes, improved existing pedestrian facilities, and provide special physical treatments to enhance the pedestrian experience.*

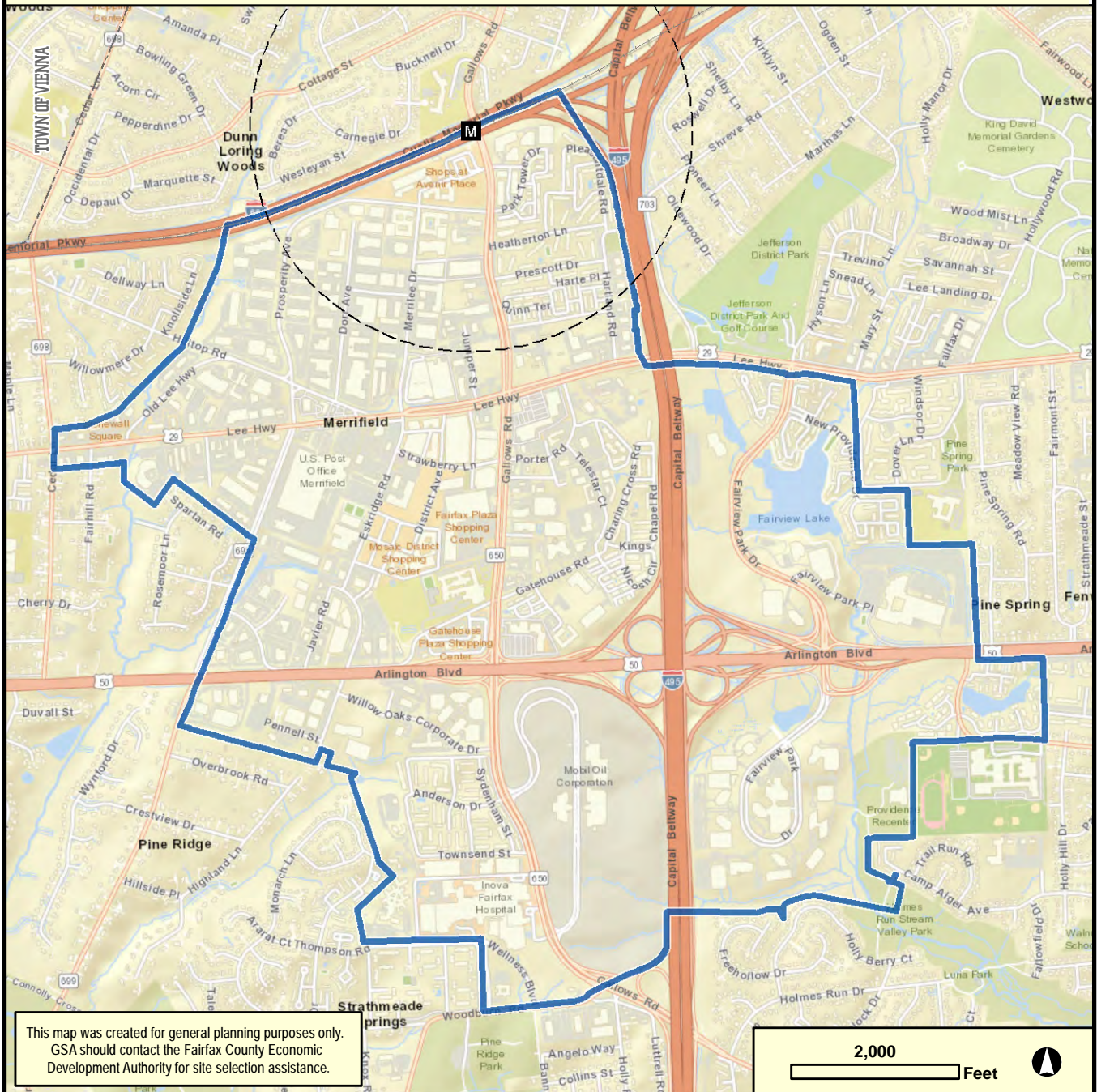
*Throughout the Transit Station Area and surrounding communities, new sidewalks and sidewalk improvements should be constructed to facilitate access between the Metro station, new development, and the surrounding neighborhoods. The W&OD/Fairfax Connector Trail will provide access between the Vienna Transit Station Area, Nottoway Park, the City of Fairfax and the Accotink Stream Valley Trail.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Vienna Planning District, Amended through 3-14-2017, Vienna Transit Station Area, page 40)*

#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

The plans for both Merrifield and Vienna recognize environmental sensitivity and stewardship. While the Plan for the Vienna TSA focuses more on sustainable building design, materials, and storm water mitigation for new development, the Plan for Merrifield mentions open space as being essential to maintain, specifically:

*“The environmentally sensitive areas of the Holmes Run and Long Branch stream valleys and their tributaries should be retained as permanent open space. In addition, measures should be taken to ensure that runoff from new development will not deteriorate the environmental quality of these streams.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, Area I, The Merrifield Suburban Center, Amended through 3-14-2017, Overview, page 5)*

# Merrifield Suburban Center - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

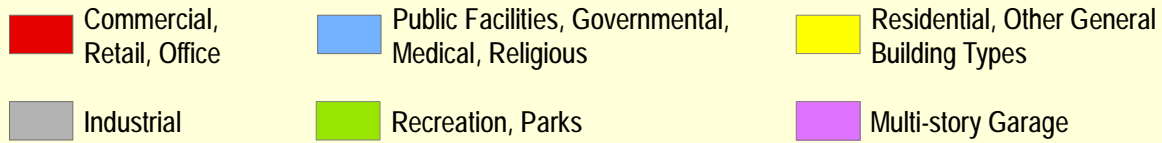


**Commuter Rail Station** Circle indicates half-mile radius from station

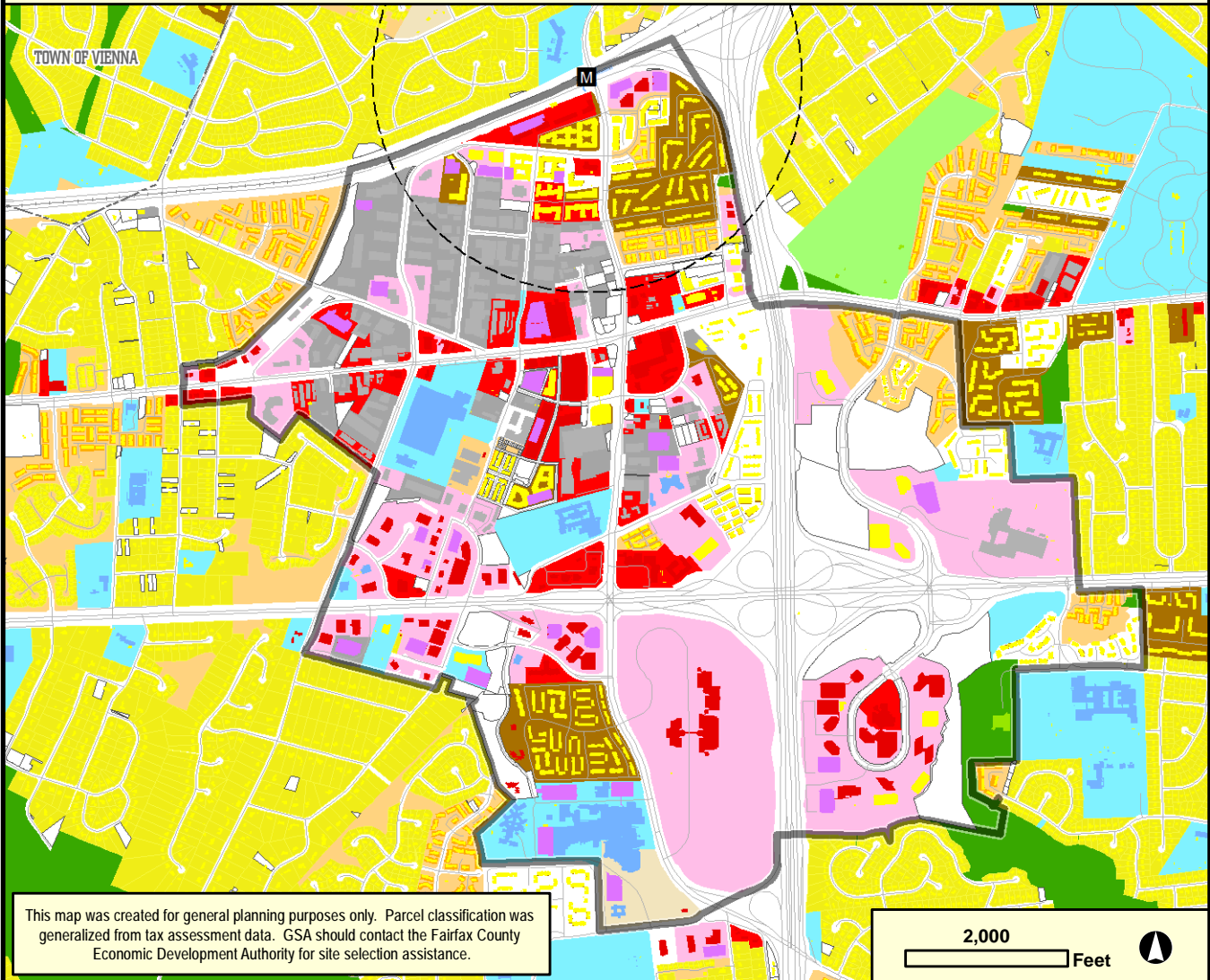
Prepared by DPZ 2017

# Merrifield Suburban Center - Existing Land Use

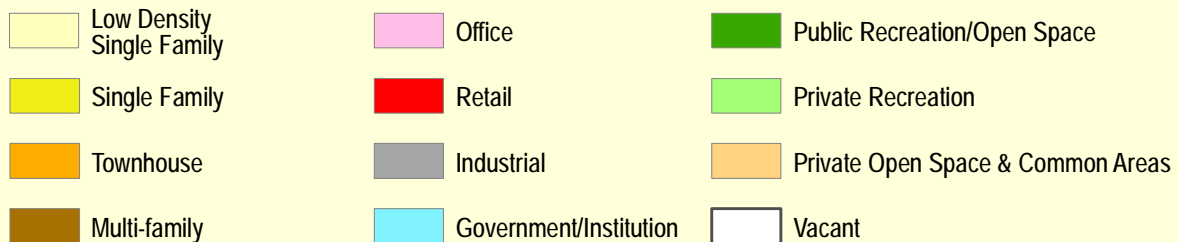
## Structure Types 2016



Prepared by DPZ 2017

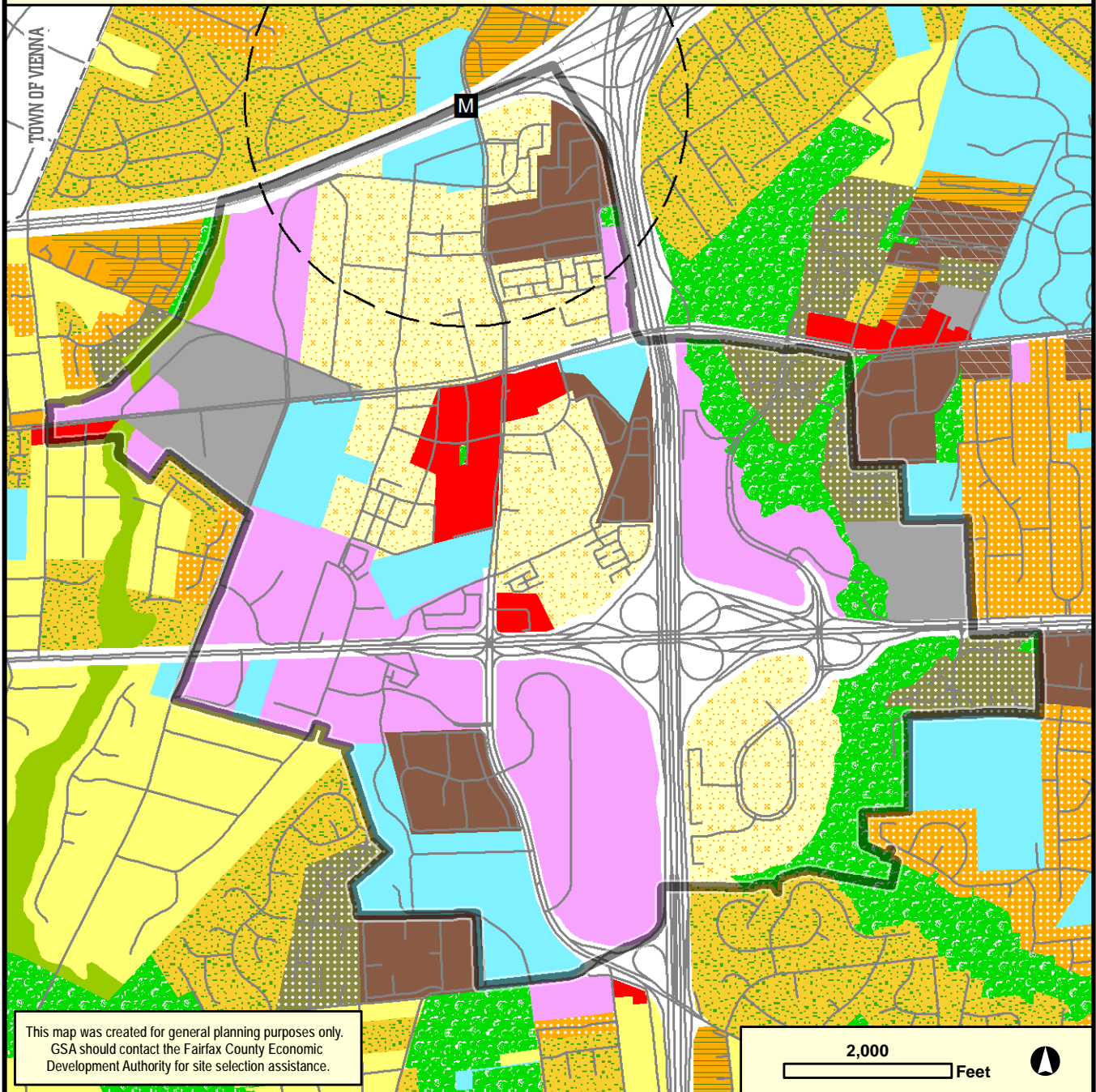


## Existing Land Use 2015



Prepared by DPZ 2017

# Merrifield Suburban Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

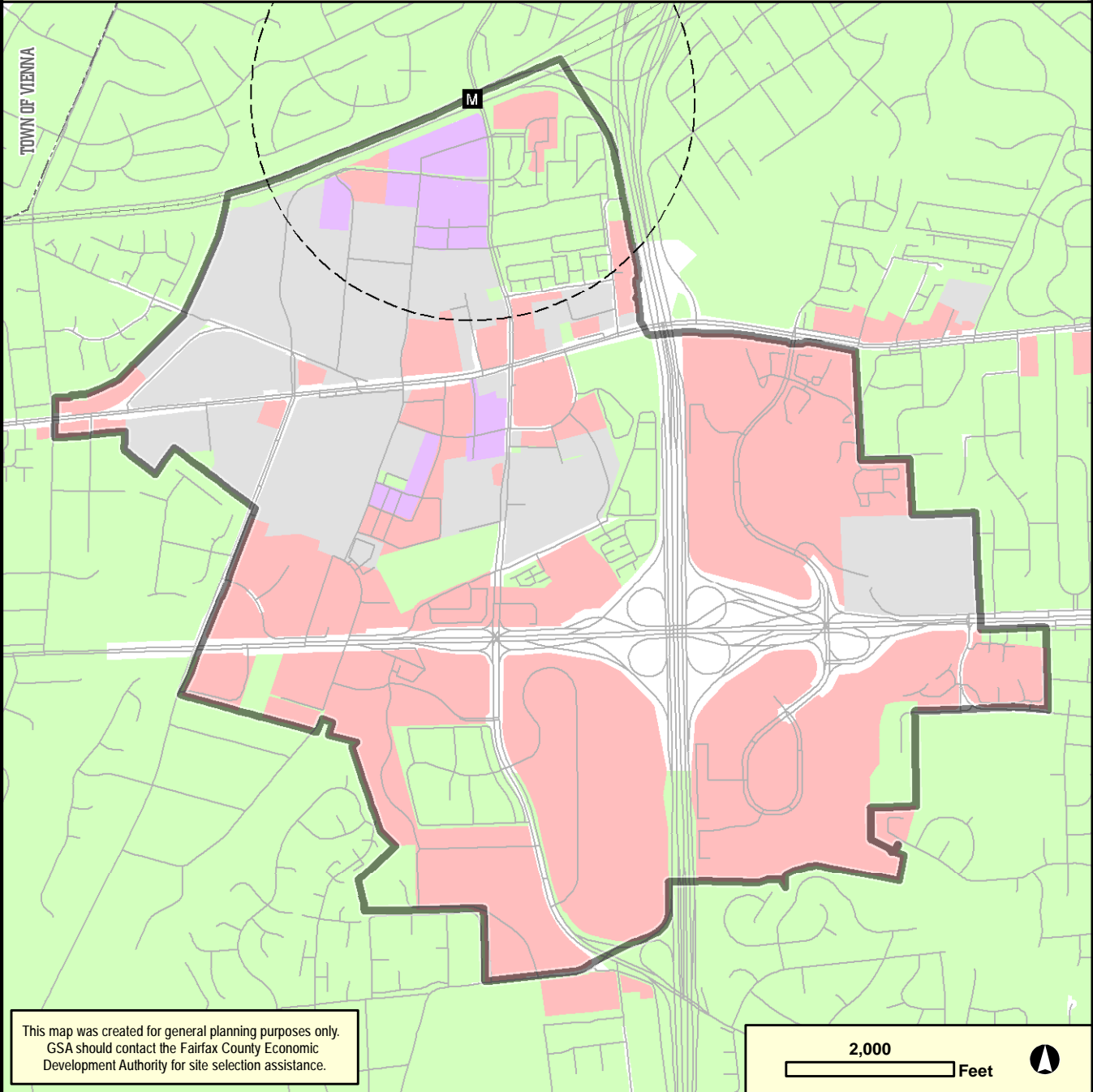
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Merrifield Suburban Center - Generalized Zoning

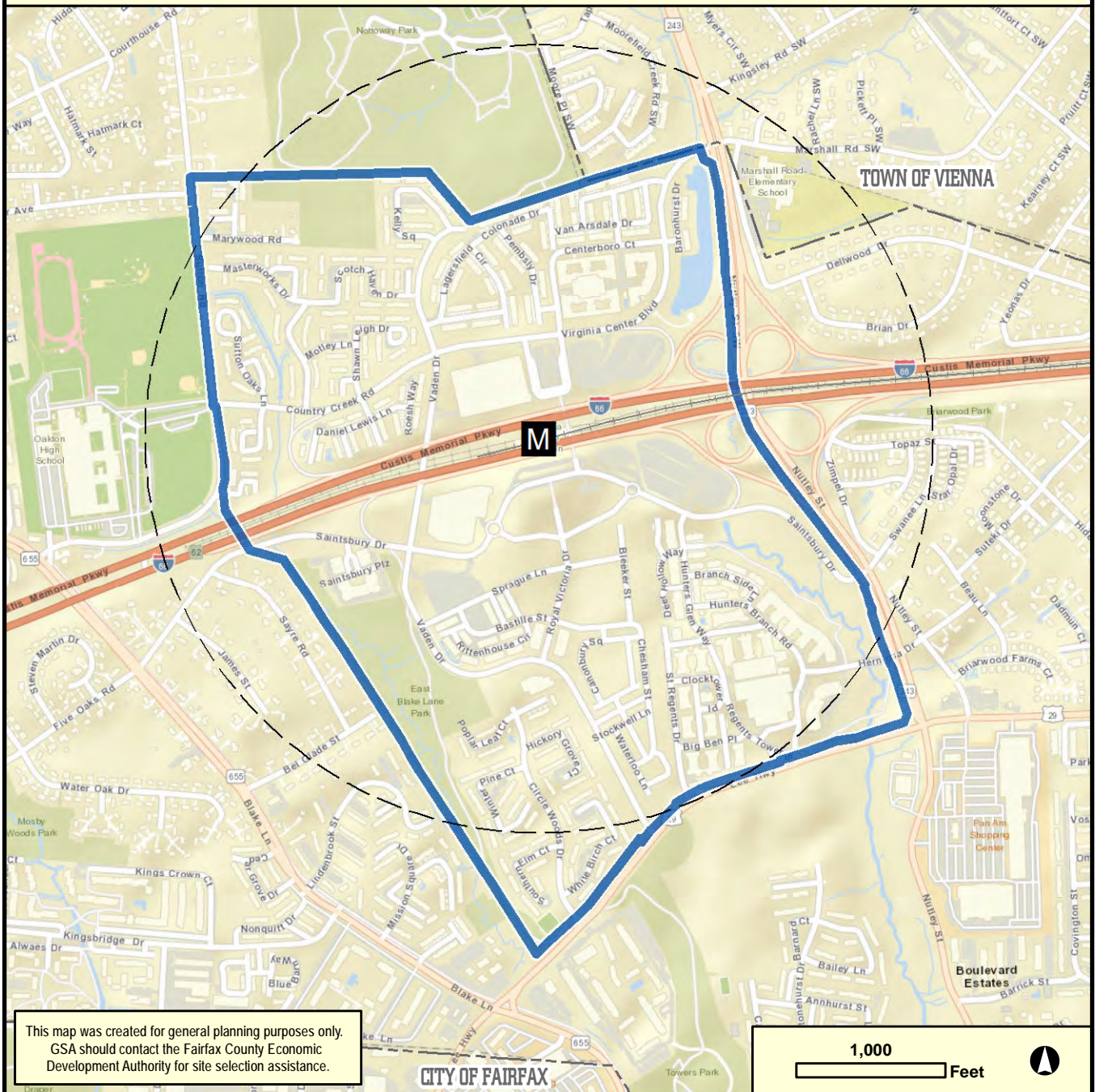


## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Vienna Transit Station Area - Locator Map



Key



Subject Area Boundary



Metrorail Station Circle indicates half-mile radius from station

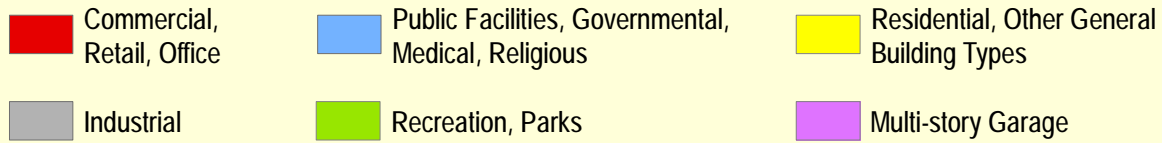


Commuter Rail Station Circle indicates half-mile radius from station

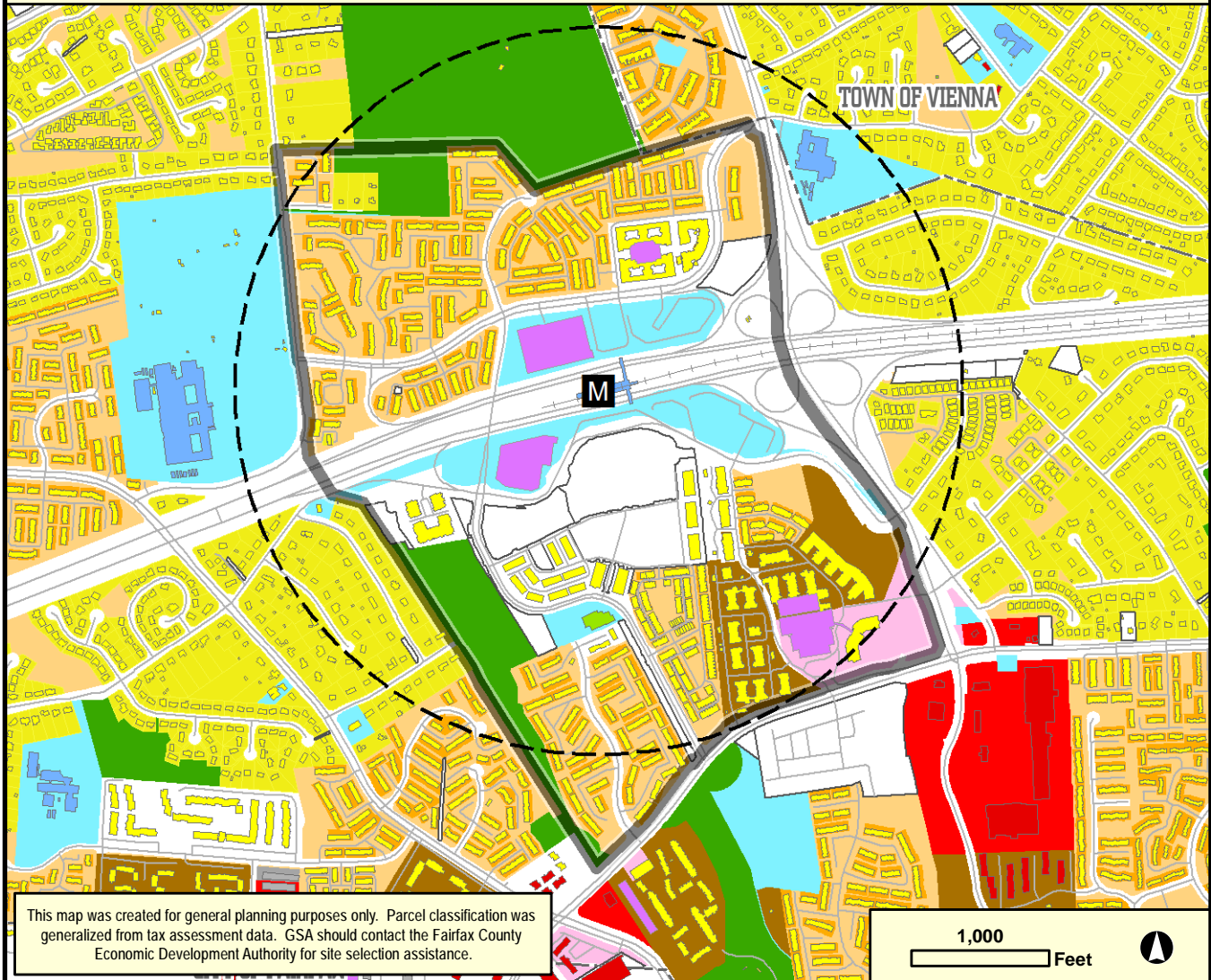
Prepared by DPZ 2017

# Vienna Transit Station Area - Existing Land Use

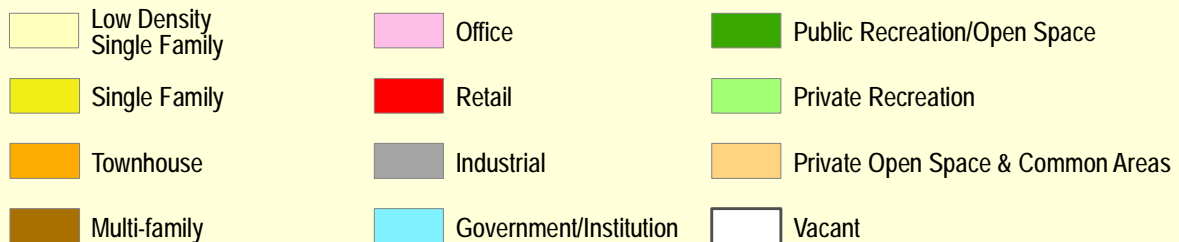
## Structure Types 2016



Prepared by DPZ 2017



## Existing Land Use 2015



Prepared by DPZ 2017

# Vienna Transit Station Area - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

TOWN OF VIENNA

M

1,000

Feet



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Commercial

	Office
	Retail and Other

### Industrial

	Industrial
--	------------

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Govern- mental and Institutional

	Public Facilities
--	-------------------

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# Vienna Transit Station Area - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

TOWN OF VIENNA

M

1,000 Feet



## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

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# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Ravensthorpe Industrial Area**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

As stated in the Concept for Future Development:

*“The Ravensthorpe Industrial Area is recommended by the Concept for Future Development as one of several locations in the county which should retain an overall industrial orientation for future uses. The Ravensthorpe Industrial Area should retain an overall character consistent with its current low/medium intensity industrial orientation.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017 Ravensthorpe Industrial Area, page 85)*

Ravensthorpe has nearly 1.5 million square feet of additional industrial capacity.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

Several of the major planning objectives in the Comprehensive Plan call for preserving the industrial land in Ravensthorpe today:

*“Planning objectives for the Ravensthorpe Industrial Area are:*

- *Preserve the present community-serving, lower intensity industrial uses;*
- *Ensure the compatibility of infill uses within the Industrial Area; and*
- *Ensure appropriate transitions towards the periphery adjacent to existing residential development by providing buffering and screening greater than required in the Zoning Ordinance.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Ravensthorpe Industrial Area, page 85)*

### b. Transportation: (Include Regional and Local Services)

	EXISTING		PLANNED	
i. <u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
High Occupancy Lanes	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Express Toll Lanes	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Commuter Bus Service	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Regional Bus Service <sup>1</sup>	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Local Bus Service	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Light Rail Station(s)	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Metro Rail Station(s)	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Bicycling Facilities	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Parking Facilities	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Bike Sharing Facilities	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
a. <u>Service Levels:</u>	Service Hours		Frequency (Per hour)	
Commuter Rail Service	<u>      </u> N/A <u>      </u>		<u>      </u>	
Commuter Bus Service	<u>      </u> N/A <u>      </u>		<u>      </u>	
Regional Bus Service	AM (6:00 -8:30); PM (4:15-7:15)		5-3 (Per Period)	

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOC Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Local Bus Service	AM (6:00-12:00); PM (1:00-9:30)	1-2(Peak Period)
Light Rail	_____N/A_____	_____
Metro Rail	_____N/A_____	_____

ii. <u>Business and Services:</u>	Existing		Planned	
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Housing	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

The plan for Ravensworth focuses on maintaining industrial uses:

*“Business and commercial activities appropriate for this area are those which provide services and supplies primarily to industrial companies, those which engage in wholesale operations and those which are associated with warehouse establishments. Uses such as those found in the Ravensworth Industrial Area are an integral part of the county's overall mix of land uses. Lands specifically designated for uses such as warehouses, property storage yards and wholesale distribution (characteristic of the Ravensworth Industrial Area) should be retained and protected from development pressure for more intensive uses which have high peak-hour trip generation.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Ravensworth Industrial Area, page 85)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

The Fairfax County Comprehensive Plan, Policy Plan provides guidelines for areas planned for industrial uses. One of the performance criteria states:

*“Mitigation of Noise and Other Impacts: Noise, light and other environmental impacts should be examined to ensure that surrounding uses are not negatively impacted by this higher intensity. Measures such as substantial setbacks, landscape buffers, berms, architecturally solid walls and fences, pedestrian - scaled light poles, and the directing of light away from existing development should be considered to mitigate any identified impacts.”* (Fairfax County Comprehensive Plan, 2013 Edition, Policy Plan, Land Use-Appendix, Amended through 3-14-2017, page 39)

# Ravensthorpe Industrial Area - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

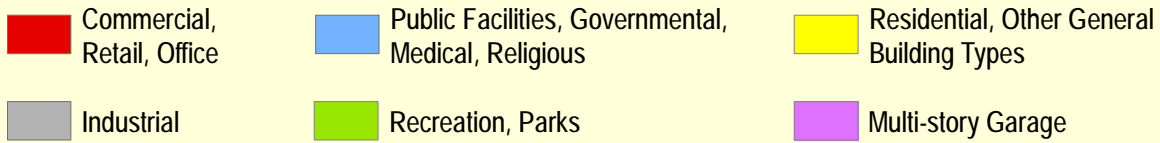


**Commuter Rail Station** Circle indicates half-mile radius from station

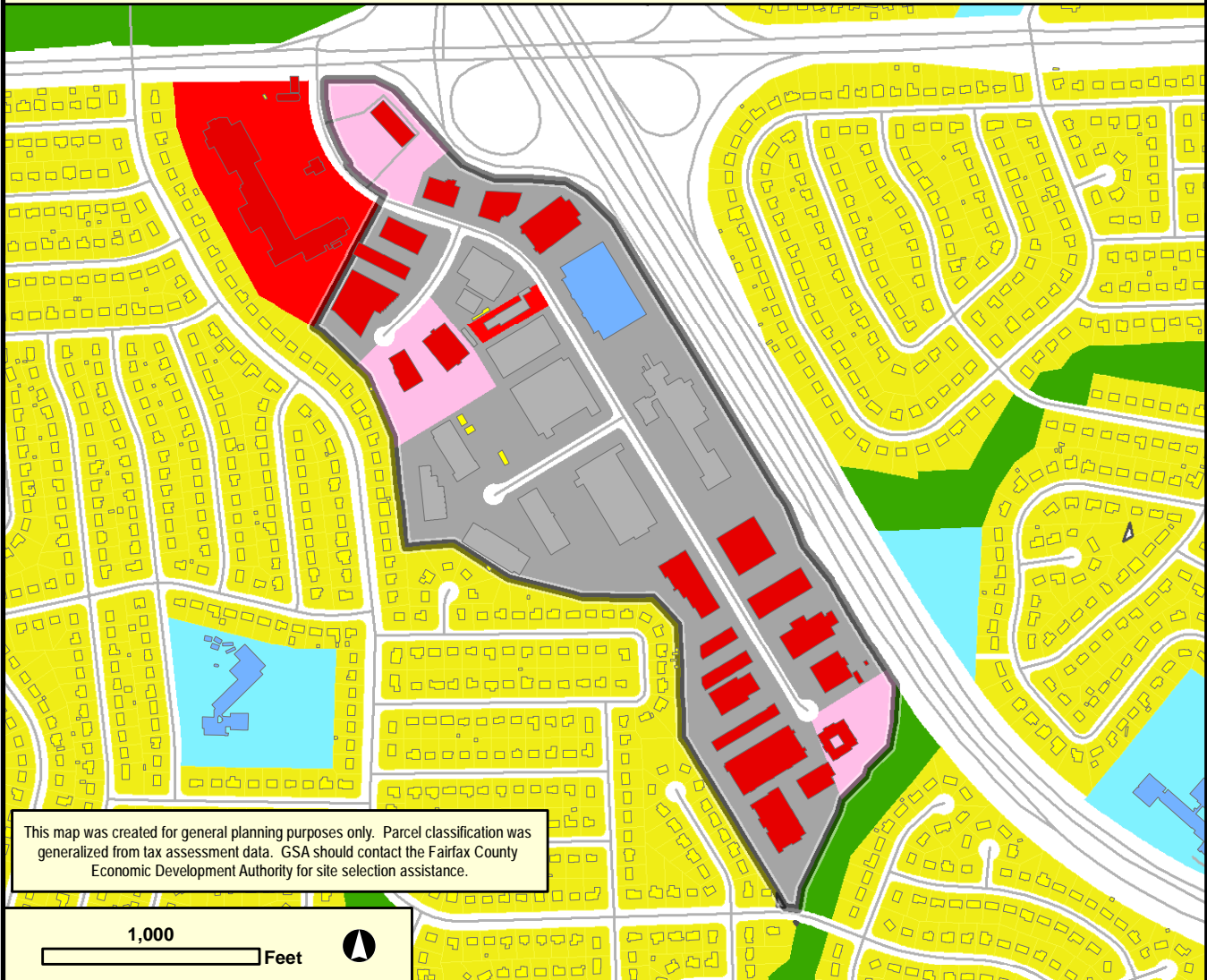
Prepared by DPZ 2017

# Ravensworth Industrial Area - Existing Land Use

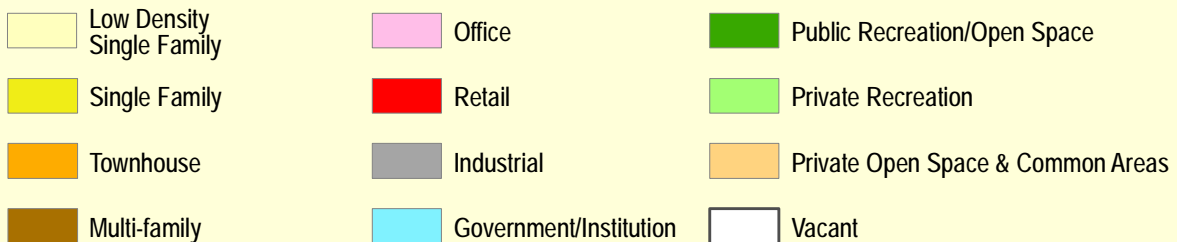
## Structure Types 2016



Prepared by DPZ 2017

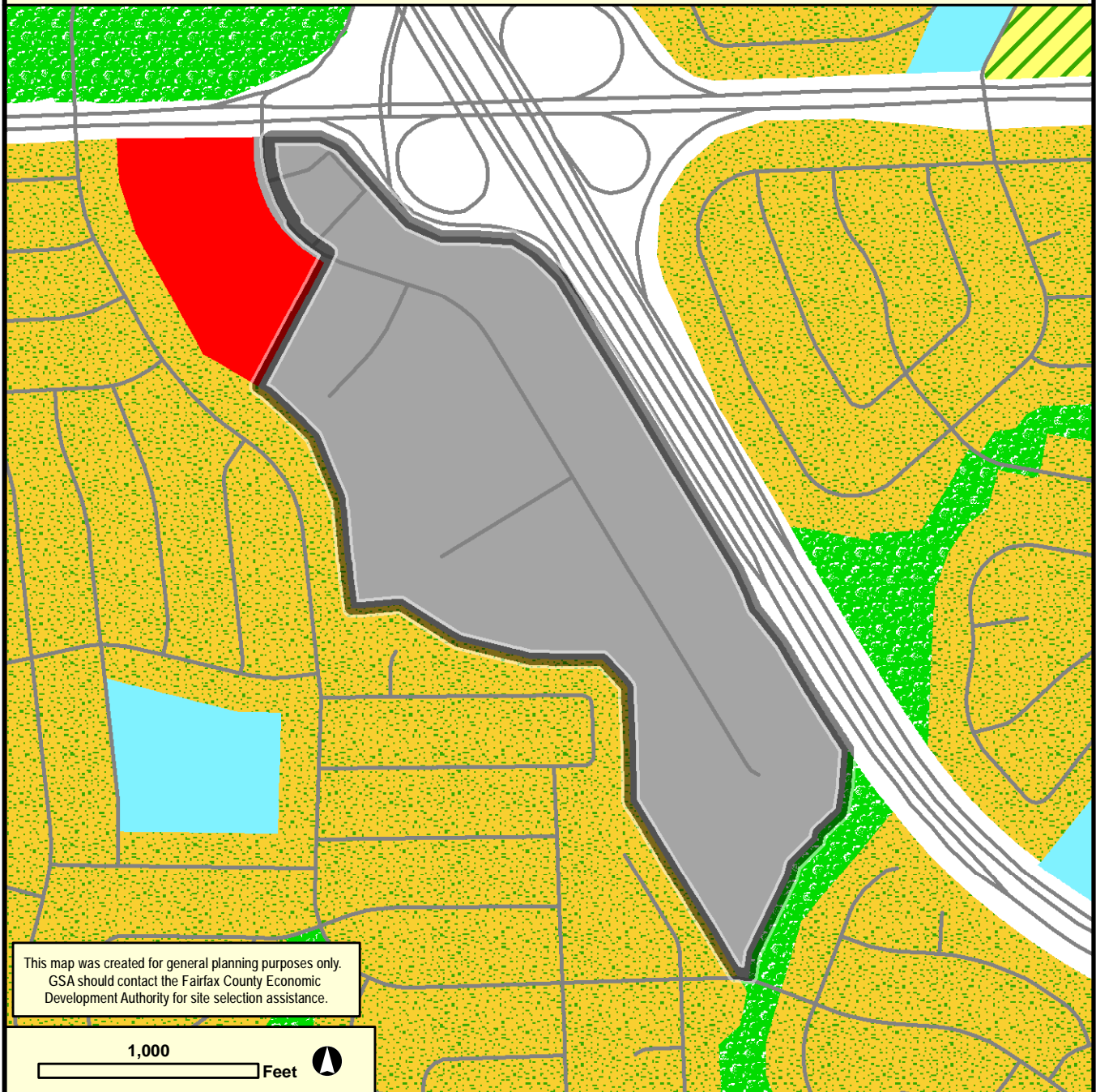


## Existing Land Use 2015



Prepared by DPZ 2017

# Ravensworth Industrial Area - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	1-2 DU/AC
	2-5 DU/AC
	5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Commercial

	Office
	Retail and Other

### Industrial

	Industrial
--	------------

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

	Public Facilities
--	-------------------

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Ravensworth Industrial Area - Generalized Zoning



Prepared by DPZ 2017

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Reston Town Center, Herndon, Wiehle-Reston East Transit  
Station Areas**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

- a. This CBA cluster is comprised of three transit station areas (TSAs) that represent three, regionally-adopted Activity Centers designed to serve as high-density, mixed-use locations supported by multiple transportation options in a transit-oriented development pattern: Herndon, Reston Town Center, and Wiehle-Reston East. These TSAs are shown and described in the Fairfax County Comprehensive Plan, [The Concept for Future Development](#):

*“The Concept for Future Development’s policy direction indicates that almost all employment growth should occur within designated Mixed-Use Centers and Industrial Areas. When combined, these centers and areas encompass about 10 percent of the county’s land area. With the exception of the Industrial Areas, some degree of mixed-use development is encouraged for each of these employment areas.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA I Area Plan Overview, Amended through 3-14-2017 Introduction, page 3)*

- b. The County’s adopted Comprehensive Plan for Reston fosters mixed-use, transit-oriented development. The TSAs have a development intensity generally in the range of a 0.5- 3.0 floor area ratio. This translates into an additional office potential of over 10 million square feet; the CBA currently has 22 million square feet of built office space. The recently-adopted regional forecast estimates an increase of nearly 20 thousand new jobs and 50 thousand additional residents in thirty years for this CBA (MWCOG Round 9.0 Forecast, 2016). This is further supported by the County’s economic development goals to create places where people want to be as outlined in *The Fairfax County Board of Supervisors’ Strategic Plan to Facilitate the Economic Success of Fairfax County*:

*“Continue to focus planning and development activities around the creation of mixed use communities. These should be primarily in identified activity centers served by multi-modal transportation options, which contain employment opportunities, a mix of housing types and price points, as well as vibrant retail and entertainment options.” (page 26)*

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

- a. **Sustainability:**

A key planning principle in the Reston Master Plan is sustainability:

*“Planning will provide for environmental sustainability and green technology....Natural resources and ecosystems, including natural areas, will be protected and restored. Adverse impacts on the environment (land, water, and air) will be minimized, and best practices will be used to protect environmentally sensitive areas. Green neighborhood and building practices will meet high standards. Tree canopy will continue to be an important component of the Reston visual experience.” (Fairfax County Comprehensive Plan, 2013 Edition, Reston, Amended through 3-14-2017, page 10)*

b. **Transportation:** (Include Regional and Local Services)

	EXISTING		PLANNED			
i. <b><u>Transportation Options:</u></b>					<b><u>Completion Year</u></b>	<b><u>Funded: Partial or Full</u></b>
High Occupancy Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Express Toll Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Commuter Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Regional Bus Service <sup>1</sup>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No			Year _____	_____
Metro Rail Station(s)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year 2020	_____
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
Bike Sharing Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No			Year _____	_____
a. <b><u>Service Levels:</u></b>	<b>Service Hours</b>		<b>Frequency (Per hour)</b>			
Commuter Rail Service	_____		_____			
Commuter Bus Service	AM/PM Peak Hours (4-hour for each span) _____		_____			
Regional Bus Service	All Day (M-F) _____		_____			
Local Bus Service	7 Days/wk (30 min headway, with 60 min early morning and late evening)		_____			
Light Rail	_____		_____			
Metro Rail	See WMATA's website to confirm hours of operation. Typical weekday AM/PM rush: Every 6 minutes.					
ii. <b><u>Business and Services:</u></b>	<b>Existing</b>		<b>Planned</b>			
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		
Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

The Wiehle-Reston East Silver Line station has been serving this area with high-quality transit since July 2014. Two more Metrorail stations in this CBA are under construction and are tentatively expected to be operational with service on the Silver Line in 2020. The Fairfax County Connector bus service has 128 bus stops within this CBA, which is located six miles east of Washington Dulles International Airport and bisected by the Dulles Airport Access and Toll Road (DAAR).

The following Comprehensive Plan text further documents how this CBA cluster is planned for new and existing infrastructure and resources that support transit-oriented development (TOD) growth:

*"[A] key Reston characteristic is an emphasis on pedestrian and bicycle connectivity. Future development in the TSAs should augment this connectivity by providing appropriate links within and between the TSAs as well as multiple links to the existing Reston trail system in the areas adjacent to the TSAs." (Fairfax County Comprehensive Plan, 2013 Edition, Reston, Amended through 3-14-2017, page 8)*

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

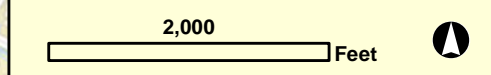
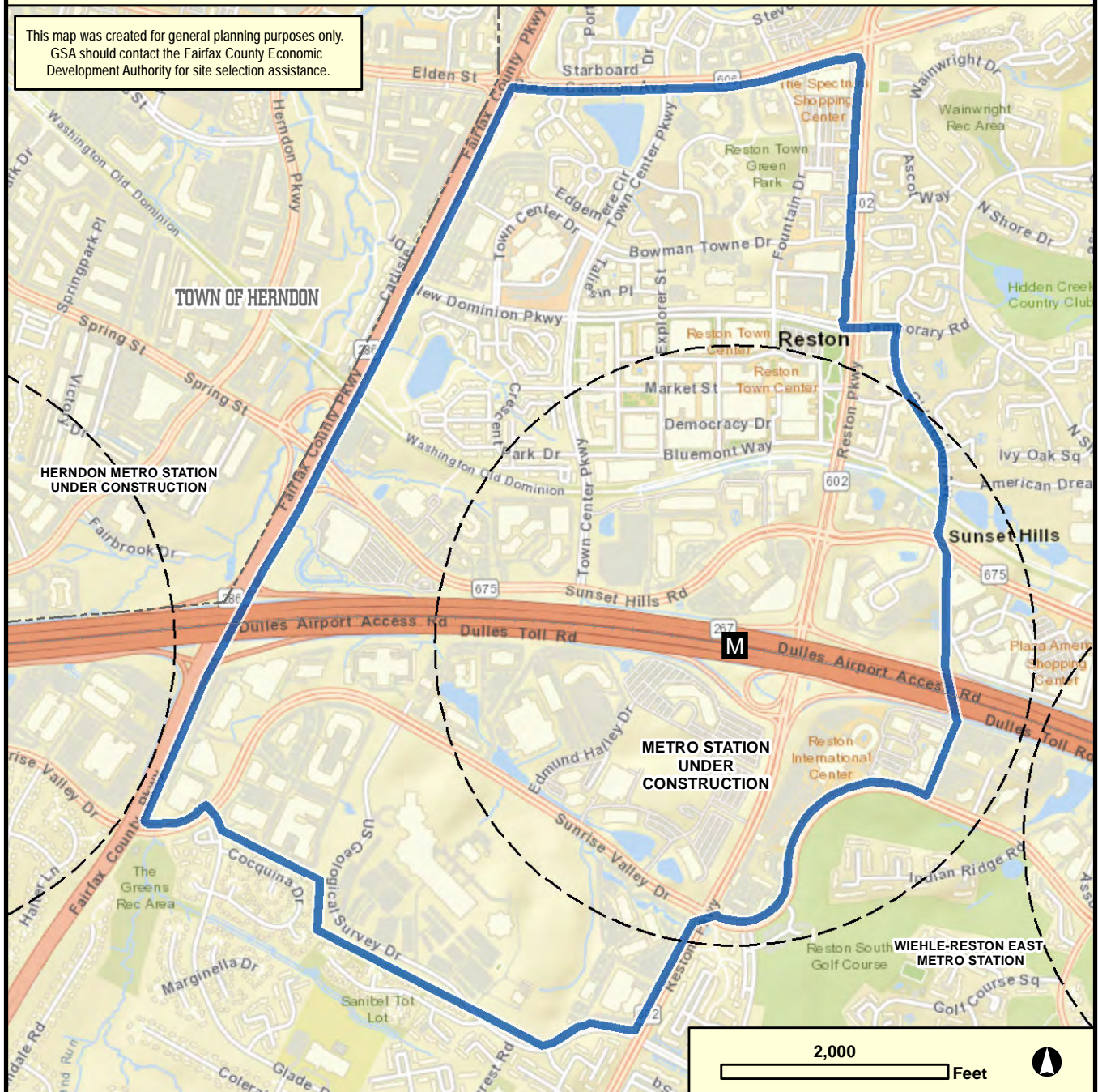
#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

The proposed CBA cluster is made up of four TSAs, with high levels of mixed-use development potential. Three of these TSAs (Herndon, Reston Town Center, and Wiehle-Reston East) are nested within greater Reston small area plan of the Comprehensive Plan. A unique planning principle found throughout the Reston Master Plan is the County and community's commitment to protecting the natural environment:

*"Reston is a community founded on the integration of nature with developed areas and stewardship of its wetlands, streams, lakes, forests, and other natural area. Protecting, restoring and enhancing Reston's diverse natural areas will remain a central planning principle and activity." (Fairfax County Comprehensive Plan, 2013 Edition, Reston, Amended through 3-14-2017, page 41)*

# Reston Town Center Transit Station Area - Locator Map

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.









- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

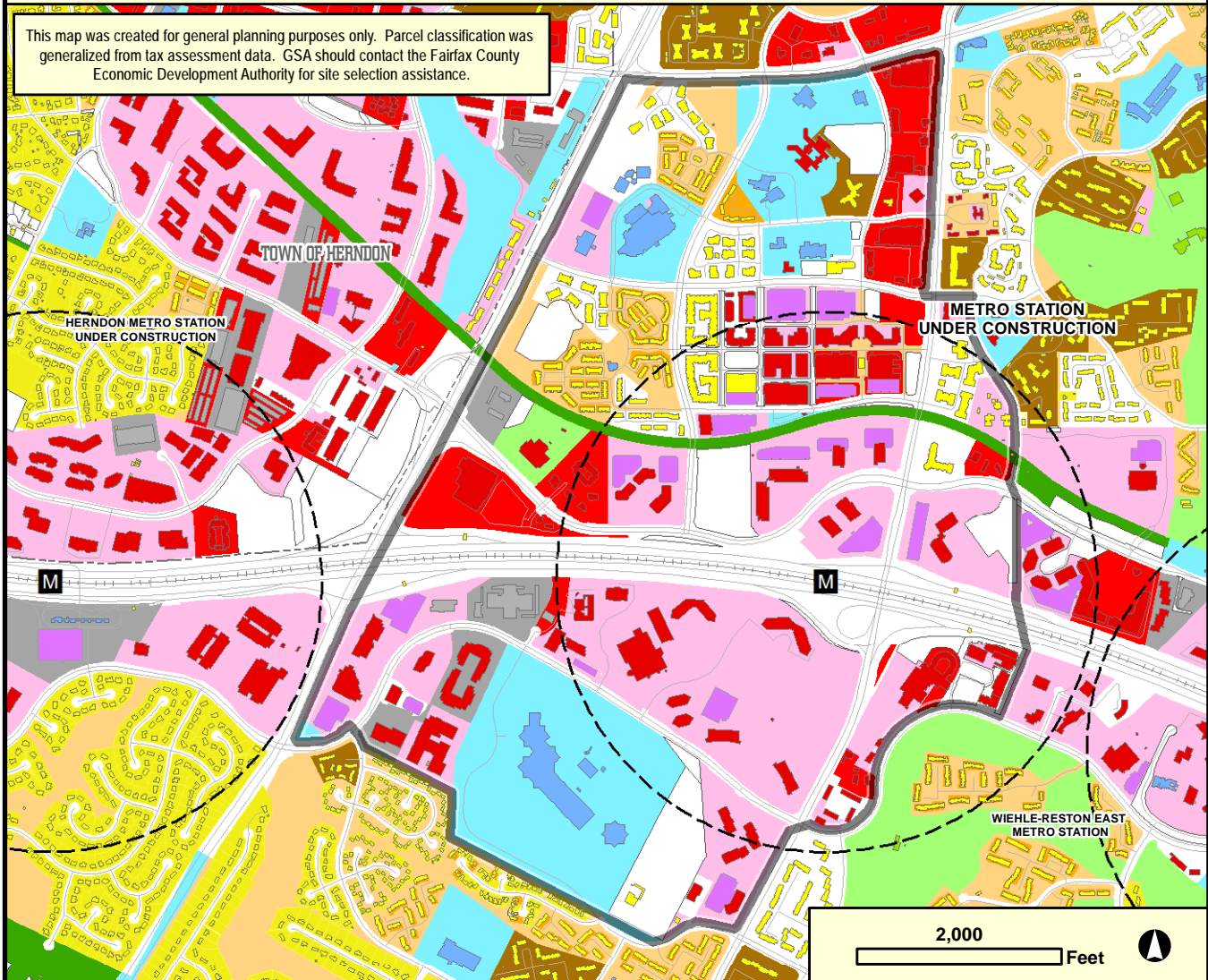
# Reston Town Center Transit Station Area - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



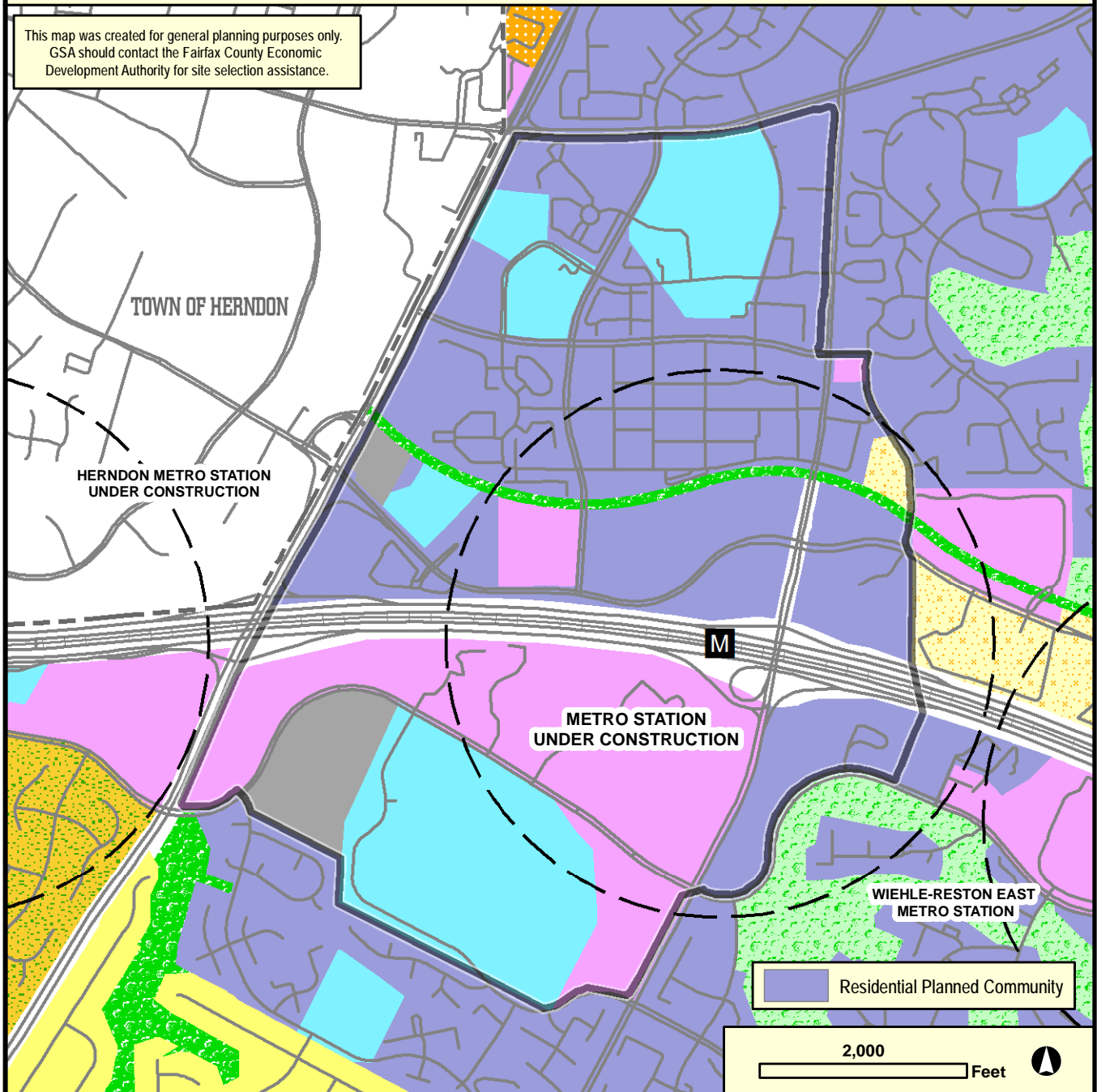
## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# Reston Town Center Transit Station Area - Planned Land Use

This map was created for general planning purposes only. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

1-2 DU/AC

2-5 DU/AC

5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Governmental and Institutional

Public Facilities

Other Uses

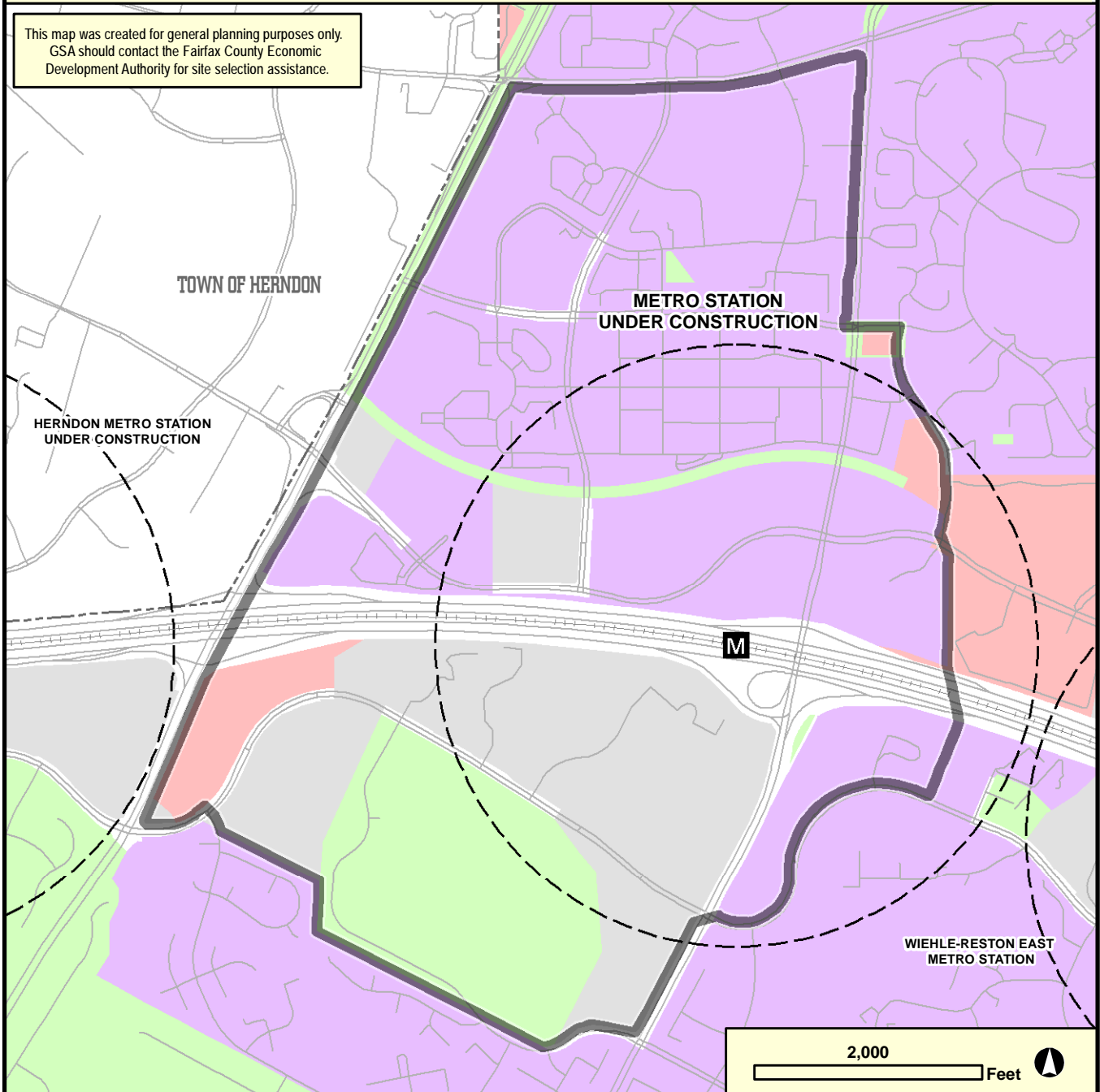
Mixed Uses

Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Reston Town Center Transit Station Area - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

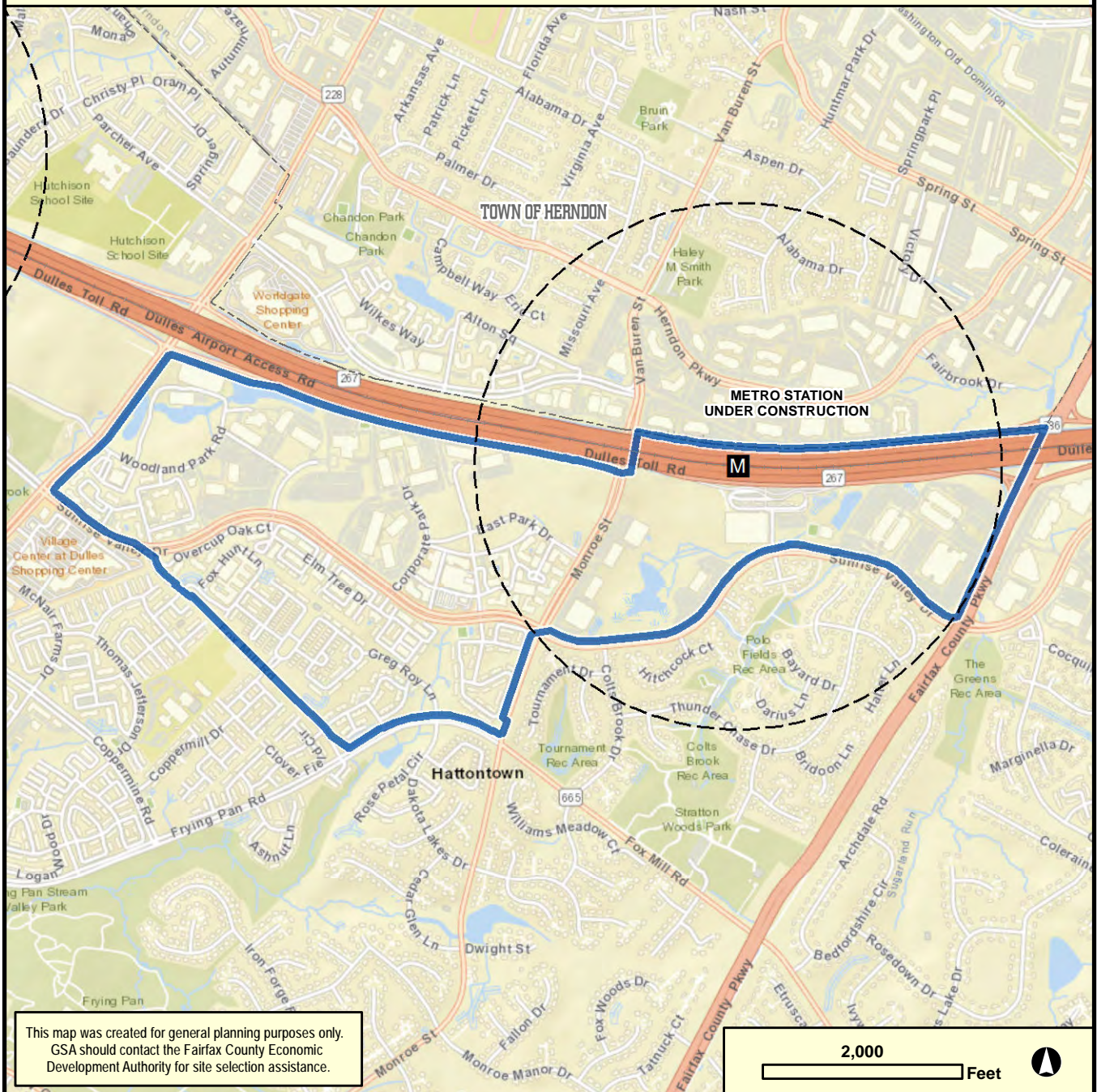


## Generalized Zoning Category

Commercial Zoning
  Residential Zoning
  Industrial Zoning
  Mixed-use Zoning

Prepared by DPZ 2017

# Herndon Transit Station Area - Locator Map

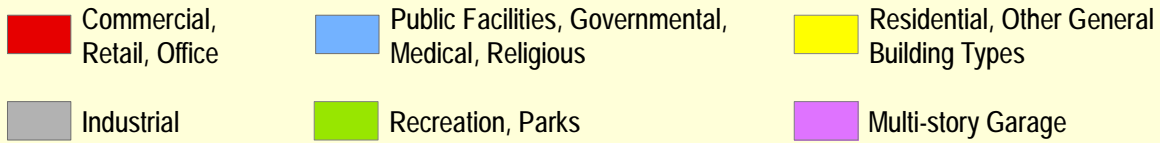


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - VRE Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

# Herndon Transit Station Area - Existing Land Use

## Structure Types 2016



Prepared by DPZ 2017



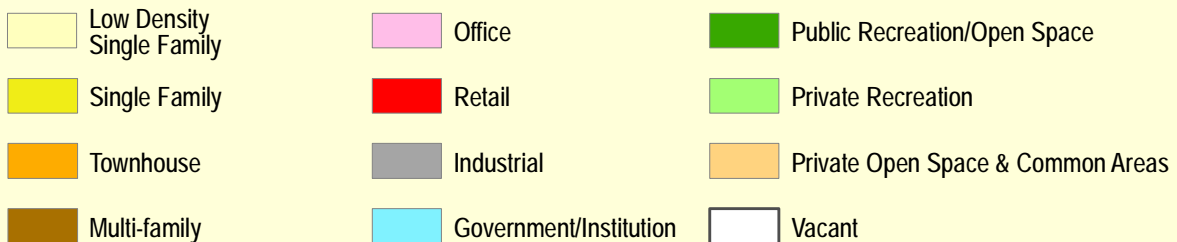
This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

2,000

Feet

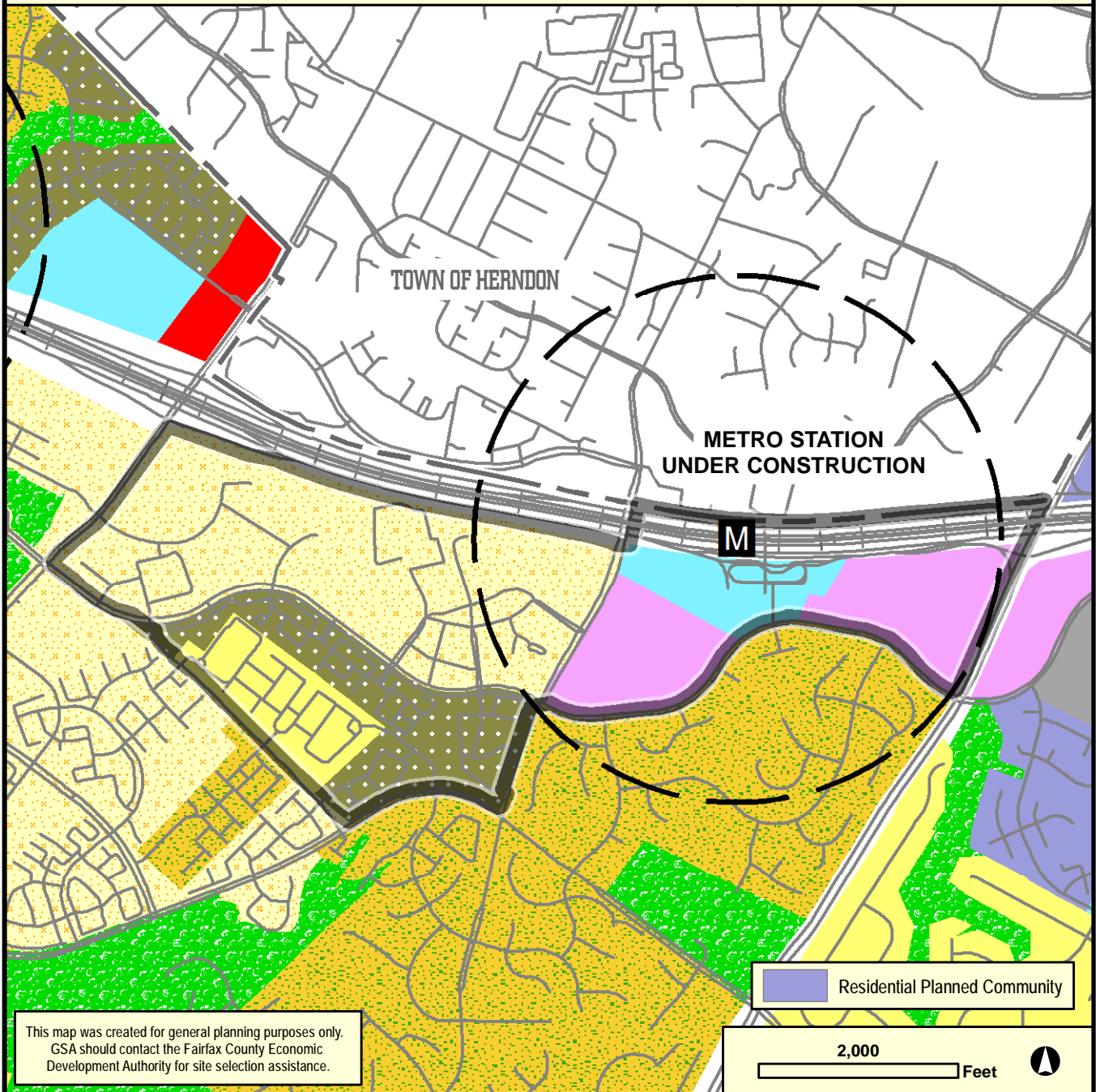


## Existing Land Use 2015



Prepared by DPZ 2017

# Herndon Transit Station Area - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

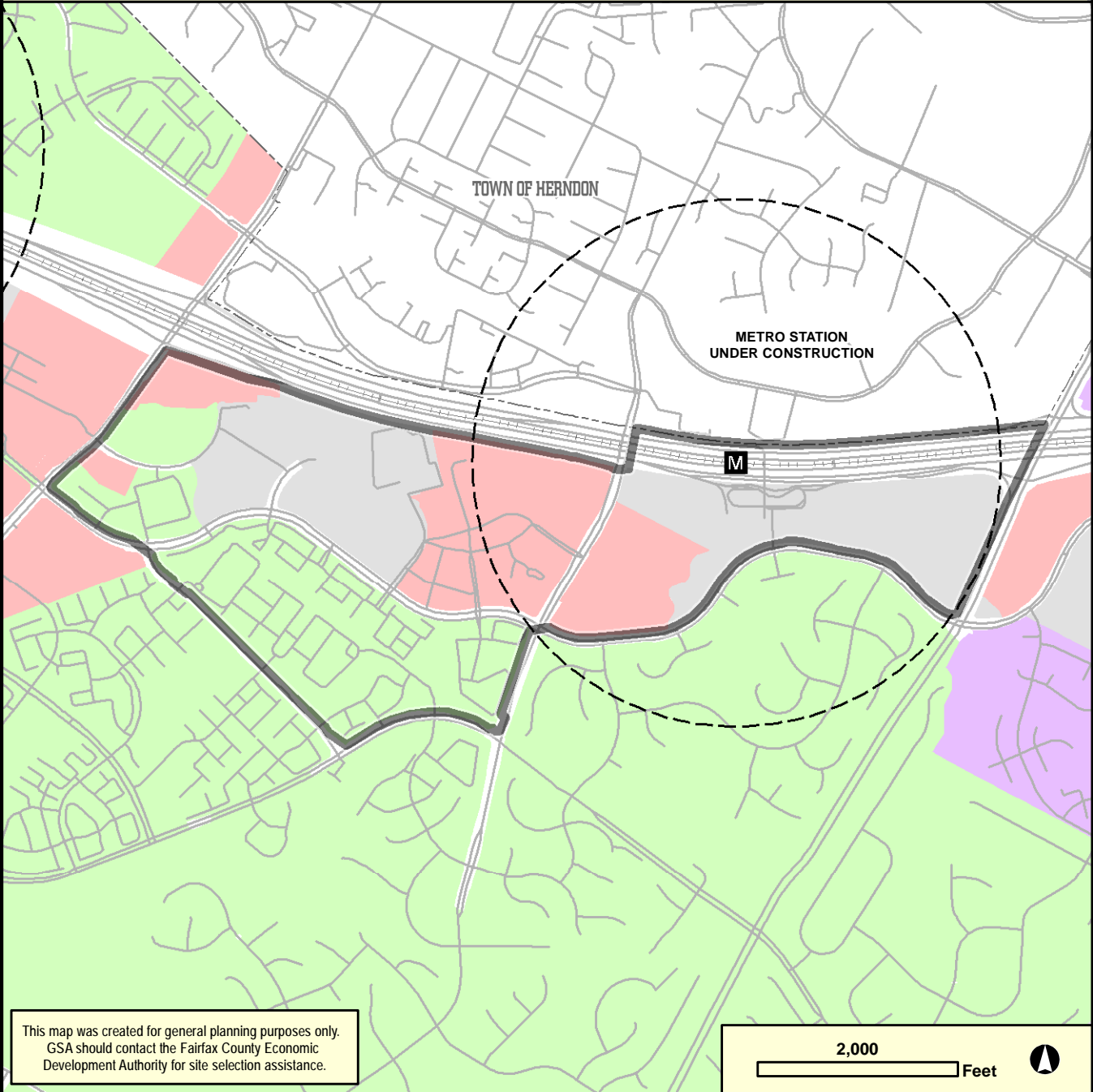
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Herndon Transit Station Area - Generalized Zoning



## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Wiehle-Reston East Transit Station Area - Locator Map

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

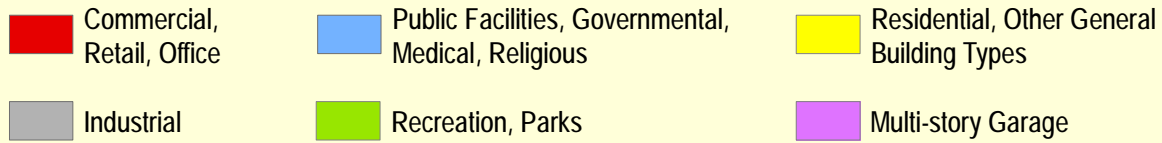
**2,000**  
Feet

Key	
	Subject Area Boundary
	Metrarail Station Circle indicates half-mile radius from station
	Commuter Rail Station Circle indicates half-mile radius from station

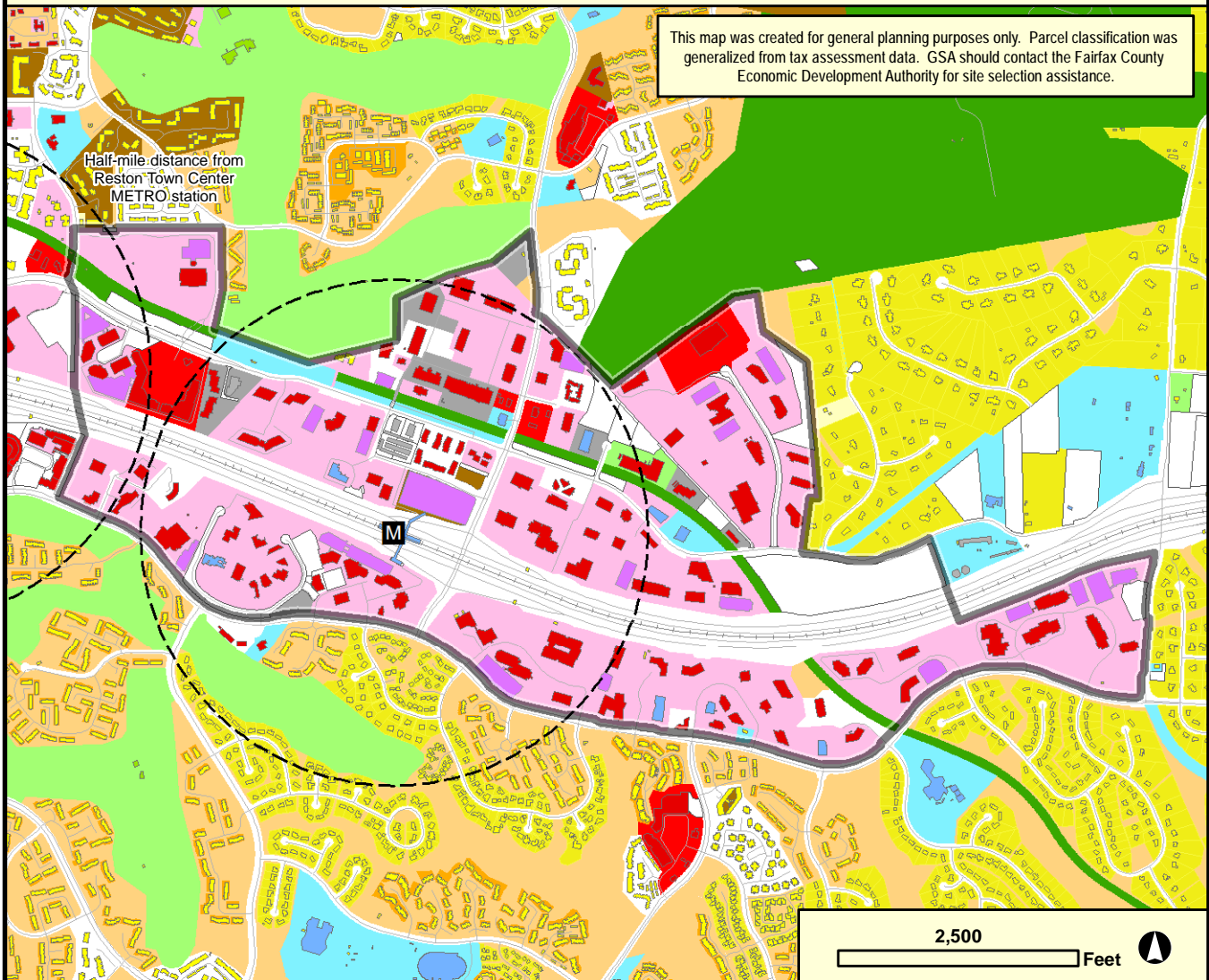
Prepared by DPZ 2017

# Wiehle-Reston East Transit Station Area - Existing Land Use

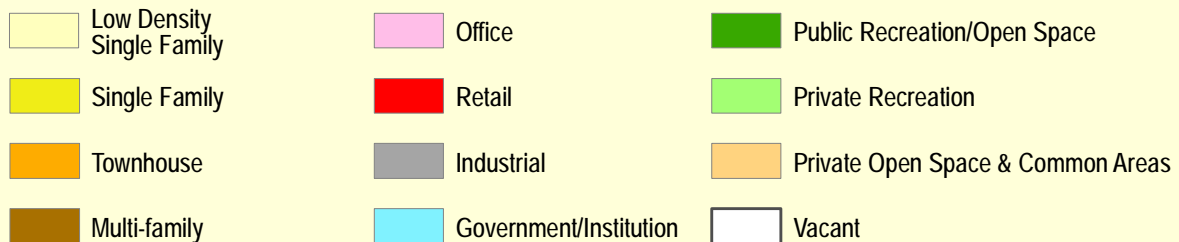
## Structure Types 2016



Prepared by DPZ 2017



## Existing Land Use 2015



Prepared by DPZ 2017

# Wiehle-Reston East Transit Station Area - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

Half-mile distance from  
Reston Town Center  
METRO station

M

Residential Planned Community

2,000

Feet



## Comprehensive Plan Baseline Level

### Residential

1-2 DU/AC

2-5 DU/AC

5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Govern-  
mental and Institutional

Public Facilities

Other Uses

Mixed Uses

Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## Wiehle-Reston East Transit Station Area - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

Half-mile distance from  
Reston Town Center  
METRO station

M

2,000

Feet



### Generalized Zoning Category



Commercial Zoning



Residential Zoning



Industrial Zoning



Mixed-use Zoning

Prepared by DPZ 2017

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# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Richmond Highway Corridor: Huntington Transit Station Area (TSA) and the Community Business Centers (CBC) of Beacon/Groveton, Hybla Valley/Gum Springs, North Gateway, Penn Daw, South County Center, Woodlawn**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

These six Community Business Centers and one Transit Station Area are planned for an additional 7 million square feet of office space. The Richmond Highway corridor stretches from the City of Alexandria line south for almost 7 ½ miles to Woodlawn. Encompassing a variety of older retail and residential buildings, the corridor is targeted for major revitalization in the future as stated in the Comprehensive Plan's Concept for Future Development.

The Huntington Transit Station Area (TSA) is defined by its proximity to the Metrorail station in the Concept for Future Development:

*"The Huntington Transit Station Area is recommended by the Concept for Future Development as one of several mixed-use centers that are located around the fourteen Metrorail stations in Fairfax County. They are shown as part of the Adopted Regional System for Metrorail. These Metrorail stations provide the opportunity for non-automobile dependent development to occur in a manner that is compatible with the existing nearby land uses. As recommended in the Concept, the intention of this designation is to capitalize on the opportunity to provide transit-focused housing and employment locations, while still maintaining the viability of existing, nearby land uses."*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 99)

*"The Concept envisions six Community Business Centers along the Richmond Highway Corridor: North Gateway, Penn Daw, Beacon/Groveton, Hybla Valley/Gum Springs, South County Center and Woodlawn areas of Richmond Highway. The Community Business Center classification encourages a mix of uses in a community scale which promotes pedestrian activity and economic stability.*

...

*A Transit Station Area at the Huntington Metro Station provides for higher density mixed-use projects in an effort to concentrate development near the station and encourage greater pedestrian and transit-oriented accessibility, while maintaining existing stable neighborhoods."*  
(Fairfax County Comprehensive Plan, 2013 Edition, Area IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 3)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

A major focus of revitalization planning in this corridor is to improve traffic flow, pollution, building design, and water runoff issues among other factors. For the Huntington TSA, the following summarizes sustainability goals best:

*"The Transit Development Area is a smaller area located within a 5 to 7 minute walk of the transit station, and planned for higher-density, mixed-use development. This concept of the Transit Development Area is appropriate for the Huntington Metro Station Area in particular. Within the*

*Transit Station Area, most of the redevelopable land is located within a 5 to 7 minute walking distance from the Huntington Metro Station. New development should be channeled into land units within this Transit Development Area and away from the bordering stable neighborhoods. If new development is allowed to spread throughout the Transit Station Area, the stability of older residential neighborhoods will be threatened and affordable housing in close proximity to the Metro station may be lost. Traffic congestion would be likely to increase if development is encouraged farther away from the station.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 99)*

*“Any freestanding office or residential building is encouraged to meet at least U.S. Green Building Council’s Leadership in Energy and Environmental Design (LEED) Silver standards or other comparable programs with third party certification. Retail users are encouraged to meet applicable LEED standards, or other comparable programs, in design and construction to promote sustainable development. The impervious nature of hard surfaces should be offset through approaches such as providing vegetated planting strips in surface parking lots.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA IV Mount Vernon Planning District, Amended through 3-14-2017 Overview, page 73)*

b. **Transportation:** (Include Regional and Local Services)

	EXISTING			PLANNED		
i. <b><u>Transportation Options:</u></b>				<b><u>Completion Year</u></b>	<b><u>Funded: Partial or Full</u></b>	
High Occupancy Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Express Toll Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Regional Bus Service <sup>1</sup>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Metro Rail Station(s)	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		Year TBD	<input type="text"/>	
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year <input type="text"/>	<input type="text"/>	
Bus Rapid Transit	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		Year 2026	<input type="text"/>	
a. <b><u>Service Levels:</u></b>	<b><u>Service Hours</u></b>			<b><u>Frequency (Per hour)</u></b>		
Commuter Rail Service	<input type="text"/> N/A <input type="text"/>			<input type="text"/>		
Commuter Bus Service	<input type="text"/> N/A <input type="text"/>			<input type="text"/>		
Regional Bus Service	AM (5:15-11:45); PM (12:15-11:00)			4 (Peak Period)		
Local Bus Service	AM (4:15-11:30); PM (12:00-11:30)			4-6 (Peak Period)		
Light Rail	<input type="text"/> N/A <input type="text"/>			<input type="text"/>		
Metro Rail	5:00-12:00			5 (Peak Period)		
ii. <b><u>Business and Services:</u></b>	<b><u>Existing</u></b>			<b><u>Planned</u></b>		
Retail	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Commercial	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
Housing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No		<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

Bringing Bus Rapid Transit to the Richmond Highway corridor is a top priority for Fairfax County that will ease traffic, promote redevelopment, and increase business opportunities. The following Plan text references some key infrastructure improvements:

*“The following changes are recommended for accomplishment within the next twenty years. The changes are listed in order of their importance. Priorities for implementation should be consistent with the importance of the improvement, ease of accomplishment, and availability of funds.*

- *Access to/from the City of Alexandria - Widen Richmond Highway to six travel lanes plus acceleration/deceleration lanes from Fort Hunt Road to Franklin Street in Alexandria, in order to alleviate the present bottleneck into and out of Alexandria. This improvement is essential to the long-term benefit of other proposals for widening Richmond Highway, improving Fort Hunt Road, and implementing rail or bus rapid transit south of this point.*

...

*Public Transportation - Establish regular bus service along Richmond Highway between the Huntington Metro station and the Lorton commuter rail station, to serve the needs of residents and businesses in the vicinity of Richmond Highway. Provide paved, pull-off bus loading areas separate from the travel way, and paved and covered waiting areas within the public right-of-way along the length of Richmond Highway. Evaluate the long-term feasibility of using the median along Richmond Highway for development of a people mover, rail or bus rapid transit system.”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 5)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

The Comprehensive Plan for this corridor addresses protection of the natural environment for specific sub-areas. The overall goals for the Mount Vernon Planning District, which encompasses this proposed CBA, emphasizes environmental protection as one of its major goals:

*“1) Preserve and capitalize on and enhance to the extent possible the great natural beauty and attractiveness of the important environmental and heritage resources of the Mount Vernon area to the extent possible;*

*2) Promote the economic potential of the Richmond Highway Corridor as the gateway to the nation’s capital and the historic heart of Fairfax County;*

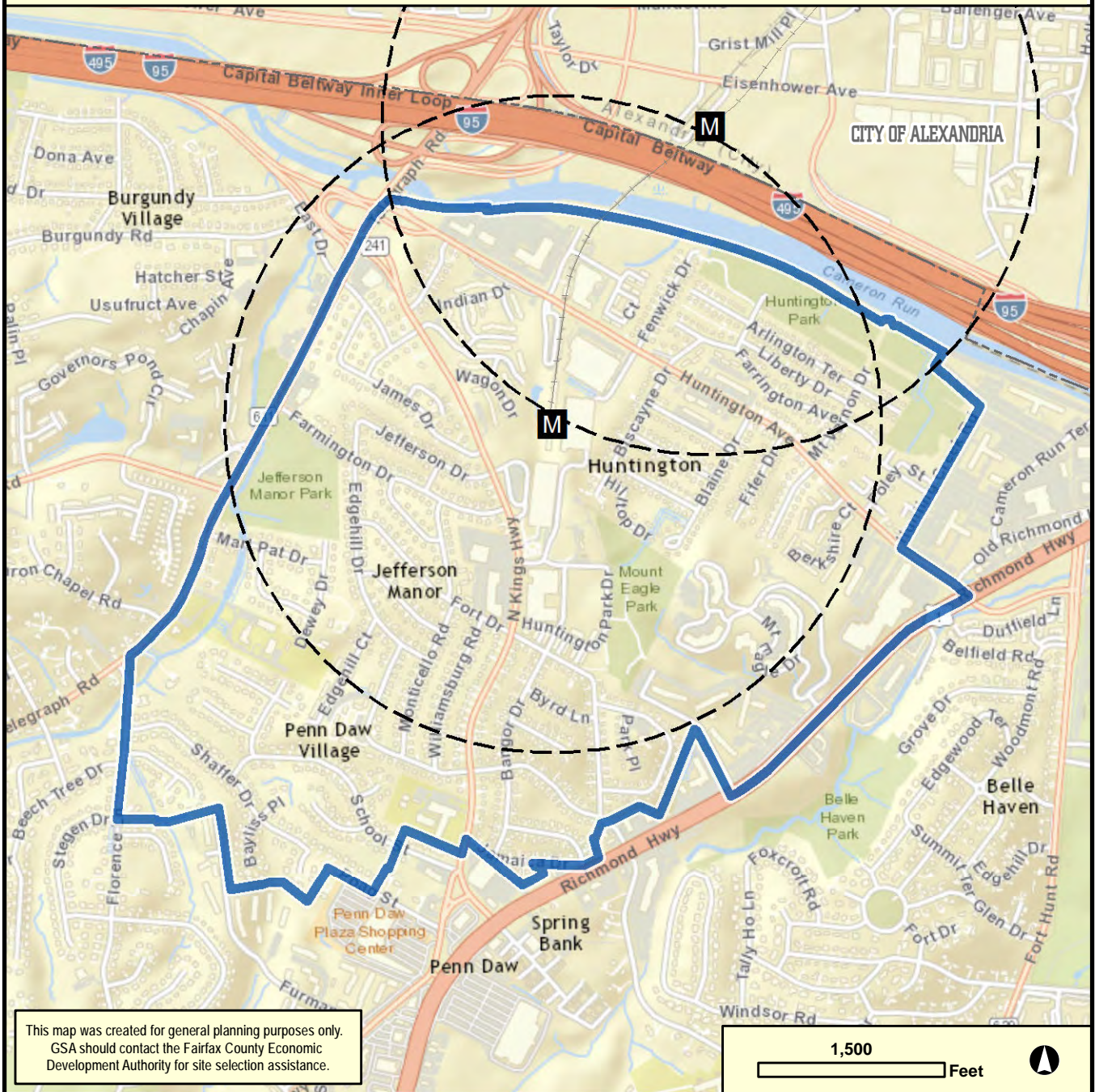
*3) Encourage an economically balanced community with abundant high-tech, professional, and other employment opportunities; and*

*4) Achieve a balance between transportation, residential, and commercial growth.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 3)

The Plan text for North Gateway Community Business Center references:

*“Environmentally-sensitive areas exist along Cameron Run and in the shallow lots along the east side of Richmond Highway. Highway improvements, including the redesign of the Woodrow Wilson Bridge and Richmond Highway/Capital Beltway interchange, may further impact this area. As development occurs, adequate measures should be provided to mitigate environmental impacts and restore degraded areas to more natural conditions.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Mount Vernon Planning District, Amended through 3-14-2017, Overview, page 31)

# Huntington Transit Station Area - Locator Map

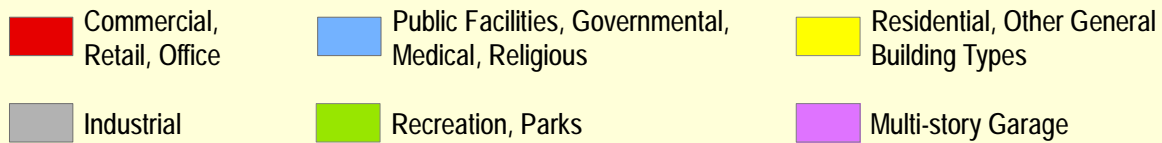


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

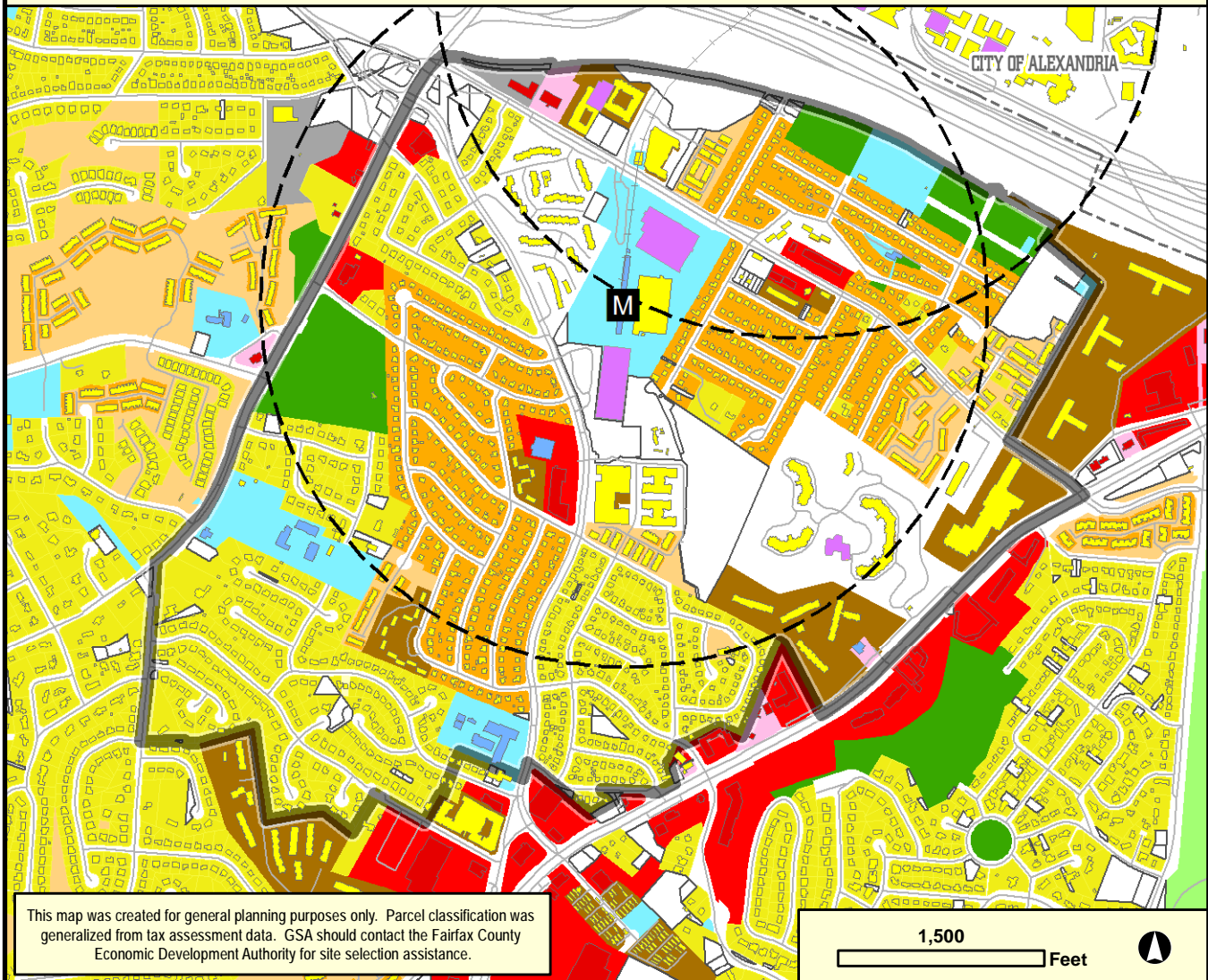
Prepared by DPZ 2017

# Huntington Transit Station Area - Existing Land Use

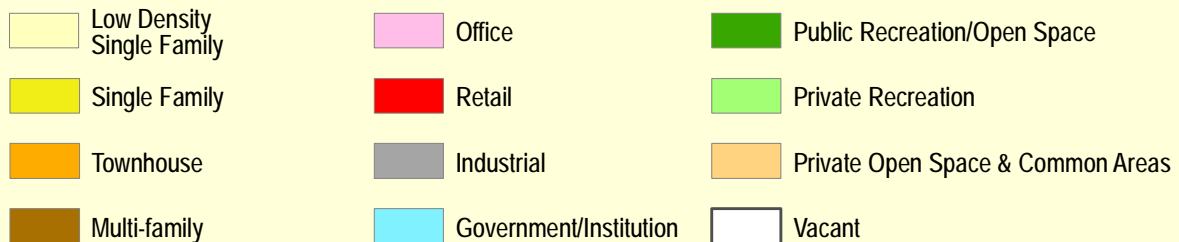
## Structure Types 2016



Prepared by DPZ 2017

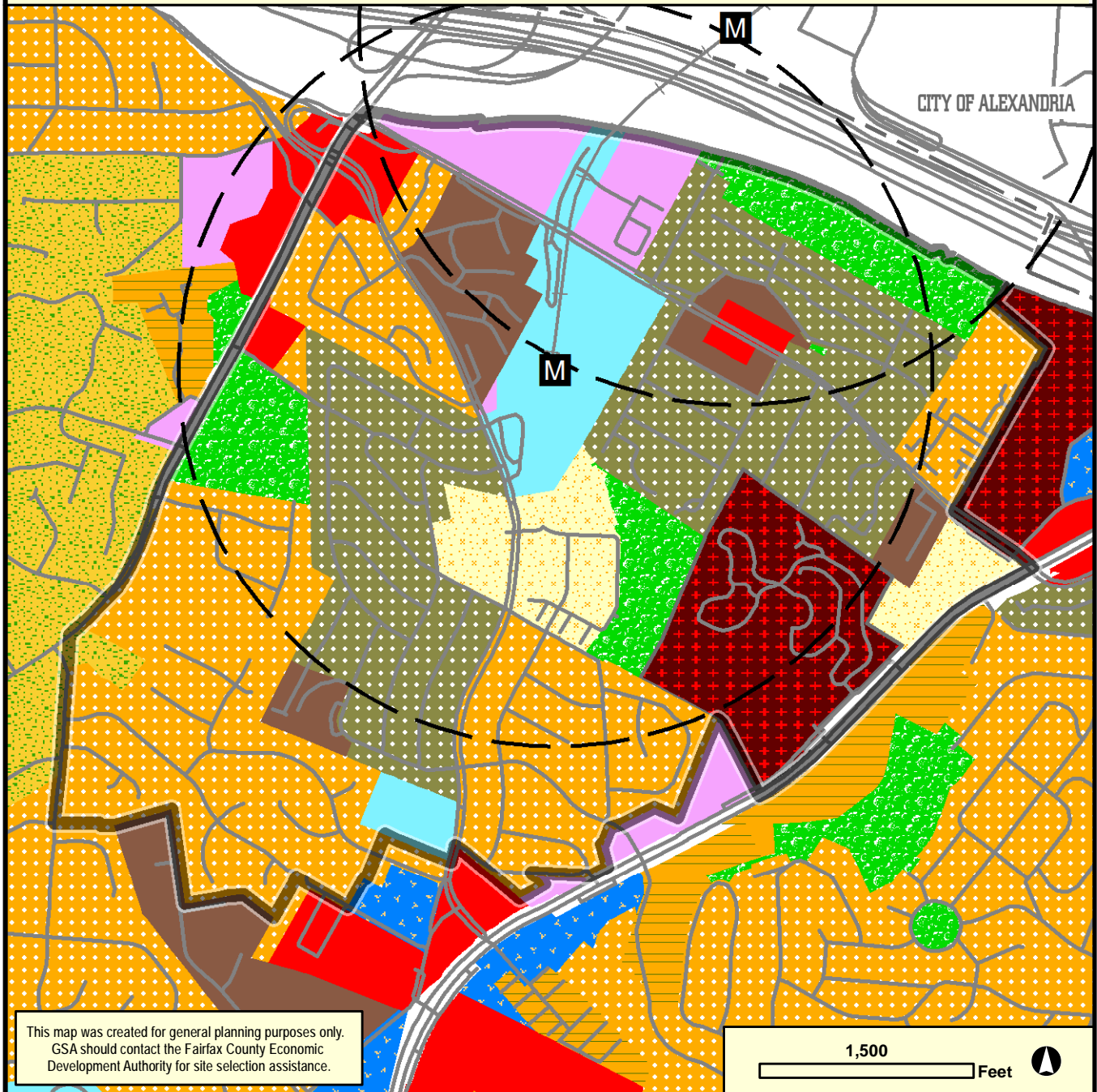


## Existing Land Use 2015



Prepared by DPZ 2017

# Huntington Transit Station Area - Planned Land Use



## Comprehensive Plan Baseline Level / 11-2016

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

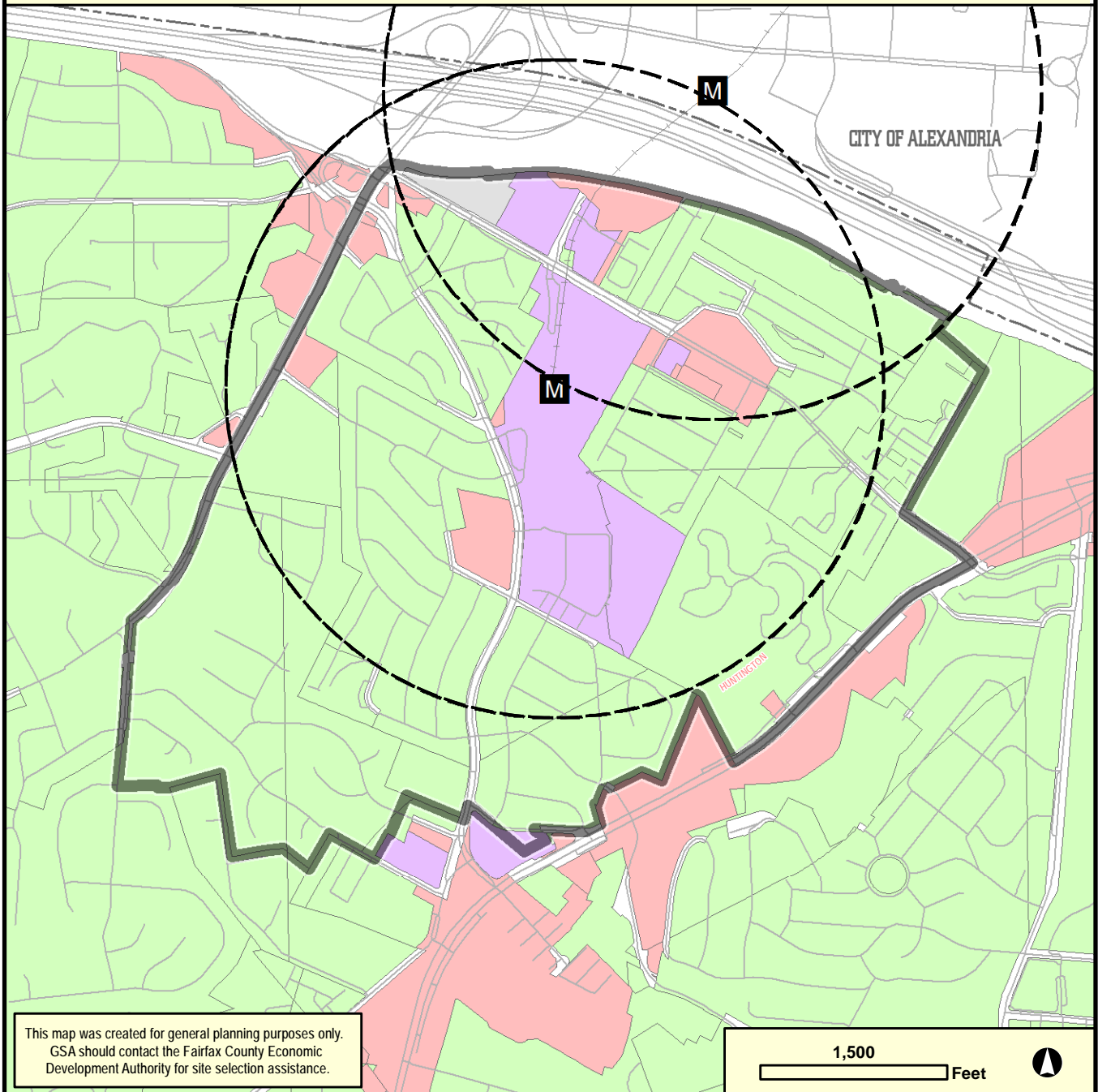
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Huntington Transit Station Area - Generalized Zoning



# Beacon/Groveton Community Business Center - Locator Map



- Key

Subject Area Boundary
- M

Metrorail Station

Circle indicates half-mile radius from station
- VRE

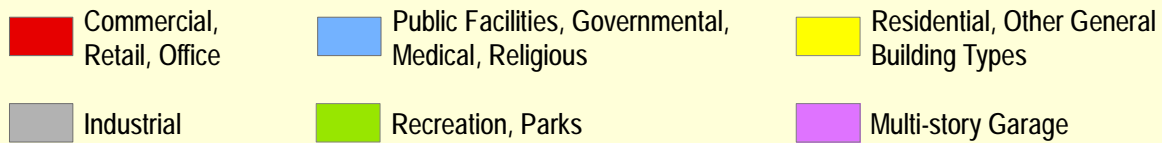
Commuter Rail Station

Circle indicates half-mile radius from station

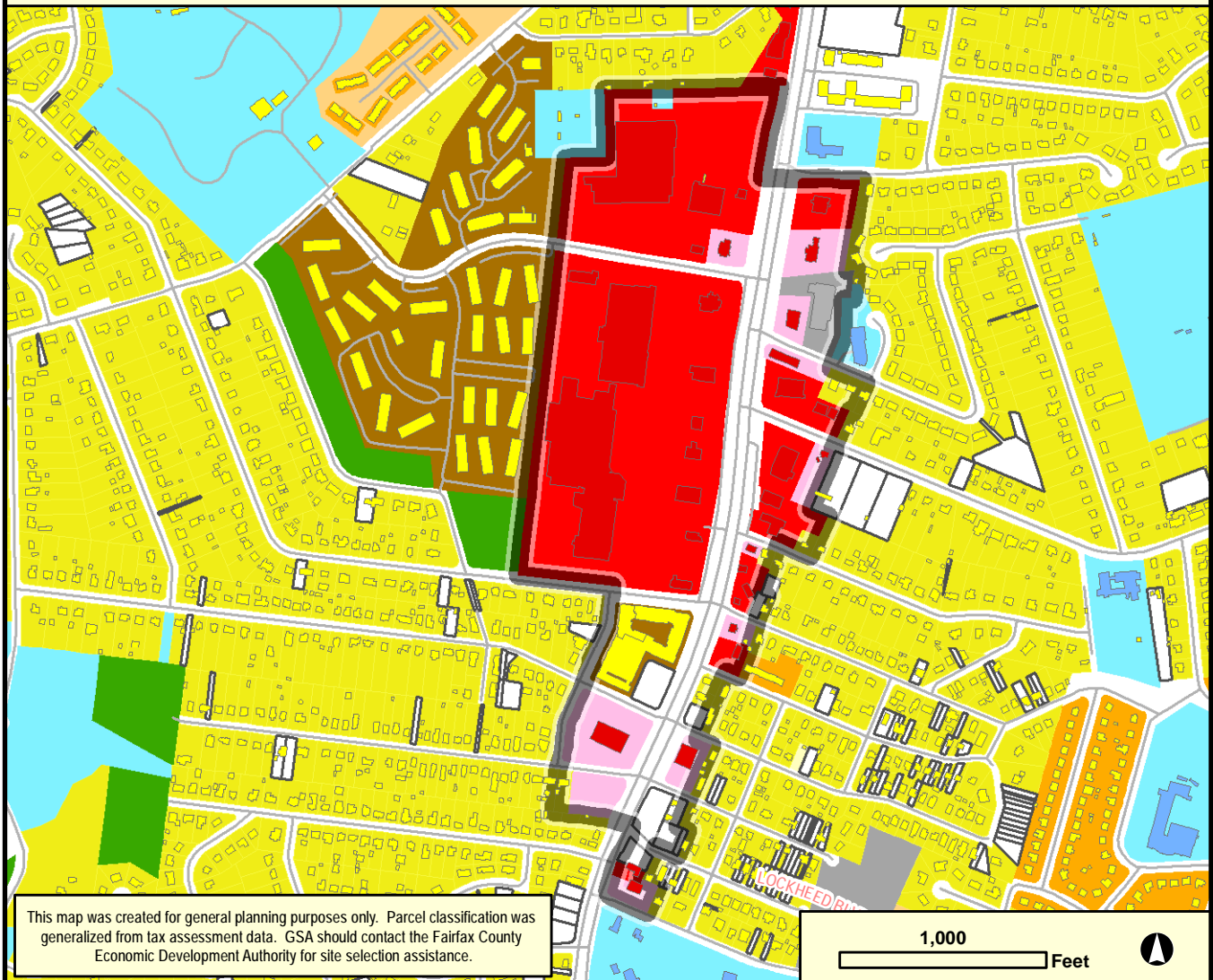
Prepared by DPZ 2017

# Beacon/Groveton Community Business Center - Existing Land Use

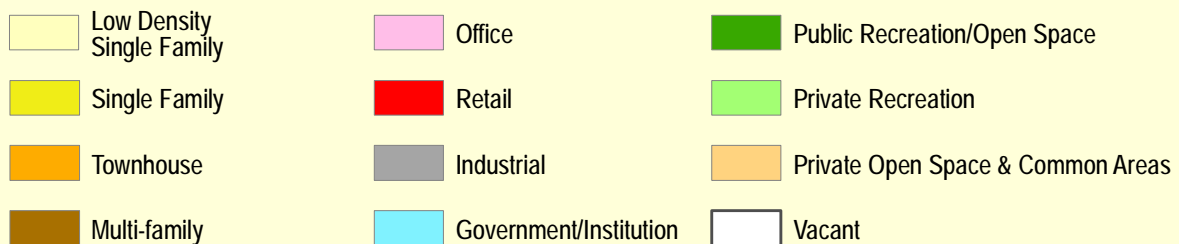
## Structure Types 2016



Prepared by DPZ 2017

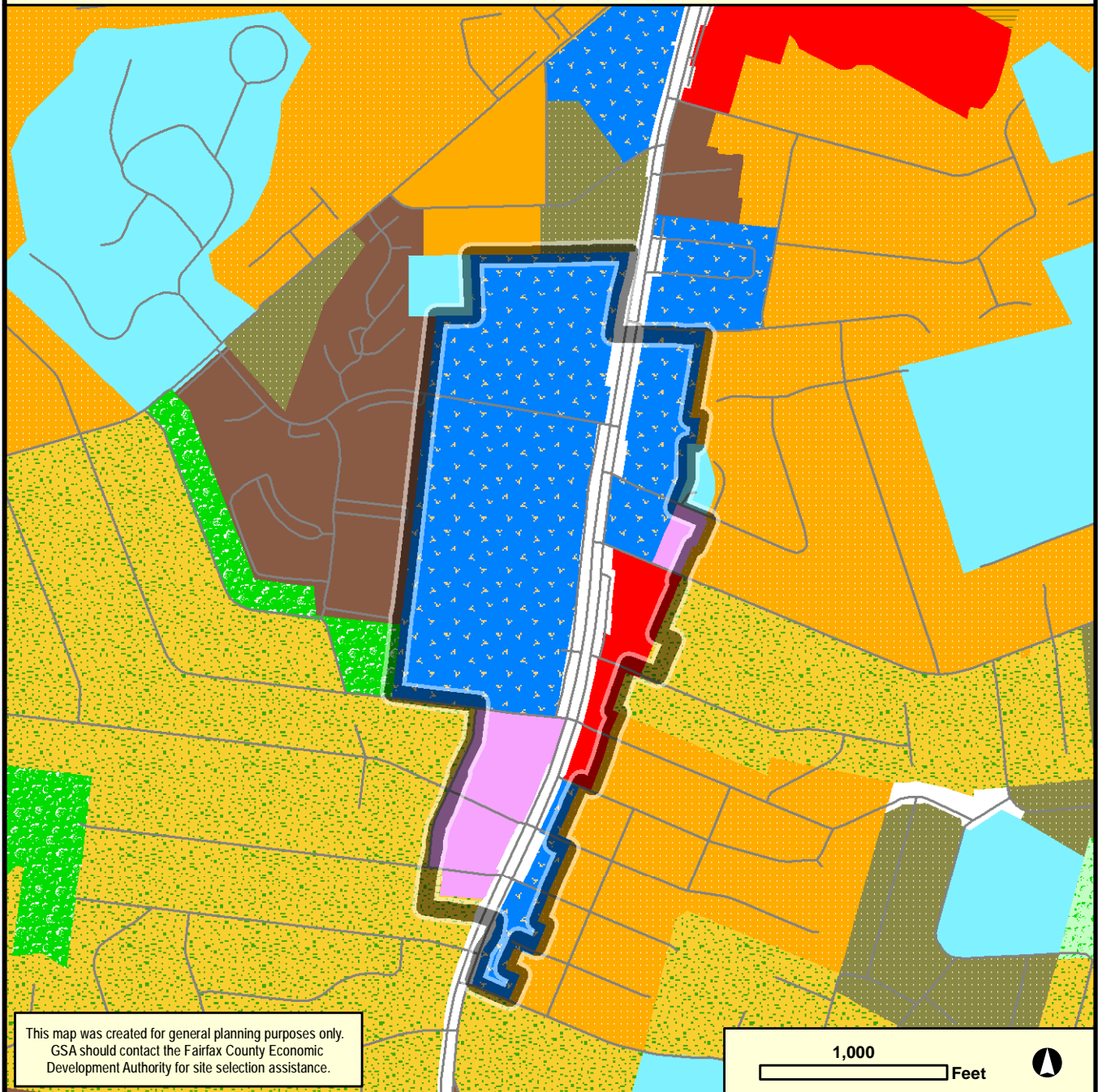


## Existing Land Use 2015



Prepared by DPZ 2017

# Beacon/Groveton Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

- .1-2 DU/AC
- .2-5 DU/AC
- .5-1 DU/AC

- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC

- 12-16 DU/AC
  - 16-20 DU/AC
  - 20+ DU/AC
- Commercial
- Office
  - Retail and Other

### Industrial

- Industrial

### Open Space and Recreation

- Public Parks
- Private Recreation
- Private Open Space

### Public Facilities, Governmental and Institutional

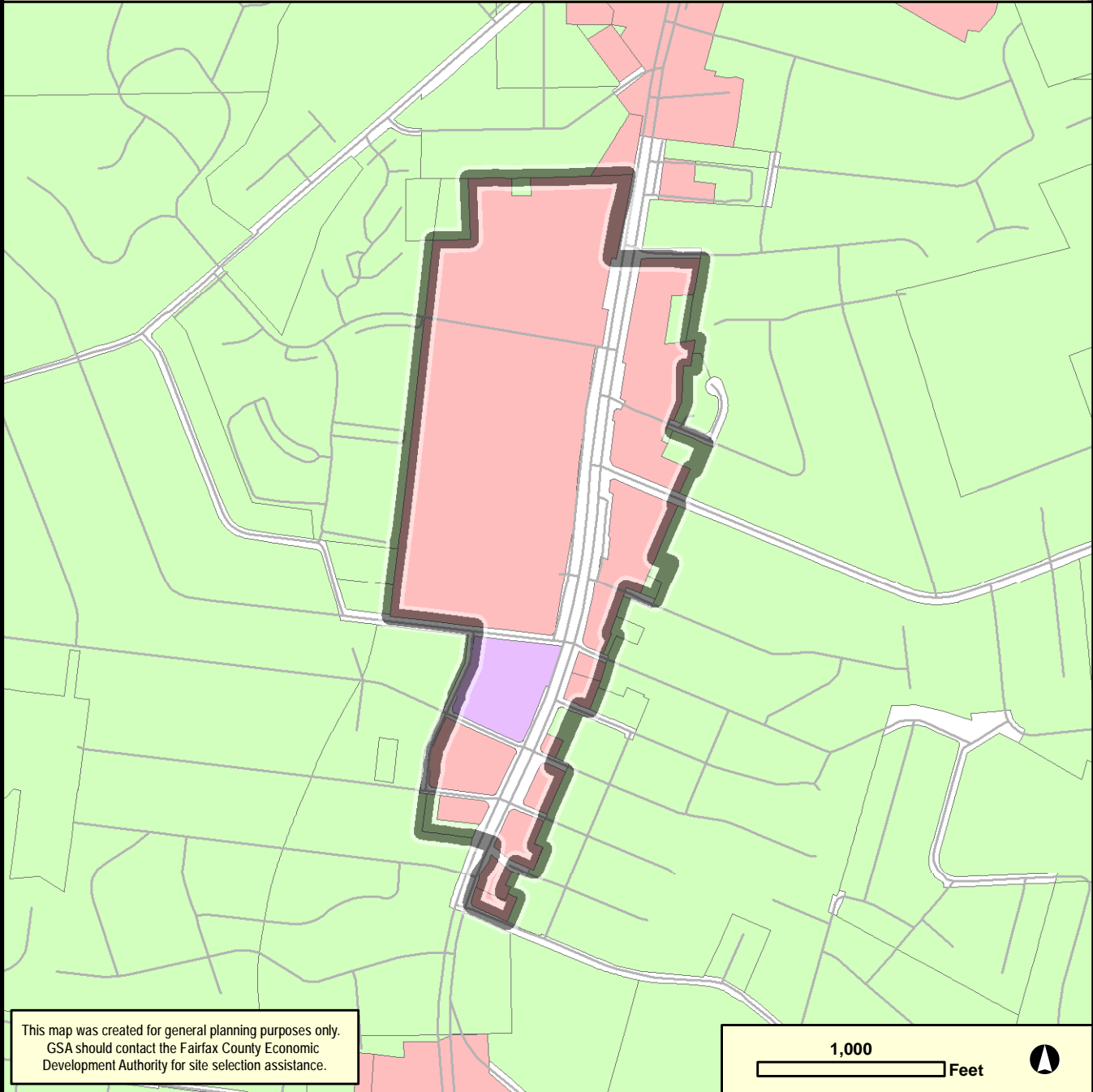
- Public Facilities

### Other Uses

- Mixed Uses
- Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Beacon/Groveton Community Business Center - Generalized Zoning

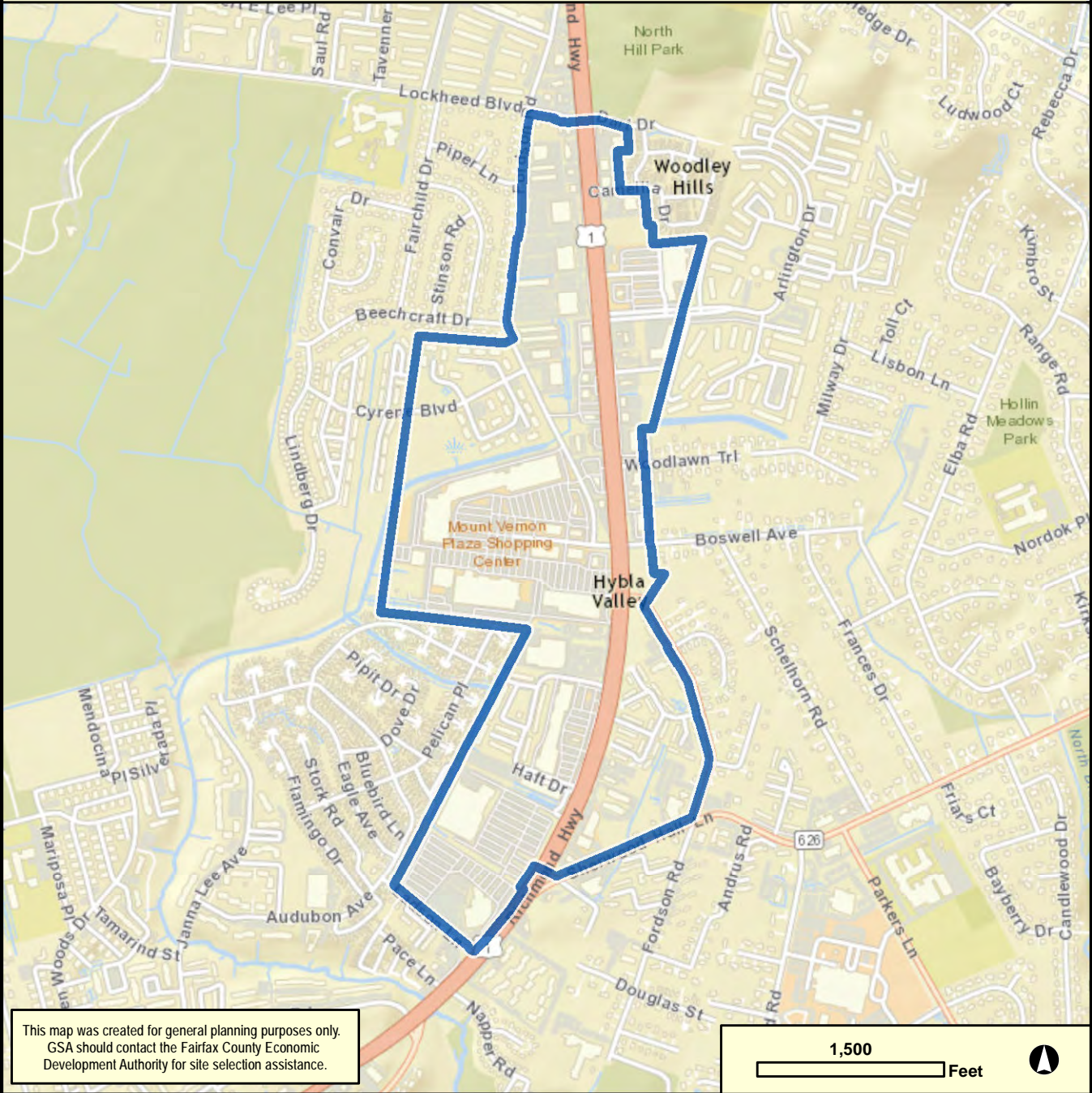


## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Hybla Valley/Gum Springs Community Business Center - Locator Map



- Key

Subject Area Boundary

M

Metrorail Station

Circle indicates half-mile radius from station







VRE

Commuter Rail Station

Circle indicates half-mile radius from station
- Prepared by DPZ 2017
- 112

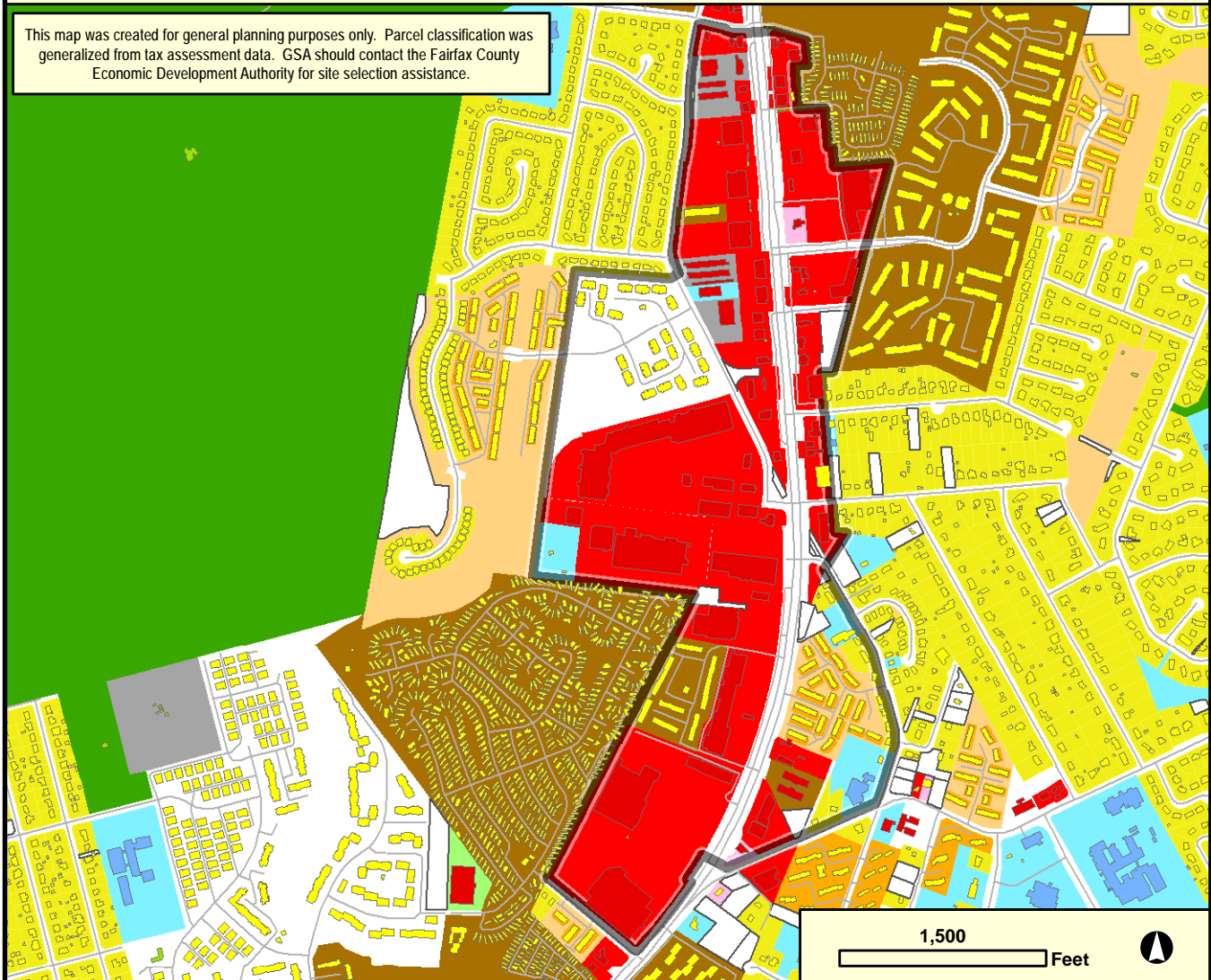
# Hybla Valley/Gum Springs Community Business Center - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

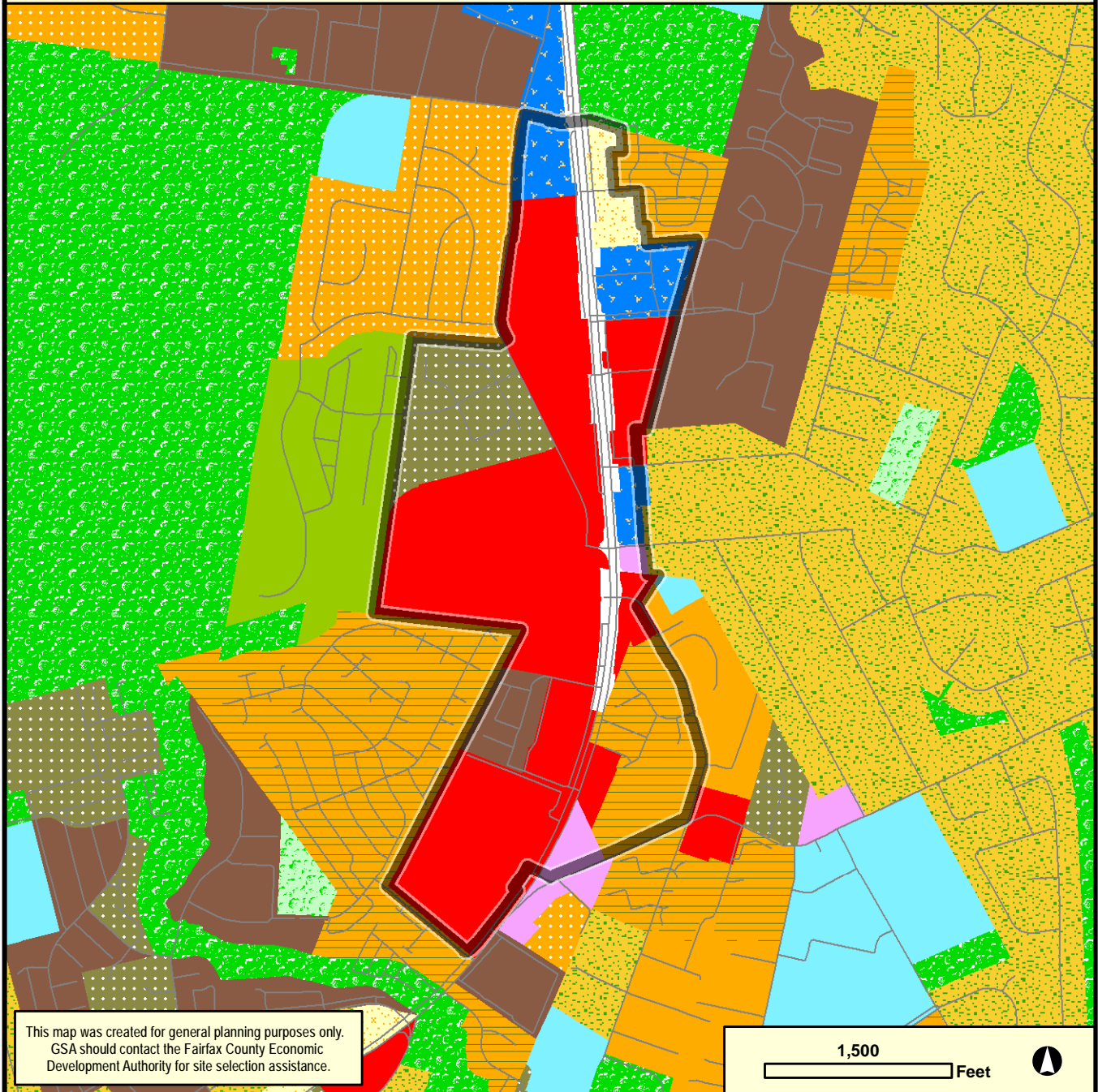


## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# Hybla Valley/Gum Springs Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level / 11-2016

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

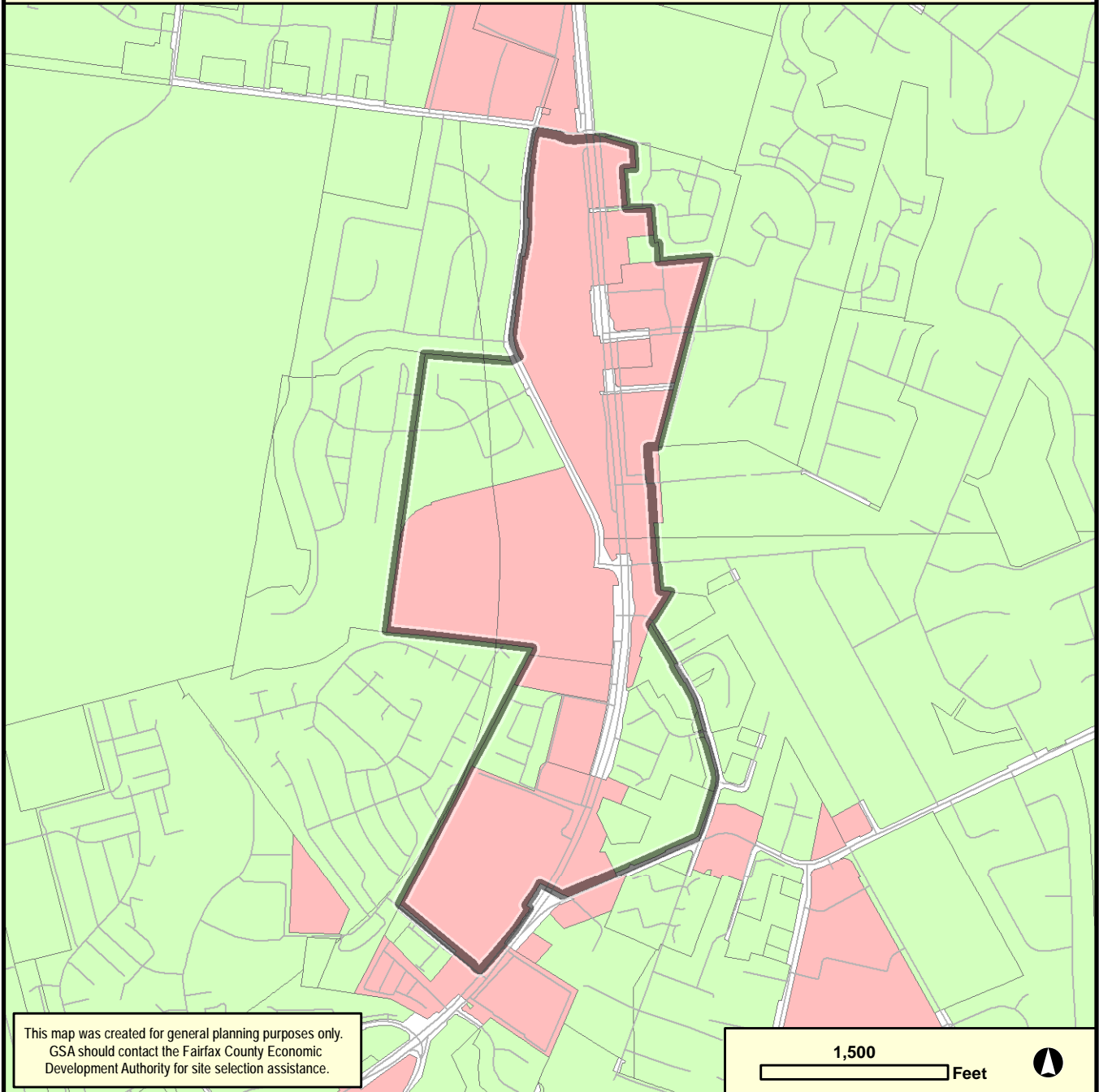
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Hybla Valley/Gum Springs Community Business Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning

Residential Zoning

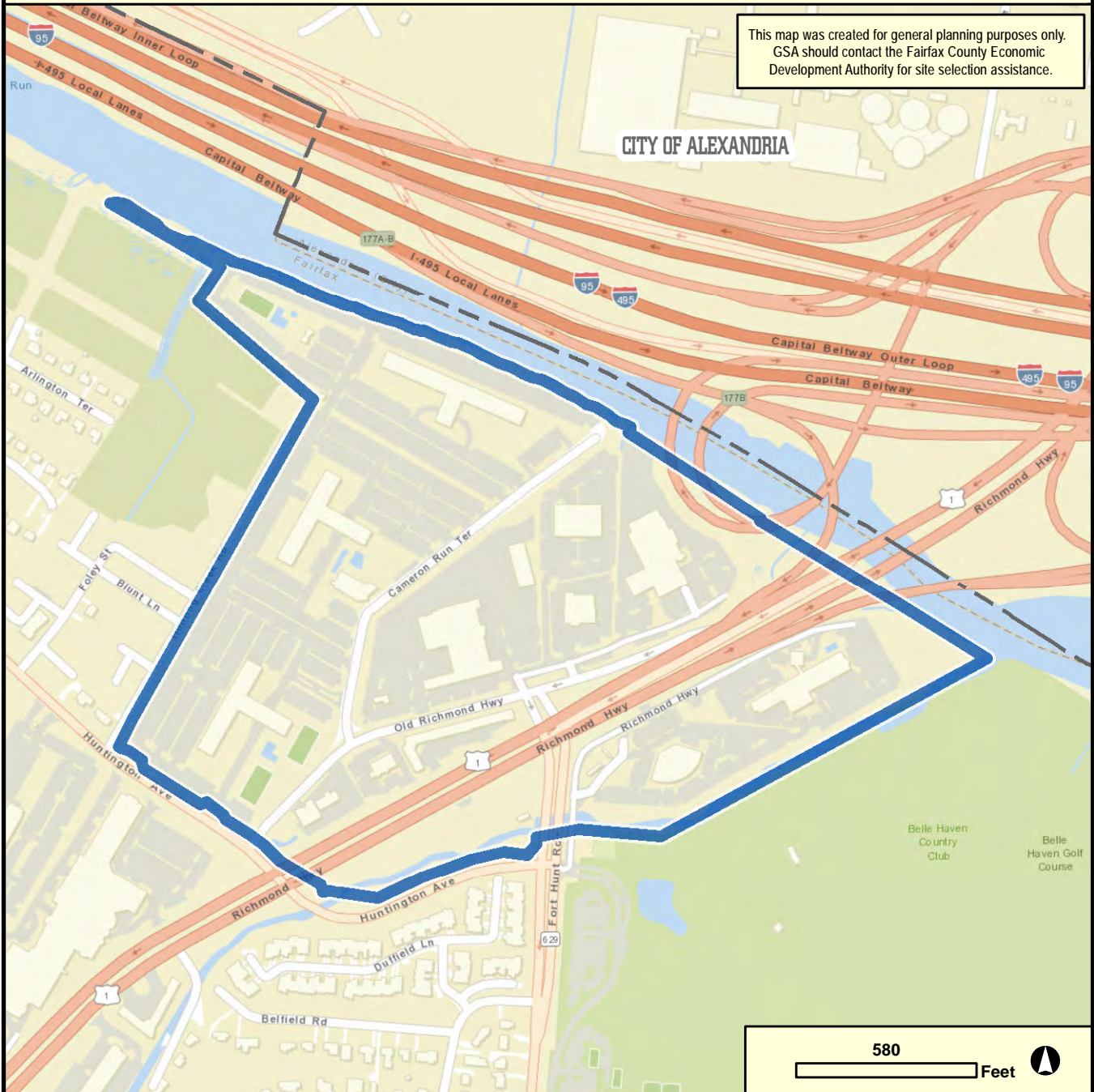
Industrial Zoning

Mixed-use Zoning

Prepared by DPZ 2017

# North Gateway Community Business Center - Locator Map

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

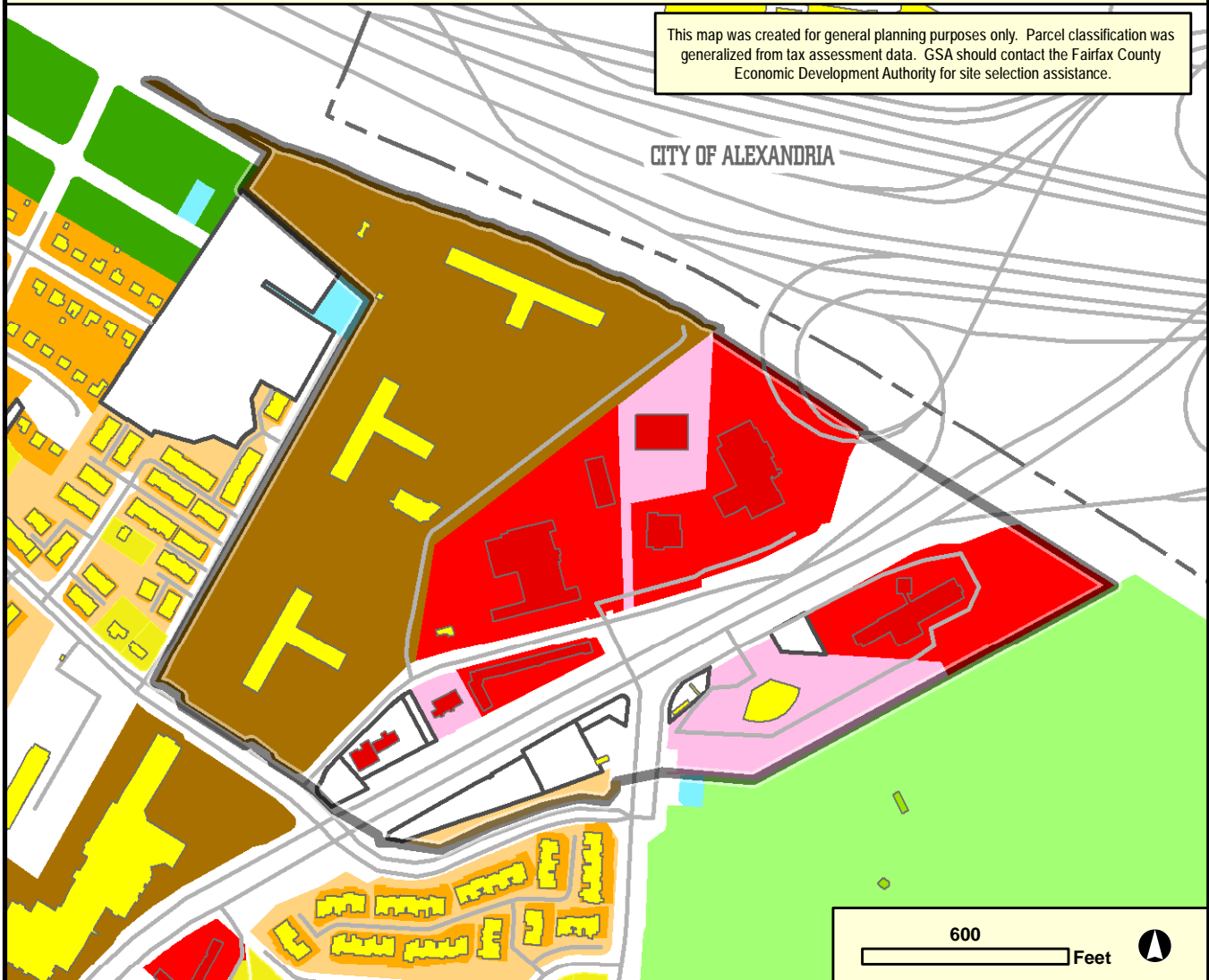
# North Gateway Community Business Center - Existing Land Use

## Structure Types 2016

<span style="color: red;">■</span> Commercial, Retail, Office	<span style="color: blue;">■</span> Public Facilities, Governmental, Medical, Religious	<span style="color: yellow;">■</span> Residential, Other General Building Types
<span style="color: gray;">■</span> Industrial	<span style="color: green;">■</span> Recreation, Parks	<span style="color: purple;">■</span> Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



## Existing Land Use 2015

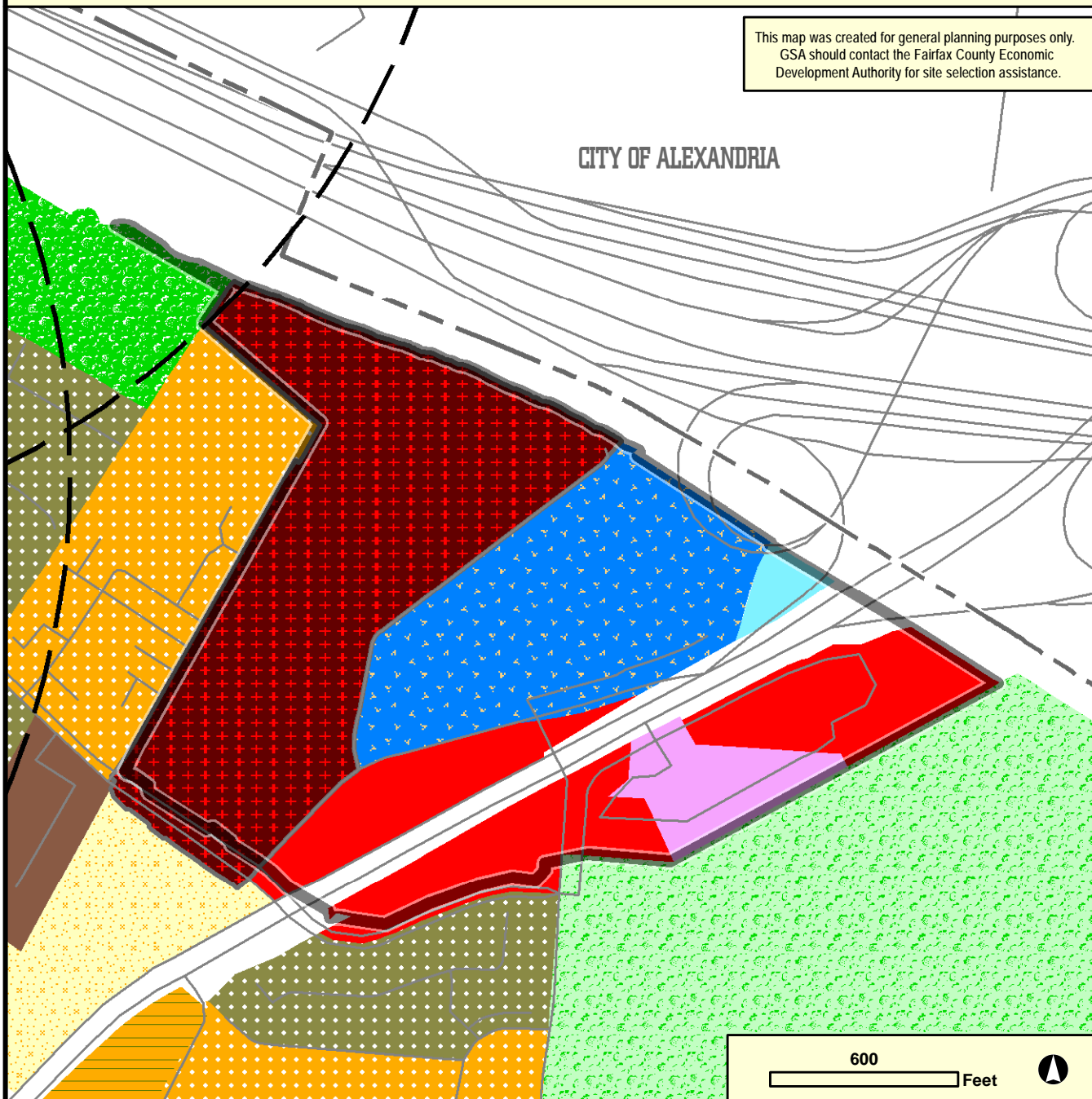
<span style="color: lightyellow;">■</span> Low Density Single Family	<span style="color: pink;">■</span> Office	<span style="color: darkgreen;">■</span> Public Recreation/Open Space
<span style="color: yellow;">■</span> Single Family	<span style="color: red;">■</span> Retail	<span style="color: lightgreen;">■</span> Private Recreation
<span style="color: orange;">■</span> Townhouse	<span style="color: gray;">■</span> Industrial	<span style="color: tan;">■</span> Private Open Space & Common Areas
<span style="color: brown;">■</span> Multi-family	<span style="color: cyan;">■</span> Government/Institution	<span style="color: white;">■</span> Vacant

Prepared by DPZ 2017

# North Gateway Community Business Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

CITY OF ALEXANDRIA



## Comprehensive Plan Baseline Level

### Residential

- .1-2 DU/AC
- .2-5 DU/AC
- .5-1 DU/AC

- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC

- 12-16 DU/AC
- 16-20 DU/AC
- 20+ DU/AC
- Commercial
- Office
- Retail and Other

### Industrial

- Industrial

### Open Space and Recreation

- Public Parks
- Private Recreation
- Private Open Space

### Public Facilities, Govern- mental and Institutional

- Public Facilities

### Other Uses

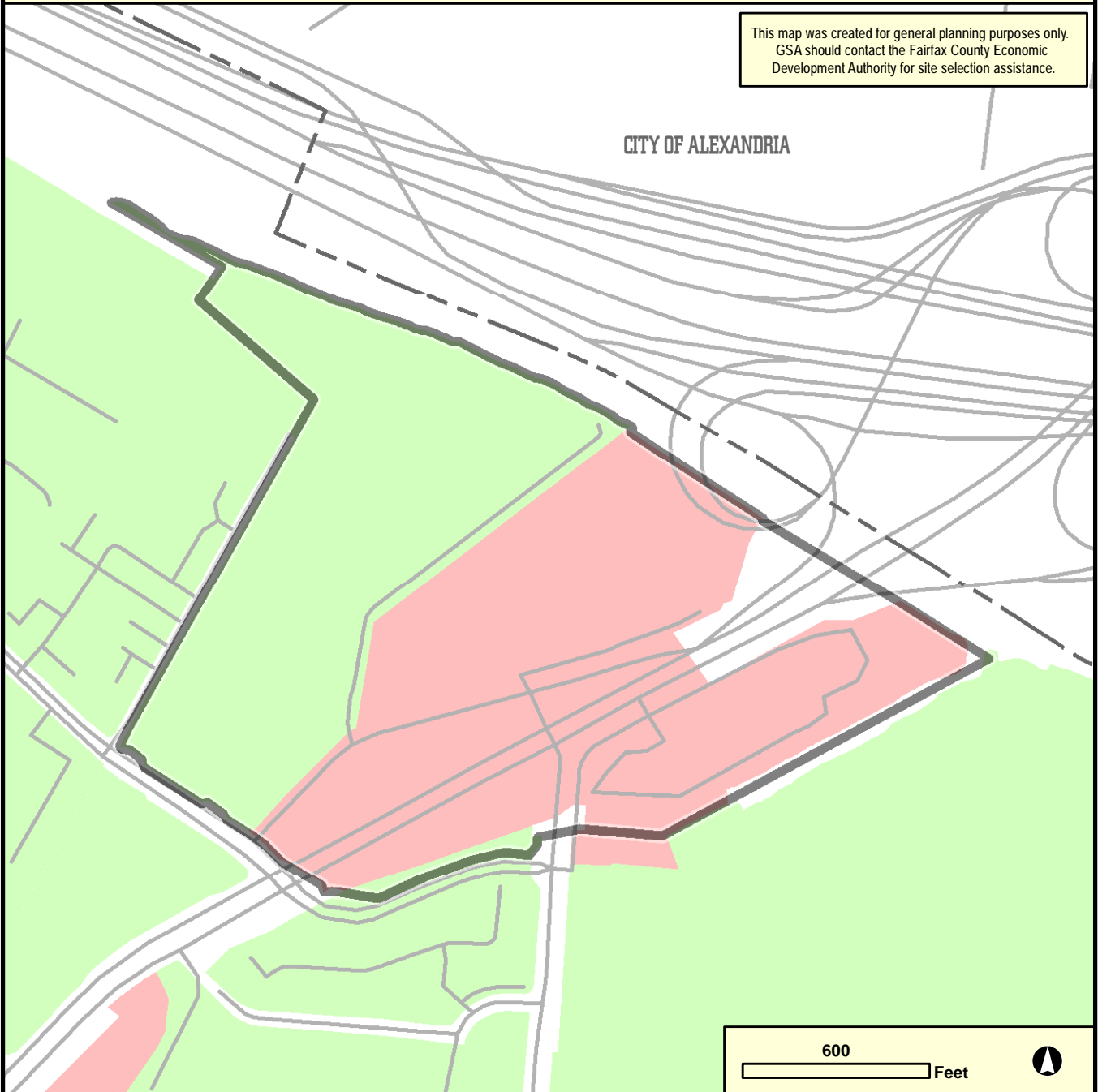
- Mixed Uses
- Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# North Gateway Community Business Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

CITY OF ALEXANDRIA



## Generalized Zoning Category

Commercial Zoning    Residential Zoning    Industrial Zoning    Mixed-use Zoning

Prepared by DPZ 2017

### Penn Daw Community Business Center - Locator Map

One-half mile from Huntington METRO station

This map was created for general planning purposes only. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

800 Feet

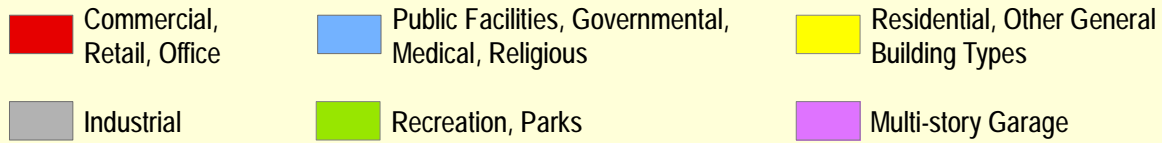
**Key**

- Subject Area Boundary
- Metrorail Station Circle indicates half-mile radius from station
- Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

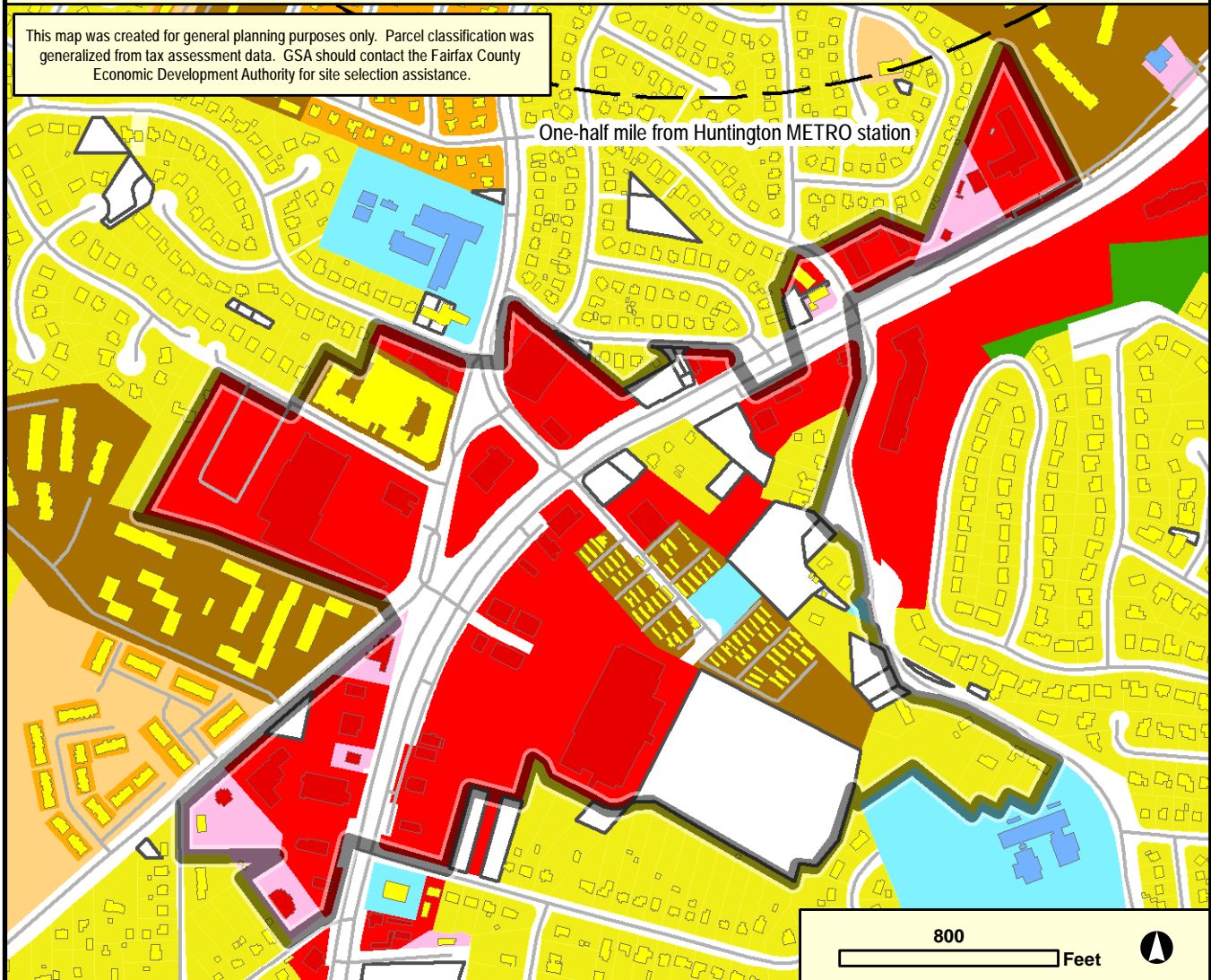
# Penn Daw Community Business Center - Existing Land Use

## Structure Types 2016

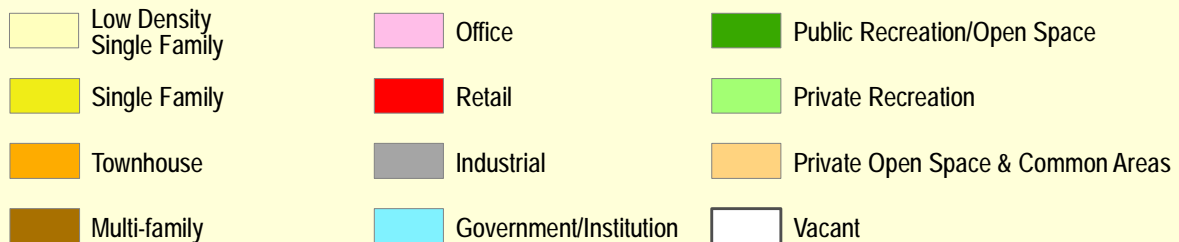


Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



## Existing Land Use 2015



Prepared by DPZ 2017

# Penn Daw Community Business Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

One-half mile from Huntington METRO station

800

Feet



## Comprehensive Plan Baseline Level

### Residential

1-2 DU/AC

2-5 DU/AC

5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

### Commercial

Office

Retail and Other

### Industrial

Industrial

### Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

### Public Facilities, Govern- mental and Institutional

Public Facilities

### Other Uses

Mixed Uses

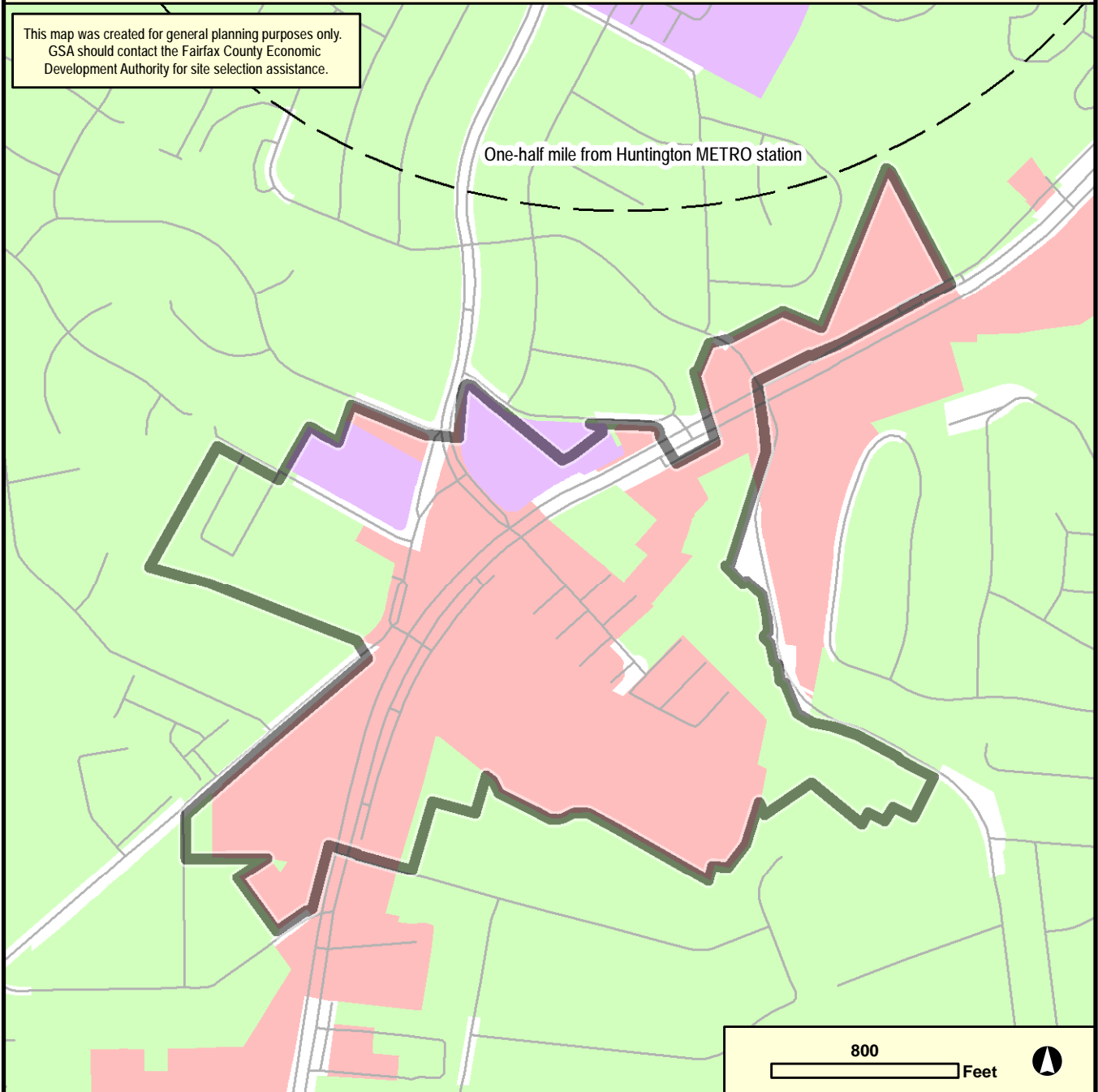
Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# Penn Daw Community Business Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

One-half mile from Huntington METRO station



## Generalized Zoning Category

Commercial Zoning Residential Zoning Industrial Zoning Mixed-use Zoning

Prepared by DPZ 2017

# South County Community Business Center - Locator Map



This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.

- Key

Subject Area Boundary
- Metrorail Station

Circle indicates half-mile radius from station
- Commuter Rail Station

Circle indicates half-mile radius from station

Prepared by DPZ 2017

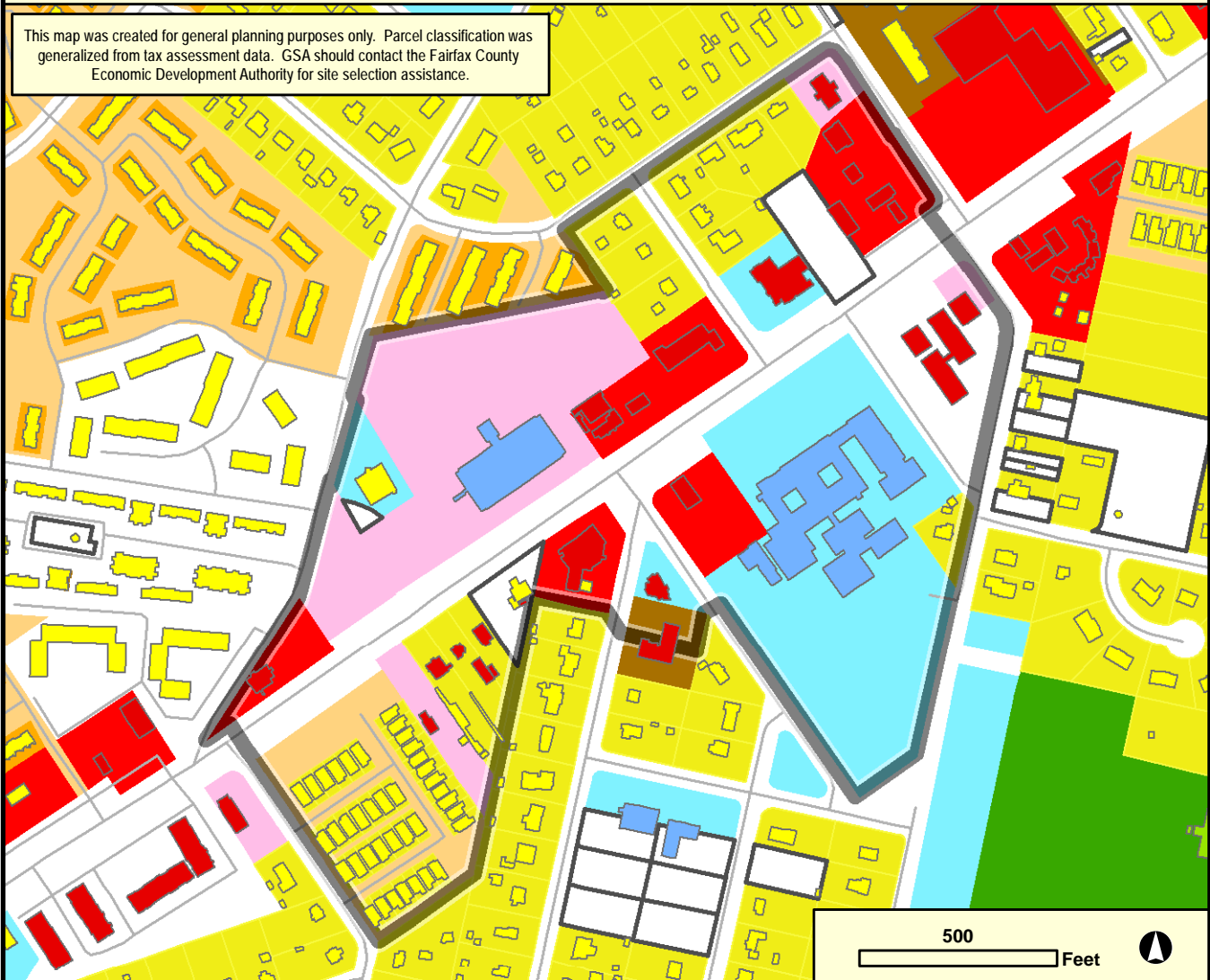
# South County Community Business Center - Existing Land Use

## Structure Types 2016

<span style="color: red;">■</span> Commercial, Retail, Office	<span style="color: blue;">■</span> Public Facilities, Governmental, Medical, Religious	<span style="color: yellow;">■</span> Residential, Other General Building Types
<span style="color: gray;">■</span> Industrial	<span style="color: green;">■</span> Recreation, Parks	<span style="color: purple;">■</span> Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



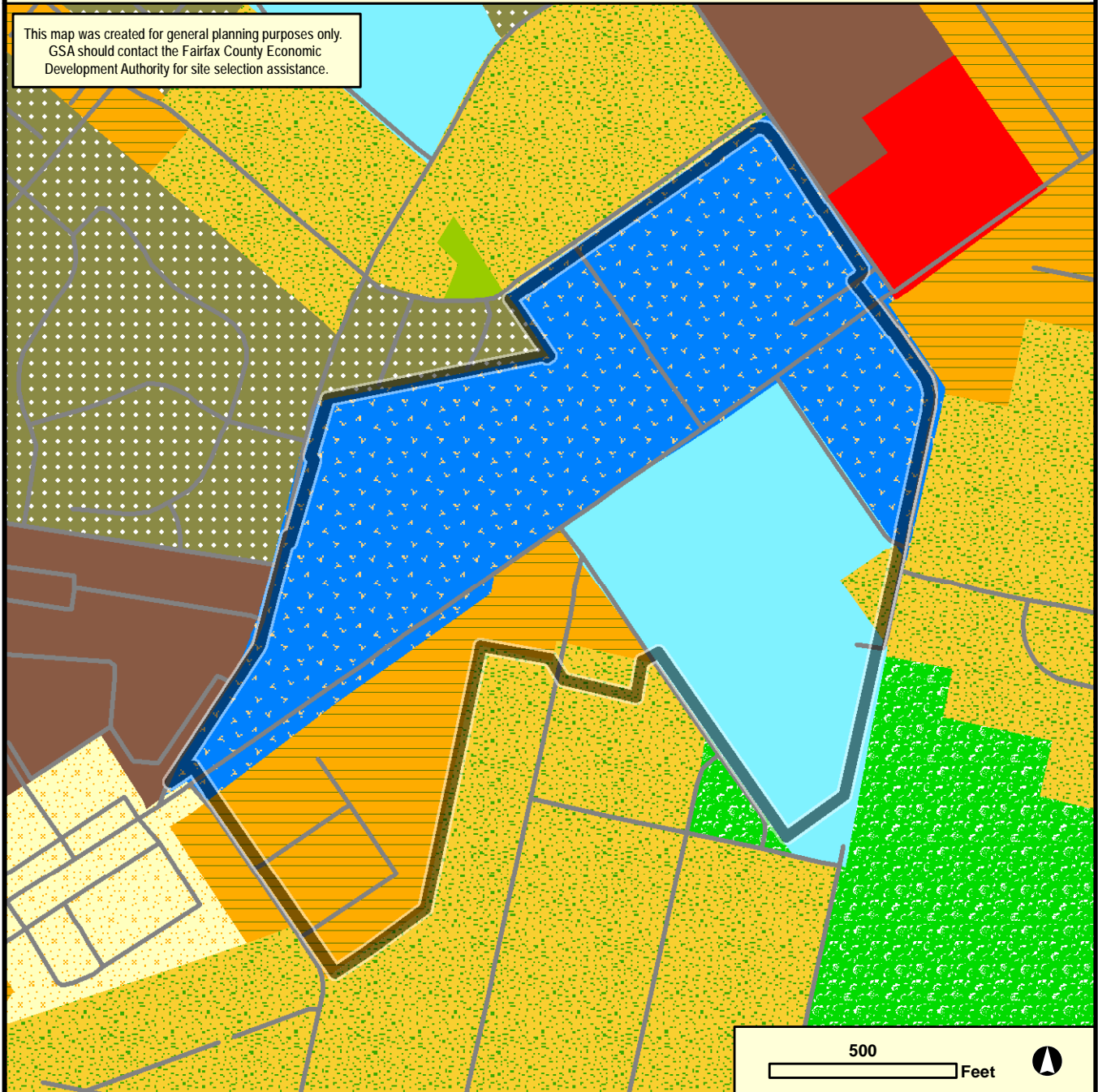
## Existing Land Use 2015

<span style="color: yellow;">■</span> Low Density Single Family	<span style="color: pink;">■</span> Office	<span style="color: green;">■</span> Public Recreation/Open Space
<span style="color: orange;">■</span> Single Family	<span style="color: red;">■</span> Retail	<span style="color: lightgreen;">■</span> Private Recreation
<span style="color: brown;">■</span> Townhouse	<span style="color: gray;">■</span> Industrial	<span style="color: tan;">■</span> Private Open Space & Common Areas
<span style="color: darkbrown;">■</span> Multi-family	<span style="color: cyan;">■</span> Government/Institution	<span style="color: white;">■</span> Vacant

Prepared by DPZ 2017

# South County Community Business Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

1-2 DU/AC

2-5 DU/AC

5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Govern-  
mental and Institutional

Public Facilities

Other Uses

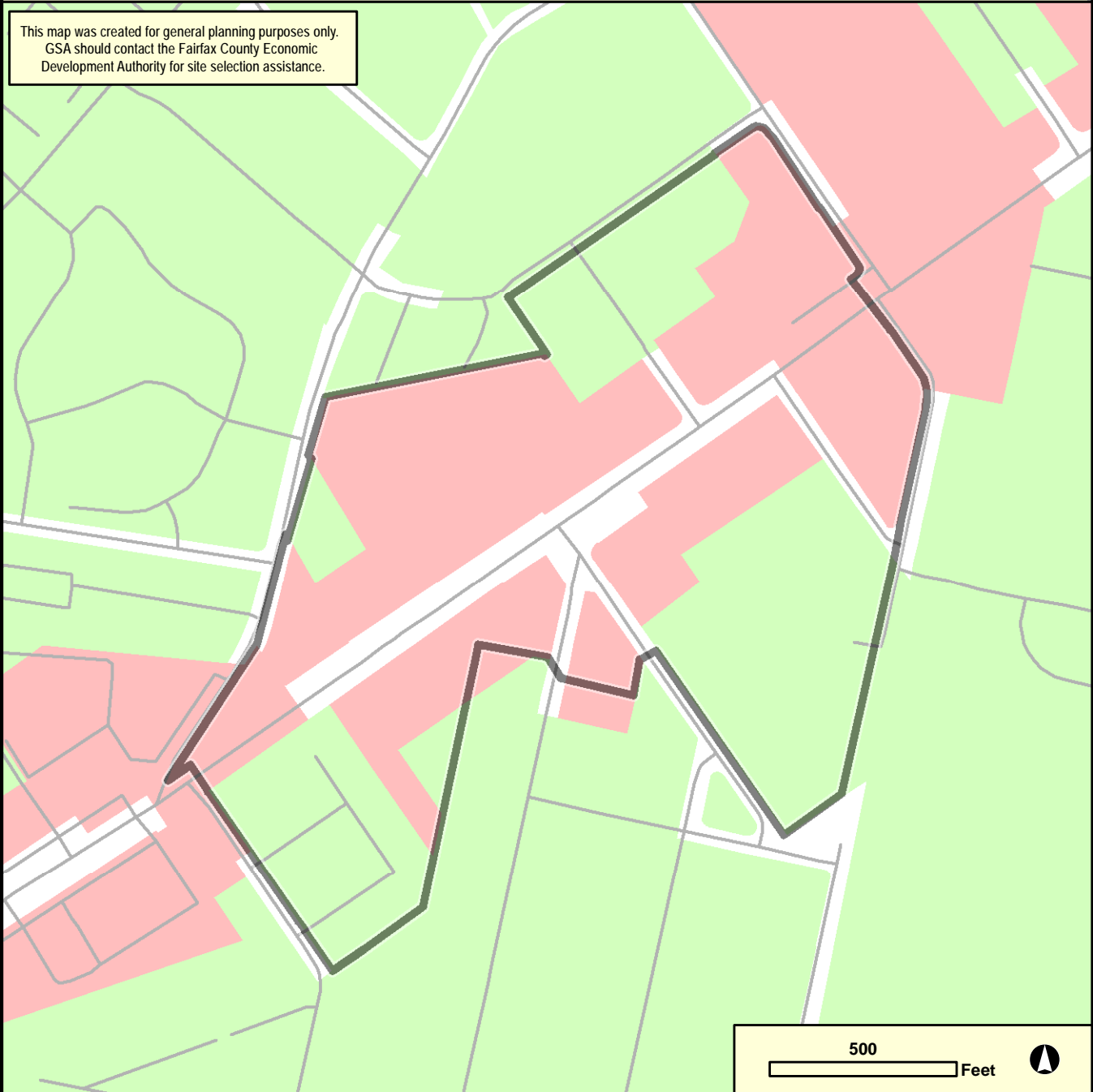
Mixed Uses

Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# South County Community Business Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



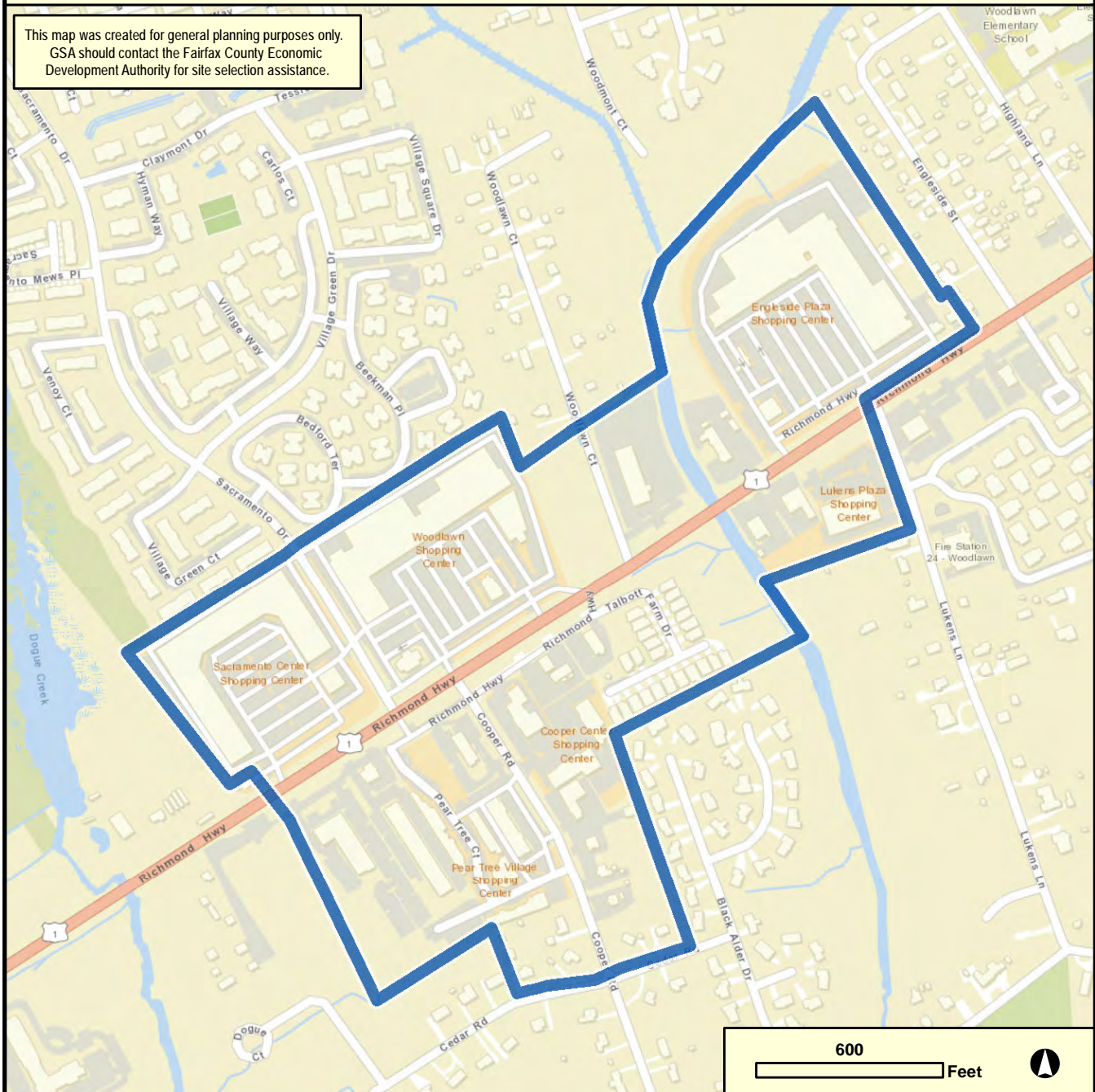
## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

# Woodlawn Community Business Center - Locator Map

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.









- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

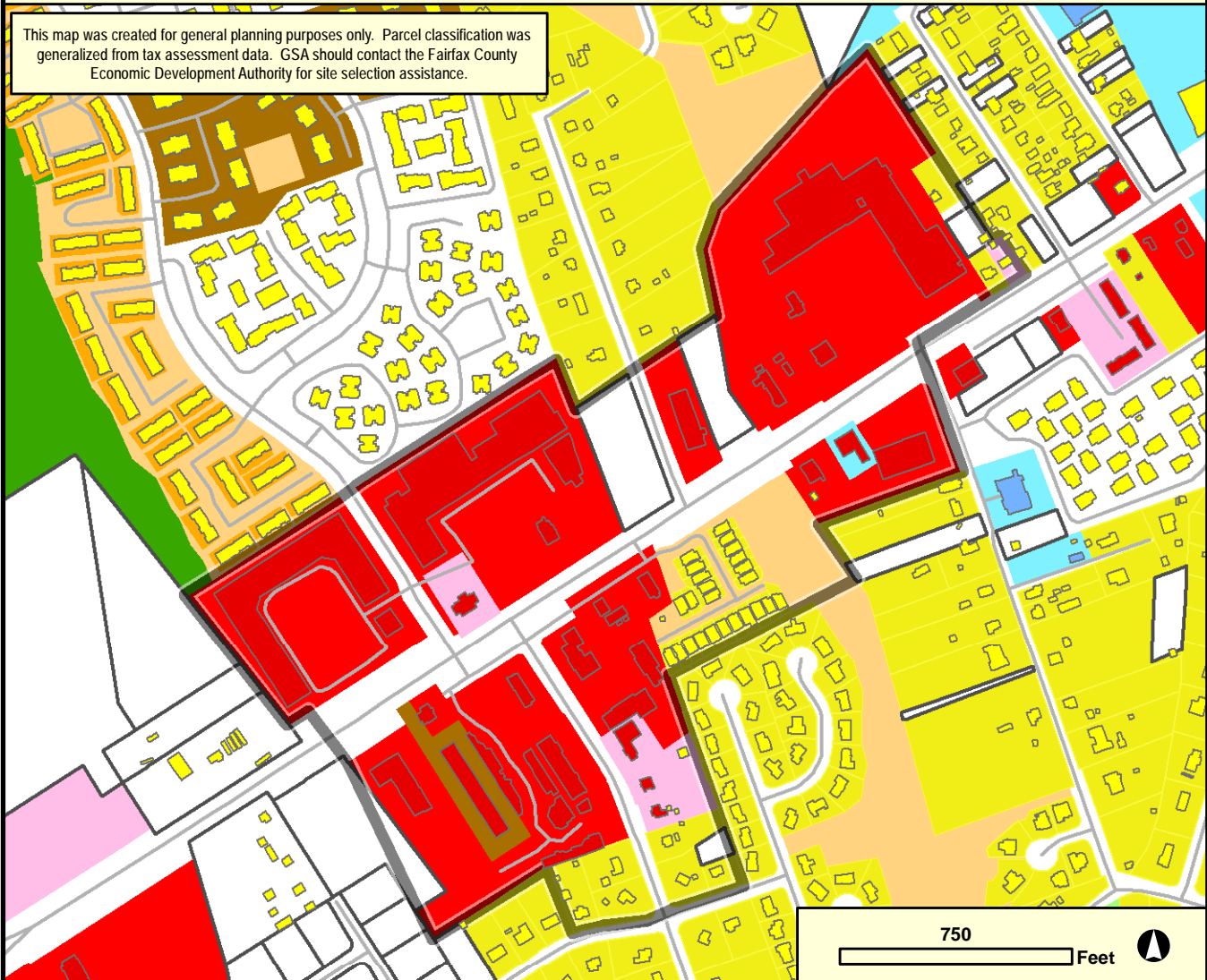
# Woodlawn Community Business Center - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



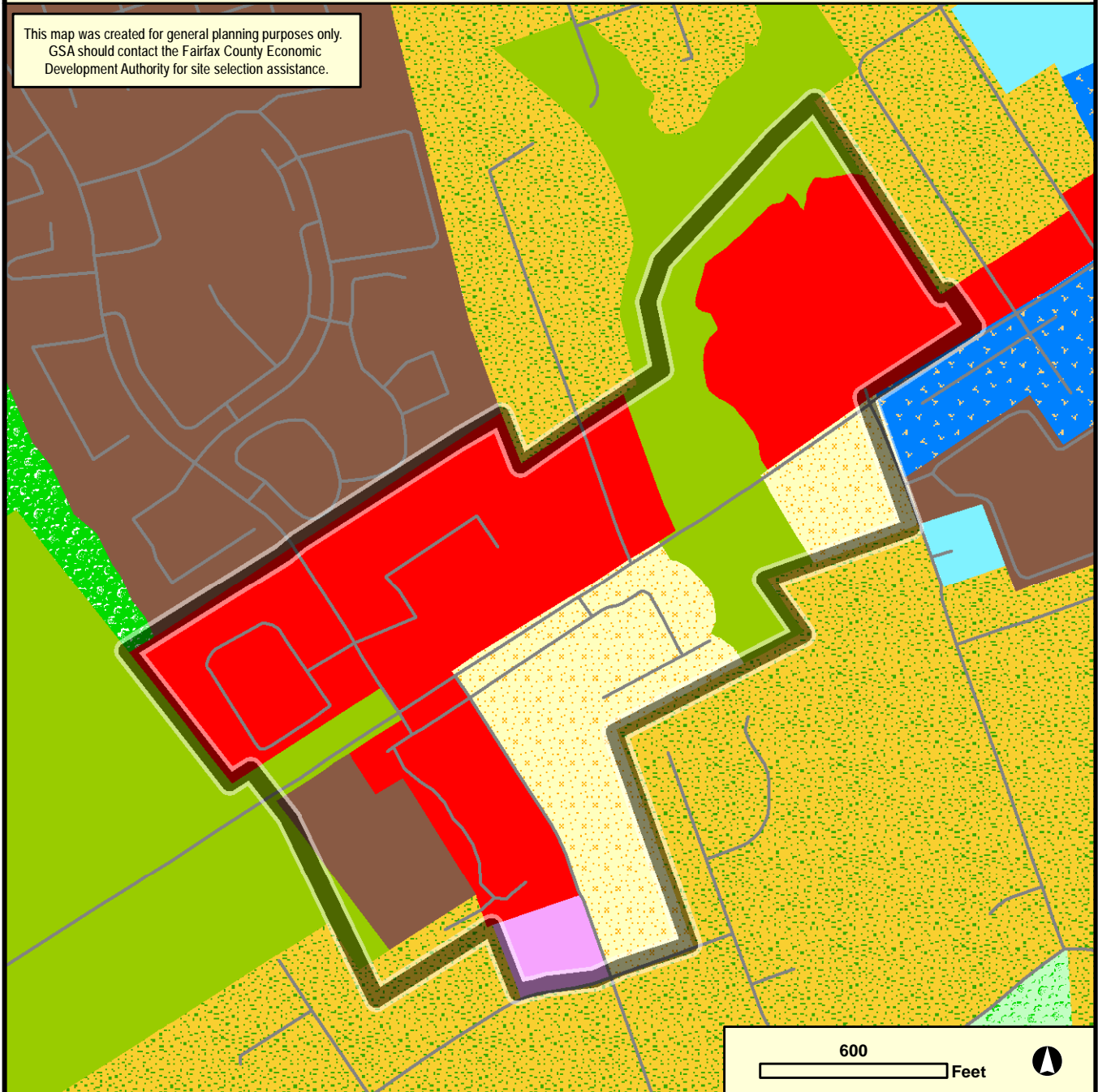
## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# Woodlawn Community Business Center - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

- .1-2 DU/AC
- .2-5 DU/AC
- .5-1 DU/AC

- 1-2 DU/AC
- 2-3 DU/AC
- 3-4 DU/AC
- 4-5 DU/AC
- 5-8 DU/AC
- 8-12 DU/AC

- 12-16 DU/AC
- 16-20 DU/AC
- 20+ DU/AC
- Office
- Retail and Other

### Industrial

- Industrial

### Open Space and Recreation

- Public Parks
- Private Recreation
- Private Open Space

### Public Facilities, Govern- mental and Institutional

- Public Facilities

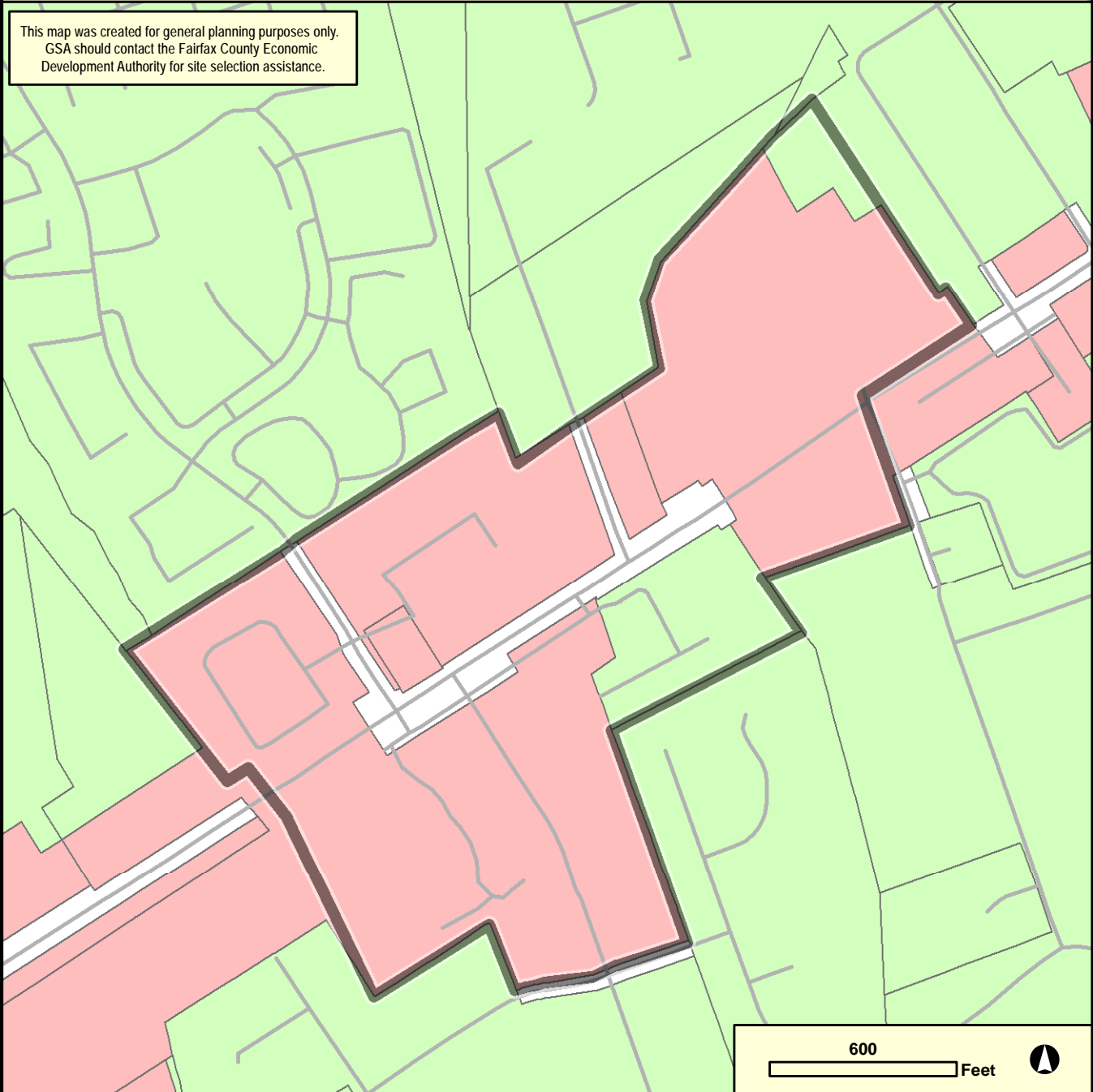
### Other Uses

- Mixed Uses
- Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

# Woodlawn Community Business Center - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Generalized Zoning Category

- Commercial Zoning
- Residential Zoning
- Industrial Zoning
- Mixed-use Zoning

Prepared by DPZ 2017

**[Intentionally Blank]**

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Seven Corners, Baileys Crossroads, and Annandale  
Community Business Centers (CBC)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

These communities, situated at or near the “gateway” to Fairfax County feature the classic post-World War II development with little remaining undeveloped land. Consequently, the focus of their plans is centered on revitalization, with more than 4 million square feet of office potential.

### A. Baileys Crossroads CBC:

*“In the future, the Baileys Crossroads CBC will become one of the county’s CBCs to be served by initiatives that will enhance transit services, with the introduction of a new streetcar route through the Pike Transit Initiative.”*

...

*The concept for future development envisions, in addition to the retail uses, a pedestrian-oriented, mixed-use development with a pedestrian scale and urban character that will complement the adjacent residential areas and promote transit usage.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Baileys Crossroads Community Business Center, page 18)*

### B. Seven Corners CBC:

*“The Comprehensive Plan for the Seven Corners CBC encourages redevelopment that will increase the residential population as well as the number and variety of jobs, while encouraging a high-quality, pedestrian-oriented environment. The plan promotes a vibrant mix of land uses to enhance the quality of life for residents, while enabling business to prosper and actively contribute to the economic and social vitality of Seven Corners. The concept envisions a variety of housing types, employment options including incubator space for entrepreneurial ventures, and shopping and entertainment within walking distance of area residents. Strategically located public open spaces are planned throughout the mixed use areas as centerpieces that foster community interaction and civic events. In addition to economic diversity, higher-density, mixed-use development will support a walkable environment and establish a sense of place.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Seven Corners Community Business Center, page 110)*

### C. Annandale CBC:

*“The Comprehensive Plan for the Annandale CBC encourages redevelopment that will increase the residential population and promotes high-quality, pedestrian-oriented development. The Plan for the Annandale CBC envisions a vibrant mix of land uses that significantly enhances the quality of life for its own and neighboring residents, while enabling businesses to prosper and actively contribute to the economic and social vitality of Annandale.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Annandale Community Business Center, page 18)*

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

Consistent with the desire to move away from dependency on the automobile, sustainability represents one of the primary goals and motivations for long terms plans in these areas. The Comprehensive Plan specifically states:

*“Encourage revitalization and redevelopment throughout the Annandale CBC that creates a more attractive and functionally efficient community-serving commercial and mixed-use area that emphasizes pedestrian amenities and circulation.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA I Annandale Planning District, Amended through 3-14-2017, Annandale Community Business Center, page 18)*

*“The future Baileys Crossroads CBC will promote multi-modal usage by providing convenient access points for transit, bus and bicycle users so that the people from all over the region can either drive, bike, or take transit to the Baileys Crossroads CBC. The densest development will be focused near the transit stops to promote transit usage and create vibrant mixed-use centers at these locations.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA I Baileys Planning District, Amended through 3-14-2017 Baileys Crossroads Community Business Center page 18)*

*“- Low Impact Development (LID) Stormwater Techniques – Innovative stormwater management techniques as provided in the Stormwater Management guidance.*

*- Site Design and Construction – Green building practices for new and renovated buildings can, but are not limited to, include the incorporation of solar orientation for heating and cooling, onsite renewable energy production, low energy lighting fixtures, green roofs, low-maintenance landscaping, and the use of recycled construction materials. Construction waste should also be recycled, when possible. Graywater should be reused on site where feasible.*

*- Pedestrian Oriented Design – Building layout and streetscape facilities with enhanced pedestrian accessibility to minimize automobile dependence in the Seven Corners CBC, supporting the goals described in the Urban Design Recommendations.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Seven Corners Community Business Center, page 124)*

### b. Transportation: (Include Regional and Local Services)

#### Seven Corners

	EXISTING				PLANNED	
Transportation Options:					Completion Year	Funded: <i>Partial or Full</i>
High Occupancy Lanes	_____ Yes	<u>  X  </u> No			Year _____	_____
Express Toll Lanes	_____ Yes	<u>  X  </u> No			Year _____	_____
Commuter Bus Service	_____ Yes	<u>  X  </u> No			Year _____	_____
Regional Bus Service <sup>1</sup>	<u>  X  </u> Yes	_____ No			Year _____	_____
Local Bus Service	_____ Yes	<u>  X  </u> No			Year _____	_____
Light Rail Station(s)	_____ Yes	<u>  X  </u> No			Year _____	_____
Metro Rail Station(s)	_____ Yes	<u>  X  </u> No			Year _____	_____
Bicycling Facilities	_____ Yes	<u>  X  </u> No			Year _____	_____
Parking Facilities	_____ Yes	<u>  X  </u> No			Year _____	_____
Bike Sharing Facilities	_____ Yes	<u>  X  </u> No			Year _____	_____
Bus Rapid Transit	_____ Yes	<u>  X  </u> No			Year <u>  TBD  </u>	_____

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

- a. Service Levels:
- |                       | Service Hours                     | Frequency (Per hour) |
|-----------------------|-----------------------------------|----------------------|
| Commuter Rail Service | _____ N/A _____                   | _____                |
| Commuter Bus Service  | _____ N/A _____                   | _____                |
| Regional Bus Service  | AM (5:30-11:45); PM (12:15-12:00) | 2-4 (Peak Period)    |
| Local Bus Service     | N/A                               |                      |
| Light Rail            | N/A                               |                      |
| Metro Rail            | 5:00 AM -12:00 AM                 | 5-10 (Peak Period)   |
- ii. Business and Services:
- |            | Existing                                |          | Planned                                 |          |
|------------|---|----------|---|----------|
| Retail     | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |
| Commercial | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |
| Housing    | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |

### Baileys Crossroads

- |                                   | EXISTING                                |  | PLANNED                |                                       |
|-----------------------------------|---|--|------------------------|---------------------------------------|
| i. <u>Transportation Options:</u> |   |  | <u>Completion Year</u> | <u>Funded: <i>Partial or Full</i></u> |
| High Occupancy Lanes              | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Express Toll Lanes                | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Commuter Bus Service              | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Regional Bus Service <sup>2</sup> | <input checked="" type="checkbox"/> Yes | _____ No                               | Year _____             | _____                                 |
| Local Bus Service                 | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Light Rail Station(s)             | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Metro Rail Station(s)             | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Bicycling Facilities              | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Parking Facilities                | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Bike Sharing Facilities           | _____ Yes                               | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |
| Bus Rapid Transit                 | _____ Yes                               | <input checked="" type="checkbox"/> No | Year <u>TBD</u>        | _____                                 |

- a. Service Levels:
- |                       | Service Hours                      | Frequency (Per hour) |
|-----------------------|------------------------------------|----------------------|
| Commuter Rail Service | _____ N/A _____                    | _____                |
| Commuter Bus Service  | _____ N/A _____                    | _____                |
| Regional Bus Service  | AM (6:00-11:00); PM (12:00-1:00AM) | 2-3 (Peak Period)    |
| Local Bus Service     | N/A                                |                      |
| Light Rail            | N/A                                |                      |
| Metro Rail            | N/A                                |                      |

- iii. Business and Services:
- |            | Existing                                |          | Planned                                 |          |
|------------|---|----------|---|----------|
| Retail     | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |
| Commercial | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |
| Housing    | <input checked="" type="checkbox"/> Yes | _____ No | <input checked="" type="checkbox"/> Yes | _____ No |

### Annandale

- |                                    | EXISTING  |  | PLANNED                |                                       |
|------------------------------------|-----------|--|------------------------|---------------------------------------|
| iv. <u>Transportation Options:</u> |           |  | <u>Completion Year</u> | <u>Funded: <i>Partial or Full</i></u> |
| High Occupancy Lanes               | _____ Yes | <input checked="" type="checkbox"/> No | Year _____             | _____                                 |

Express Toll Lanes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Commuter Bus Service	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Regional Bus Service <sup>3</sup>	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Light Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Parking Facilities	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>
Bike Sharing Facilities	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Year	<input type="text"/>	<input type="text"/>

a. <u>Service Levels:</u>	Service Hours	Frequency (Per hour)
Commuter Rail Service	<input type="checkbox"/> N/A	<input type="text"/>
Commuter Bus Service	<input type="checkbox"/> N/A	<input type="text"/>
Regional Bus Service	AM (5:30-9:00); PM (3:30-10:00)	2-4 (Peak Period)
Local Bus Service	AM (3:30-12:30); PM (12:30-1:00 AM)	2-3 (Peak Period)
Light Rail	N/A	
Metro Rail	N/A	

<u>Business and Services:</u>	Existing	Planned
Retail	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Commercial	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Housing	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES

Major infrastructure objectives include:

*“Incorporate planned roadway improvements which reflect context sensitive design principles and include elements of complete streets.*

*-Create focal points using the planned new street grid and parks plan.*

*-Establish a hierarchy of green/civic spaces connected by a pedestrian oriented network.”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Seven Corners Community Business Center, page 124)

“The vision of the Baileys Crossroads CBC promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the Baileys Crossroads CBC. The improvements should balance future land uses with supporting transportation infrastructure and services, address the long term needs of the area, design a road network that can accommodate all modes of transportation, and provide infrastructure and facilities that will support intermodal connectivity along the network.” (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Baileys Crossroads Community Business Center, page 32)

Public transportation is seen as a major component as:

*“There is significant existing transit service in the Annandale CBC area, with bus service being provided by both the Metrobus and Fairfax Connector Bus systems. It is anticipated that there will*

<sup>3</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

*be modifications to these routes with the implementation of the county's Transit Development Plan (TDP). Efforts to revitalize and redevelop the Annandale CBC area would be enhanced with public transportation serving an increasingly higher percentage of trips over time."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Annandale Community Business Center, page 44)

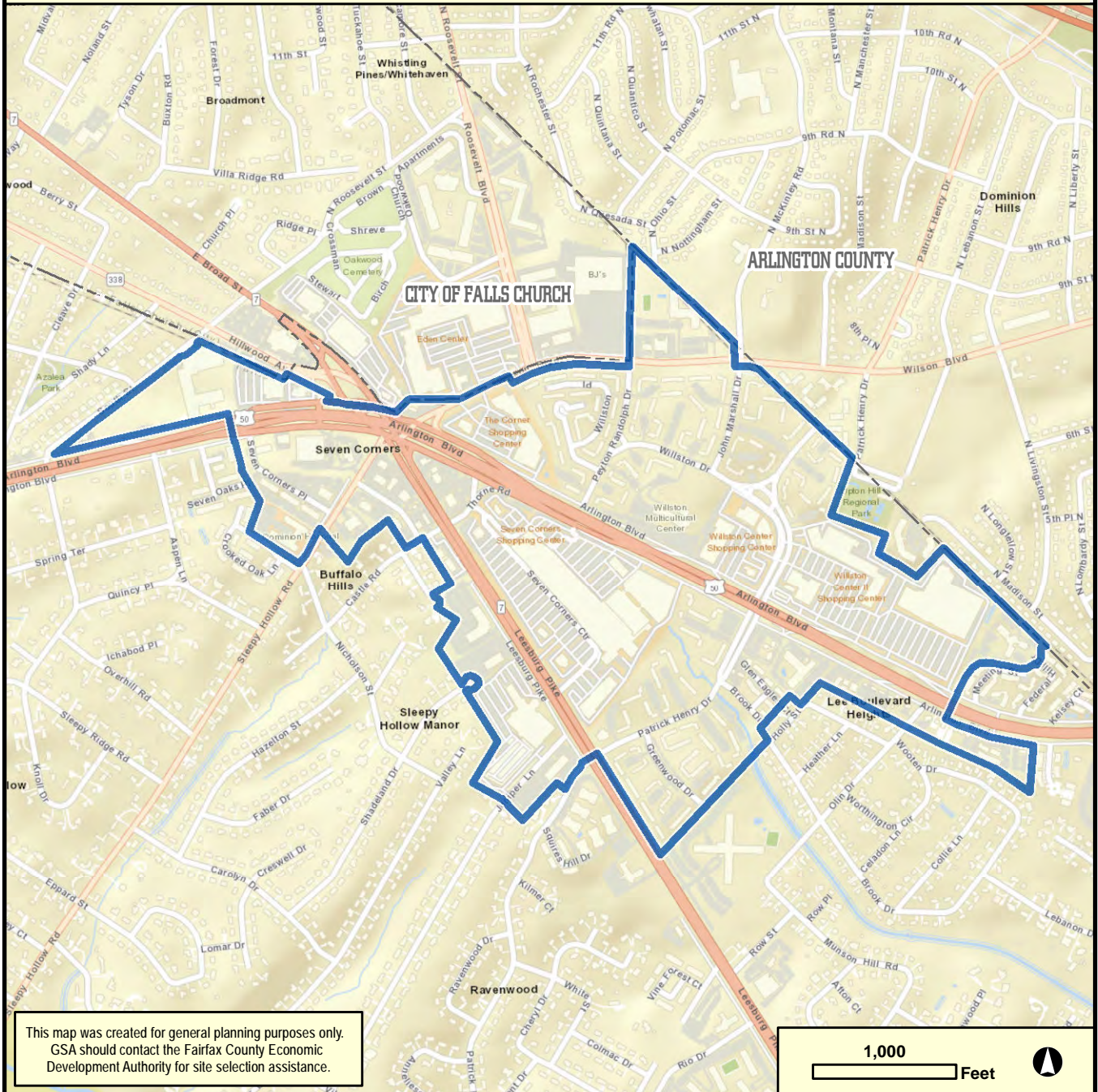
#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

*"Much of the natural environment has been changed with development of the Annandale CBC. The area contains only sparse vegetation. Creation or addition of green space, planting of new trees and landscaping should be encouraged with new development and redevelopment."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Annandale Planning District, Amended through 3-14-2017, Annandale Community Business Center, page 37)

*"The vision for the Baileys Crossroads CBC promotes environmental stewardship with innovative practices like stormwater management, the promotion of green buildings and low impact development techniques, and the provision of a green network of parks, open space and trails. These innovative practices will ensure that the Baileys Crossroads CBC redevelops as a sustainable community, creating a healthy and environmentally responsible place to live, work and play. With redevelopment, many steps can be taken to reduce environmental impacts and increase efficiency utilizing the practices and technologies available today."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Baileys Crossroads Community Business Center, page 40)

*"Future development offers considerable opportunities to improve upon past stormwater management practices that could protect and restore local streams and reduce pollutant loads entering the Potomac River and Chesapeake Bay."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA I, Baileys Planning District, Amended through 3-14-2017, Seven Corners Community Business Center, page 124)

# Seven Corners Community Business Center - Locator Map



**Key** — Subject Area Boundary



**Metrorail Station** Circle indicates half-mile radius from station

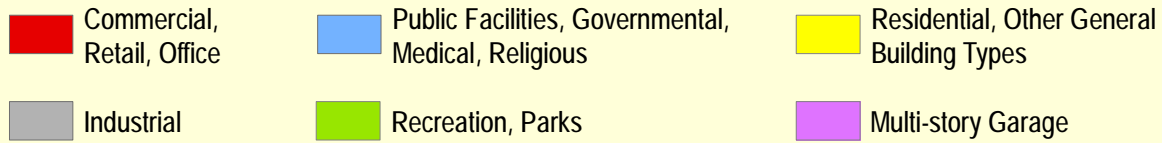


**Commuter Rail Station** Circle indicates half-mile radius from station

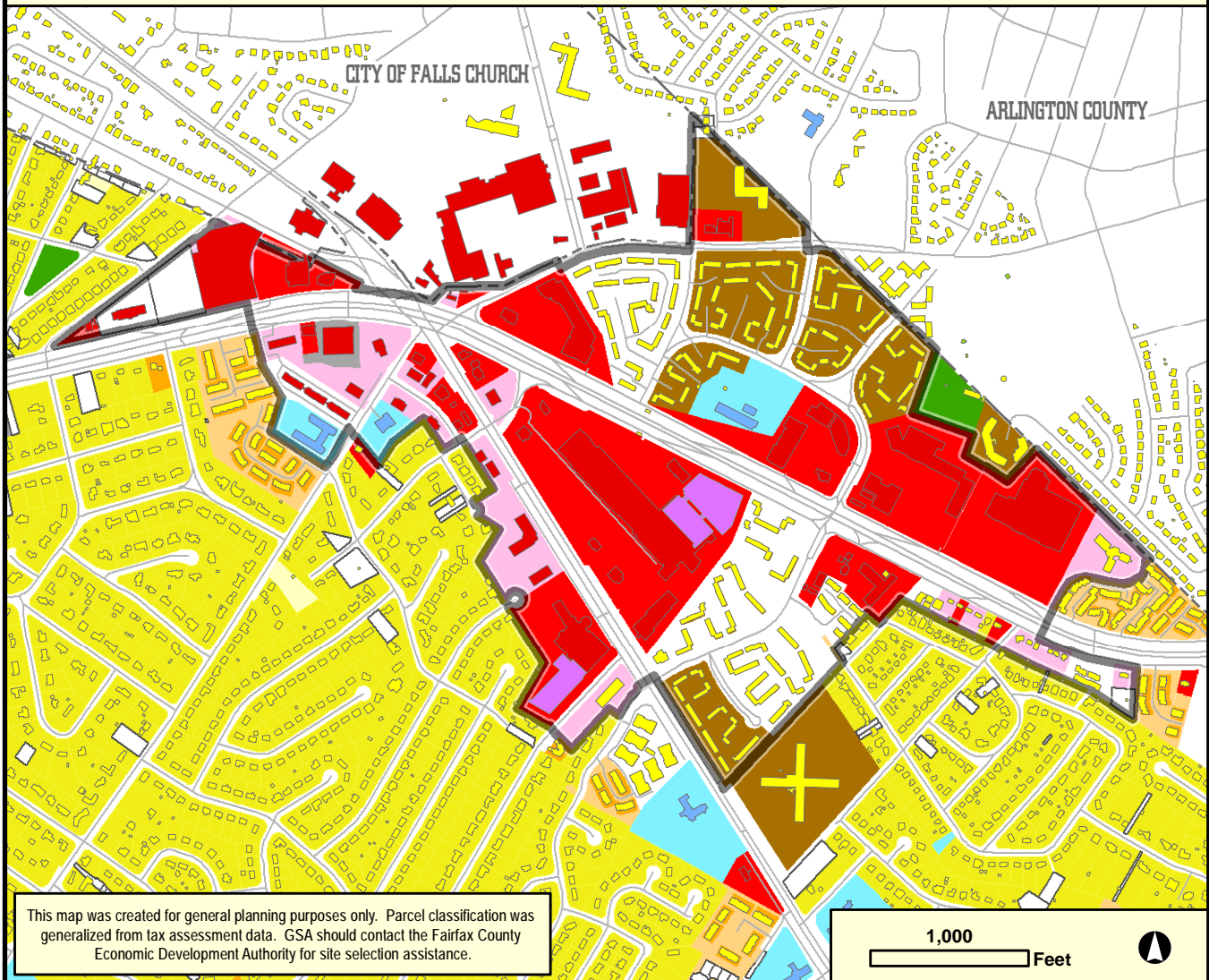
Prepared by DPZ 2017

# Seven Corners Community Business Center - Existing Land Use

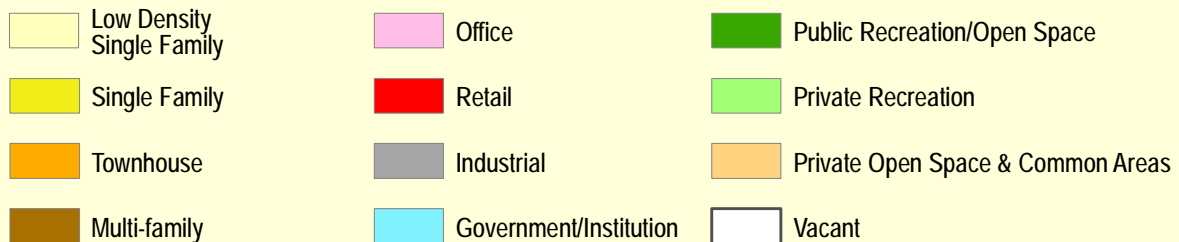
## Structure Types 2016



Prepared by DPZ 2017

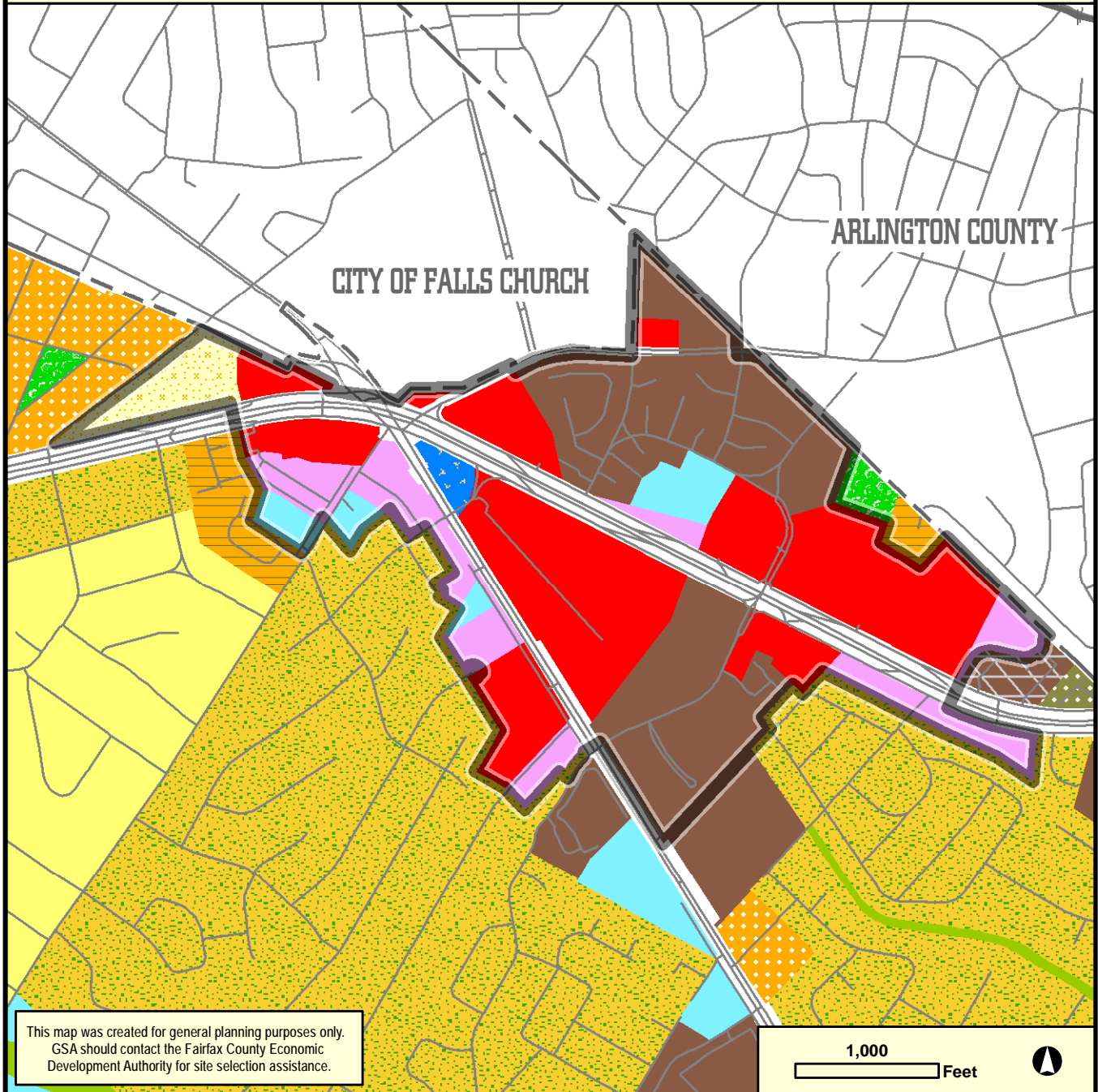


## Existing Land Use 2015



Prepared by DPZ 2017

# Seven Corners Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

.1-2 DU/AC

.2-5 DU/AC

.5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Governmental and Institutional

Public Facilities

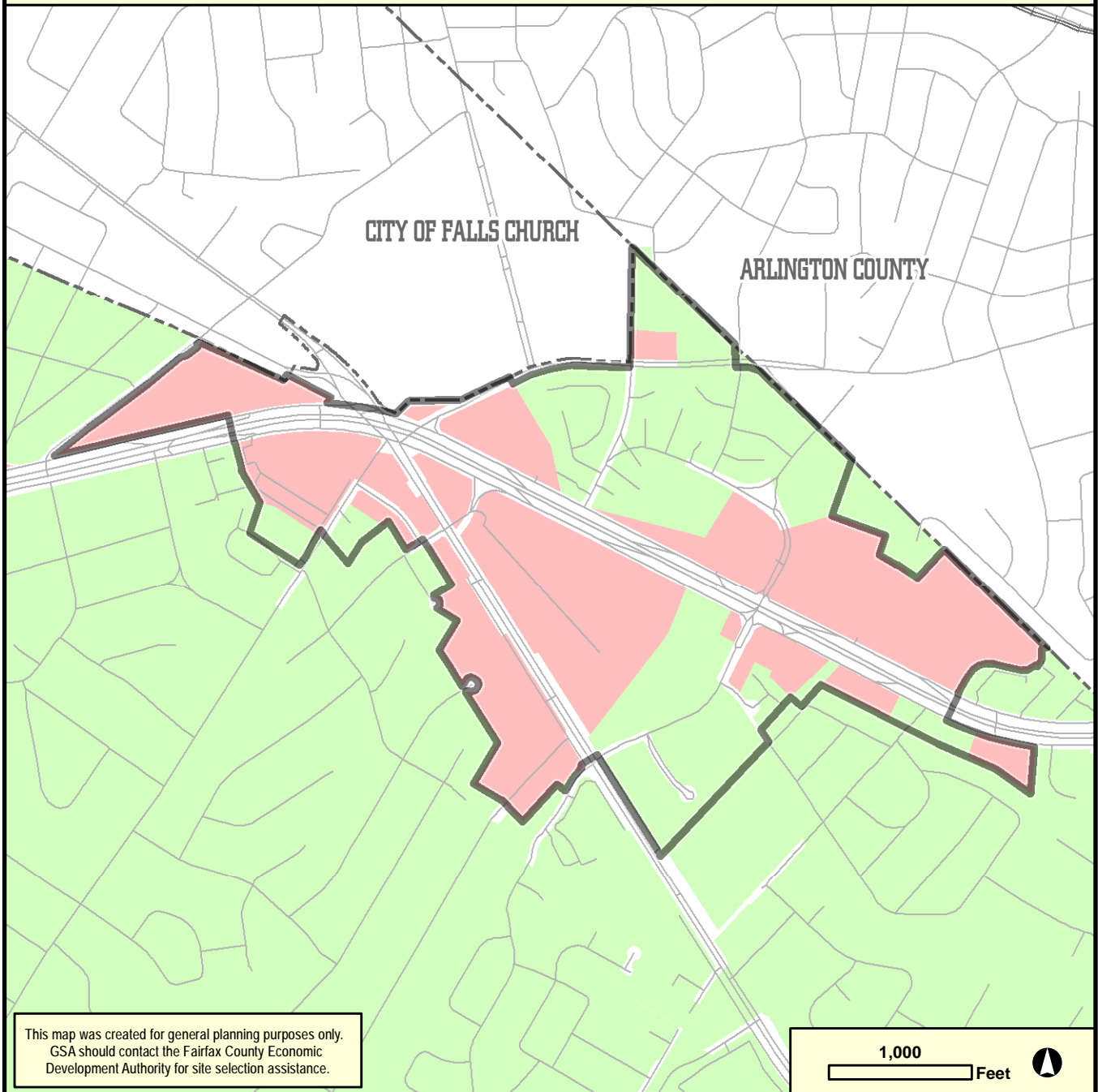
Other Uses

Mixed Uses

Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Seven Corners Community Business Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning    Residential Zoning    Industrial Zoning    Mixed-use Zoning

Prepared by DPZ 2017

# Baileys Crossroads Community Business Center - Locator Map



- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - ◆ Commuter Rail Station Circle indicates half-mile radius from station

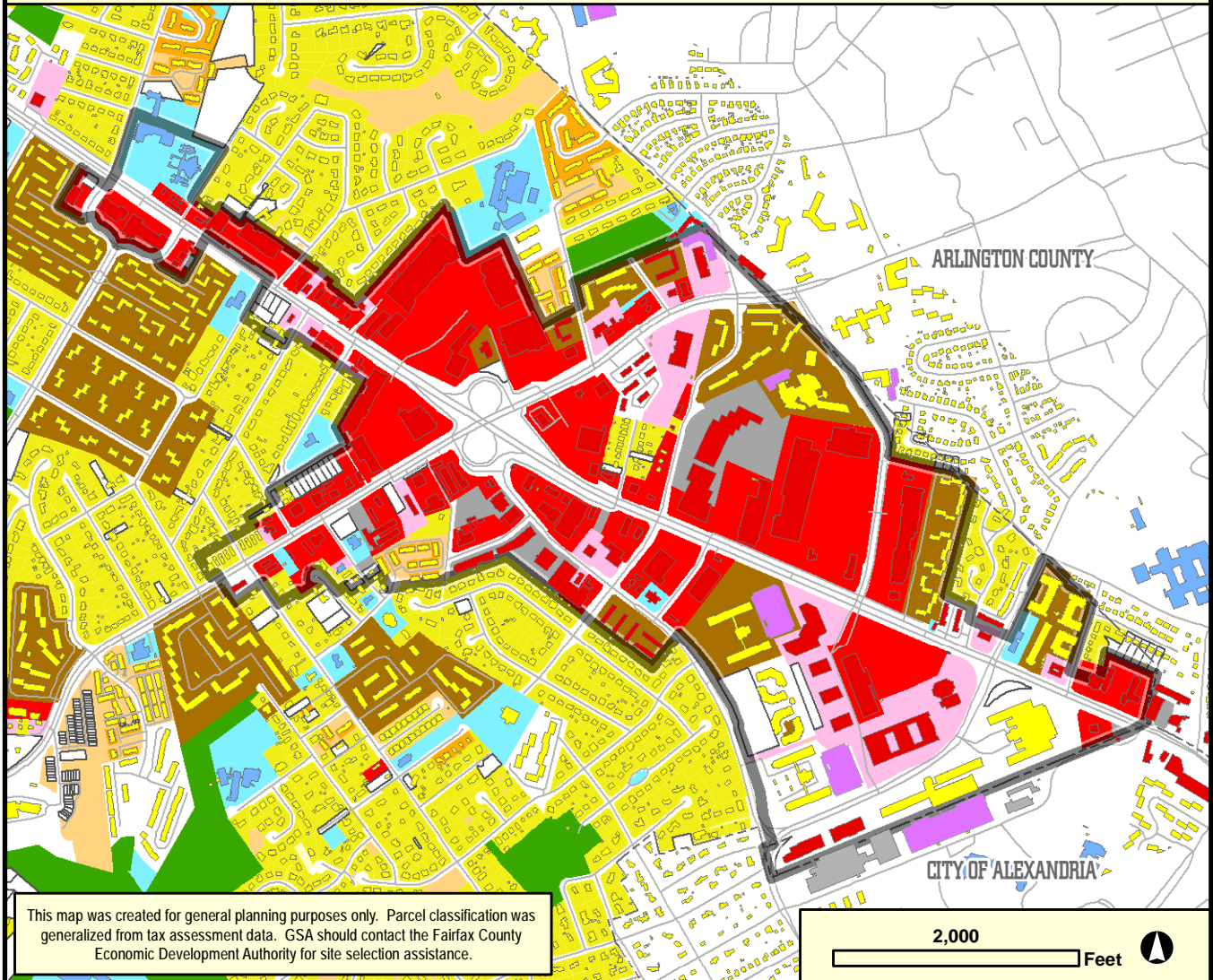
Prepared by DPZ 2017

# Baileys Crossroads Community Business Center - Existing Land Use

## Structure Types 2016

<span style="color: red;">■</span> Commercial, Retail, Office	<span style="color: blue;">■</span> Public Facilities, Governmental, Medical, Religious	<span style="color: yellow;">■</span> Residential, Other General Building Types
<span style="color: gray;">■</span> Industrial	<span style="color: green;">■</span> Recreation, Parks	<span style="color: purple;">■</span> Multi-story Garage

Prepared by DPZ 2017



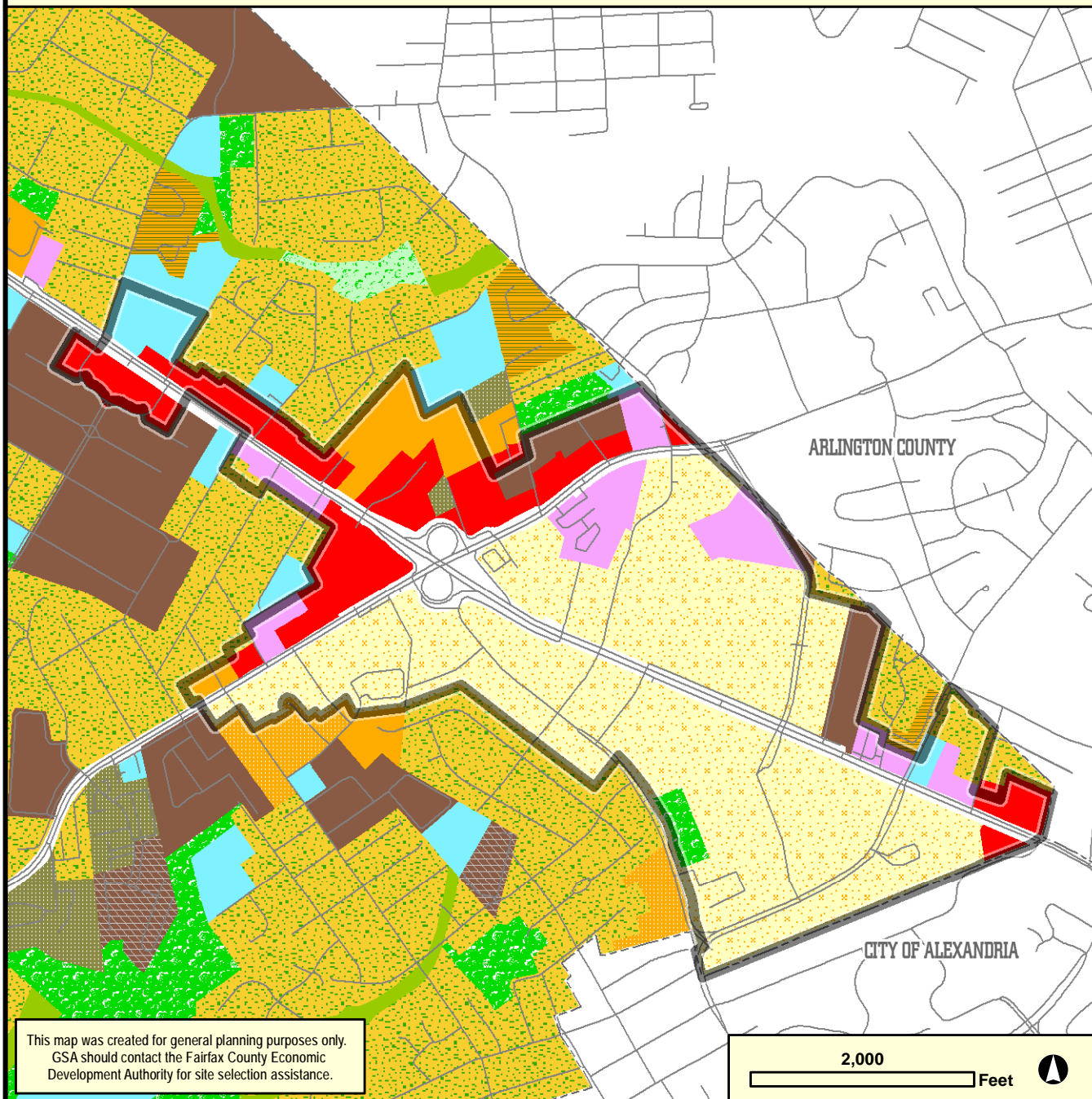
This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.

## Existing Land Use 2015

<span style="color: yellow;">■</span> Low Density Single Family	<span style="color: pink;">■</span> Office	<span style="color: green;">■</span> Public Recreation/Open Space
<span style="color: orange;">■</span> Single Family	<span style="color: red;">■</span> Retail	<span style="color: lightgreen;">■</span> Private Recreation
<span style="color: brown;">■</span> Townhouse	<span style="color: gray;">■</span> Industrial	<span style="color: tan;">■</span> Private Open Space & Common Areas
<span style="color: darkbrown;">■</span> Multi-family	<span style="color: cyan;">■</span> Government/Institution	<span style="color: white;">■</span> Vacant

Prepared by DPZ 2017

# Baileys Crossroads Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

.1-2 DU/AC

.2-5 DU/AC

.5-1 DU/AC

1-2 DU/AC

2-3 DU/AC

3-4 DU/AC

4-5 DU/AC

5-8 DU/AC

8-12 DU/AC

12-16 DU/AC

16-20 DU/AC

20+ DU/AC

Commercial

Office

Retail and Other

Industrial

Industrial

Open Space and Recreation

Public Parks

Private Recreation

Private Open Space

Public Facilities, Governmental and Institutional

Public Facilities

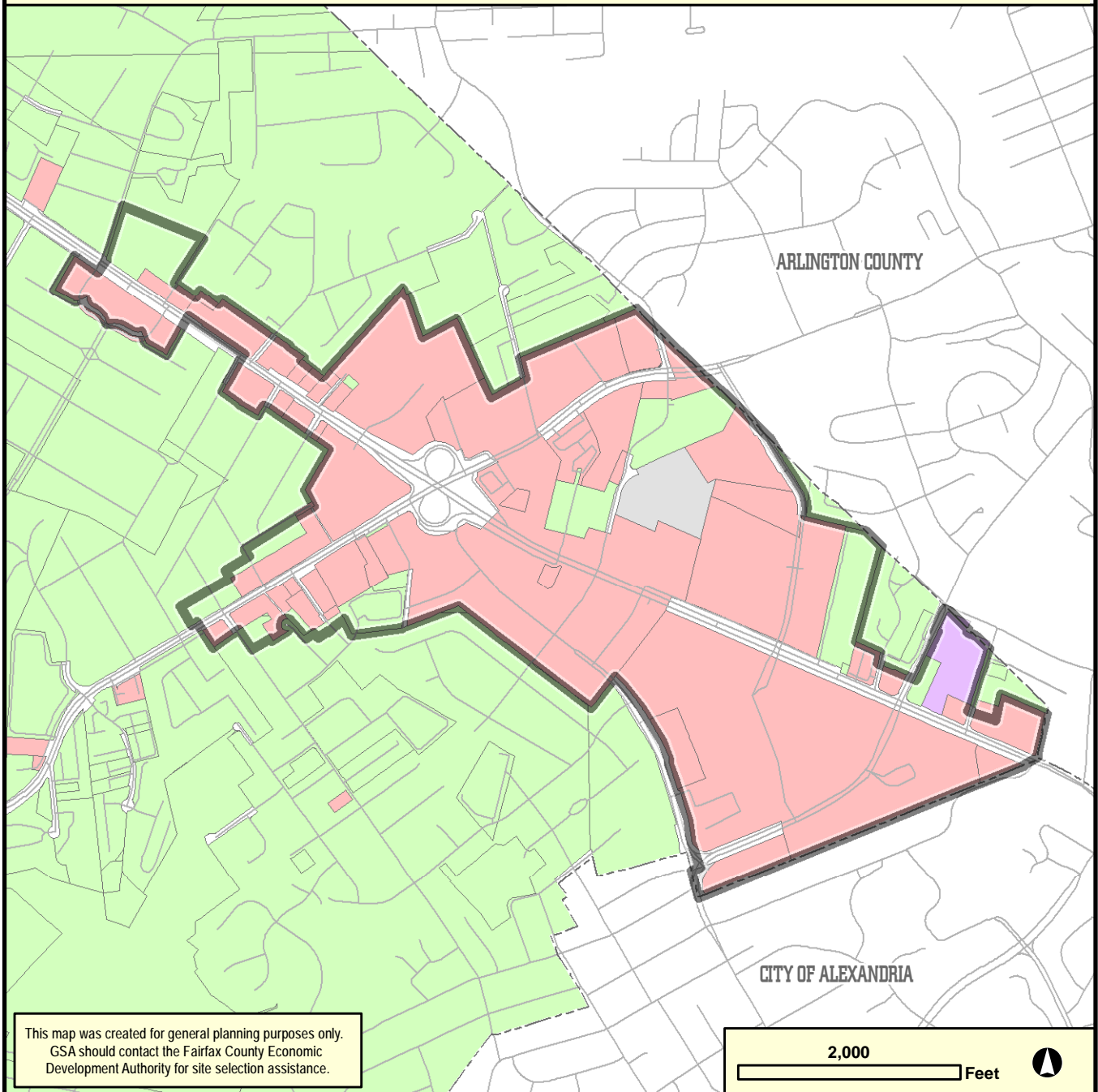
Other Uses

Mixed Uses

Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Baileys Crossroads Community Business Center - Generalized Zoning

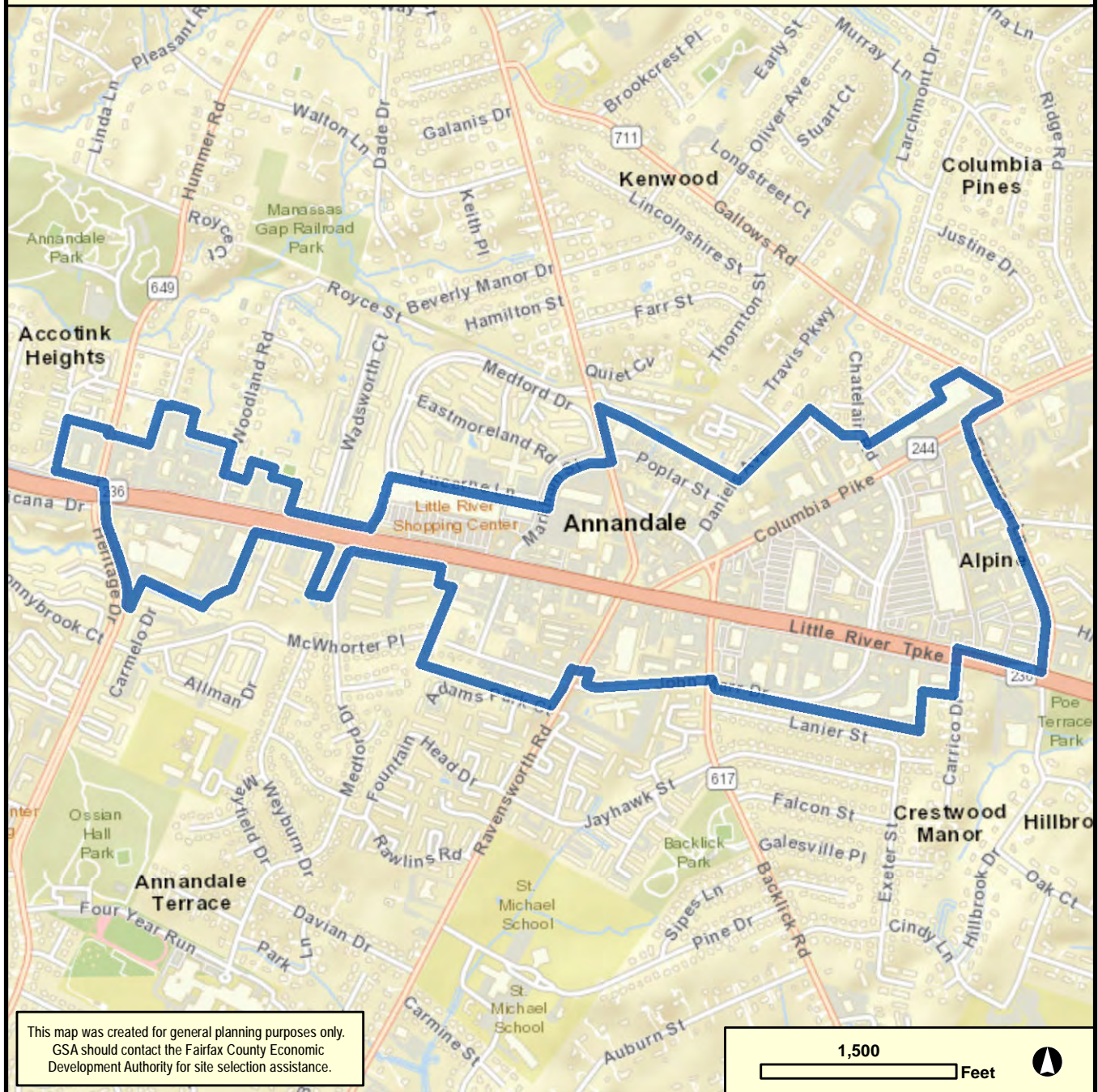


### Generalized Zoning Category

Commercial Zoning Residential Zoning Industrial Zoning Mixed-use Zoning

Prepared by DPZ 2017

# Annandale Community Business Center - Locator Map

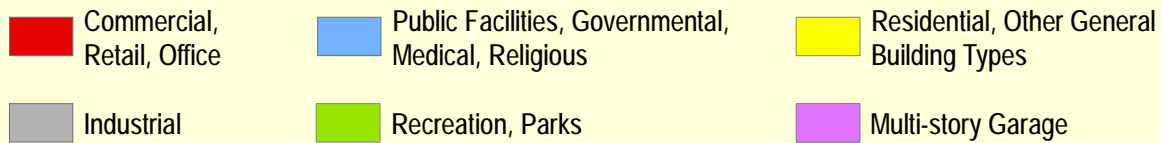


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - ◆ Commuter Rail Station Circle indicates half-mile radius from station

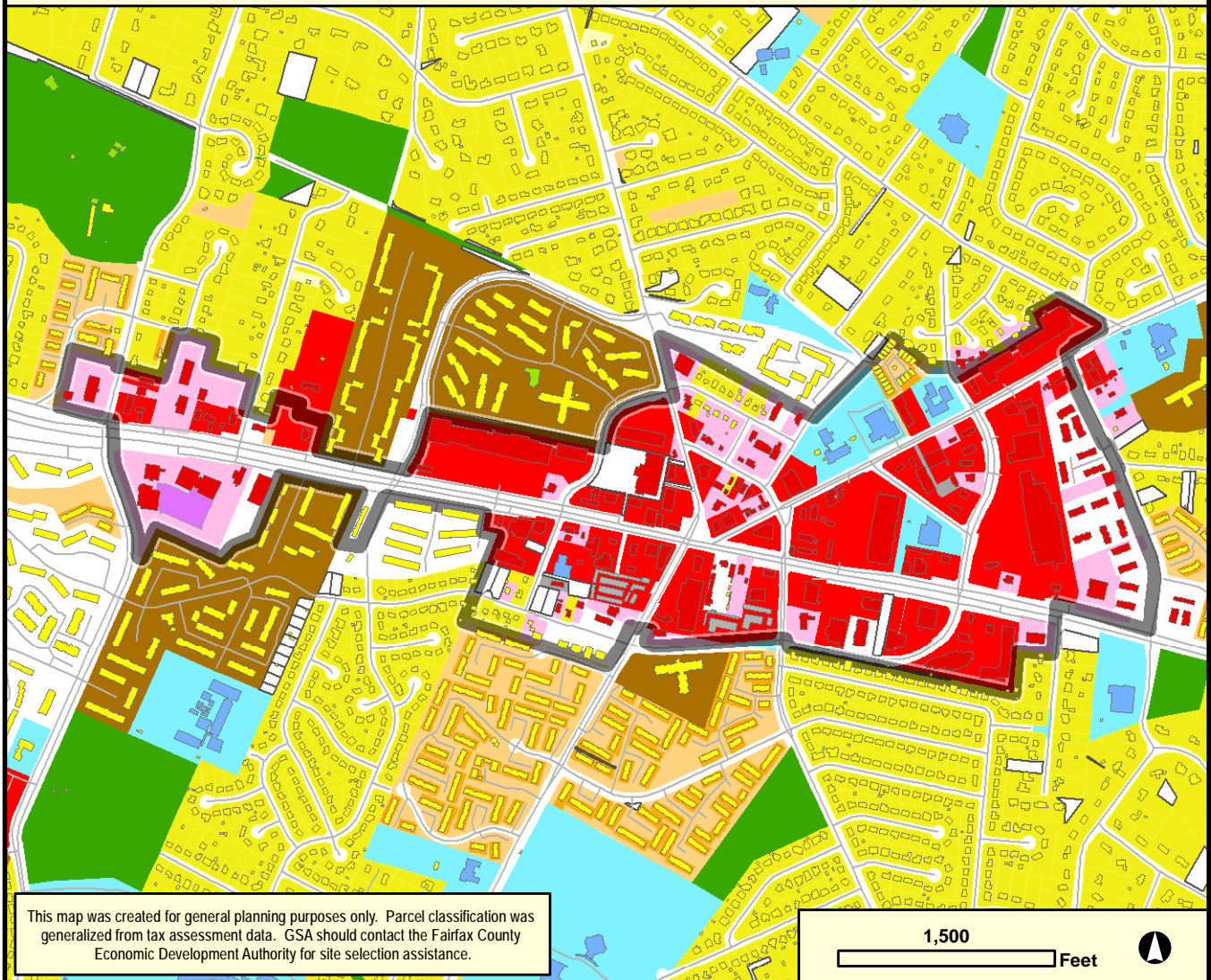
Prepared by DPZ 2017

# Annandale Community Business Center - Existing Land Use

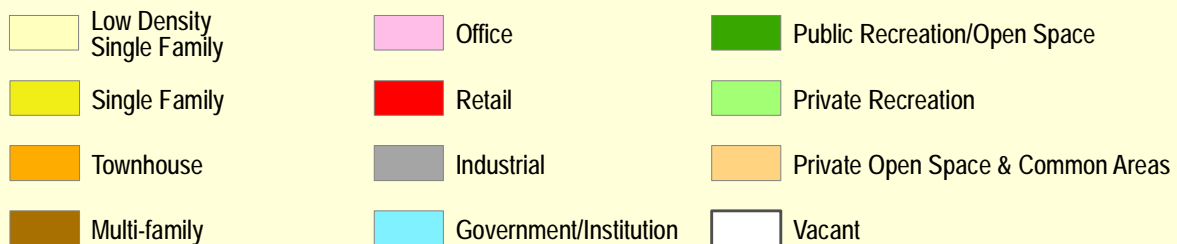
## Structure Types 2016



Prepared by DPZ 2017

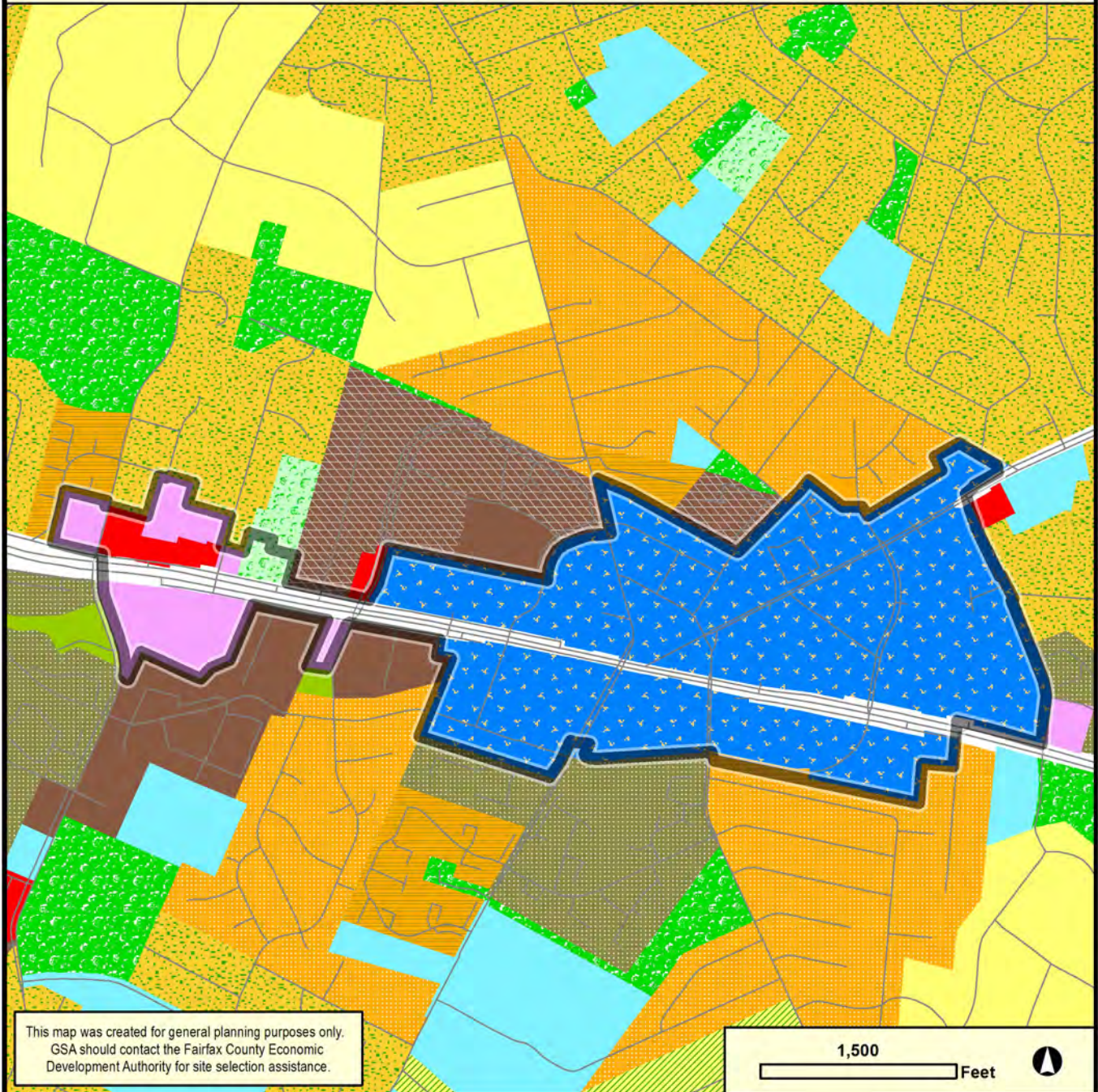


## Existing Land Use 2015



Prepared by DPZ 2017

# Annandale Community Business Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC

### Commercial

	Office
	Retail and Other

### Industrial

	Industrial
--	------------

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

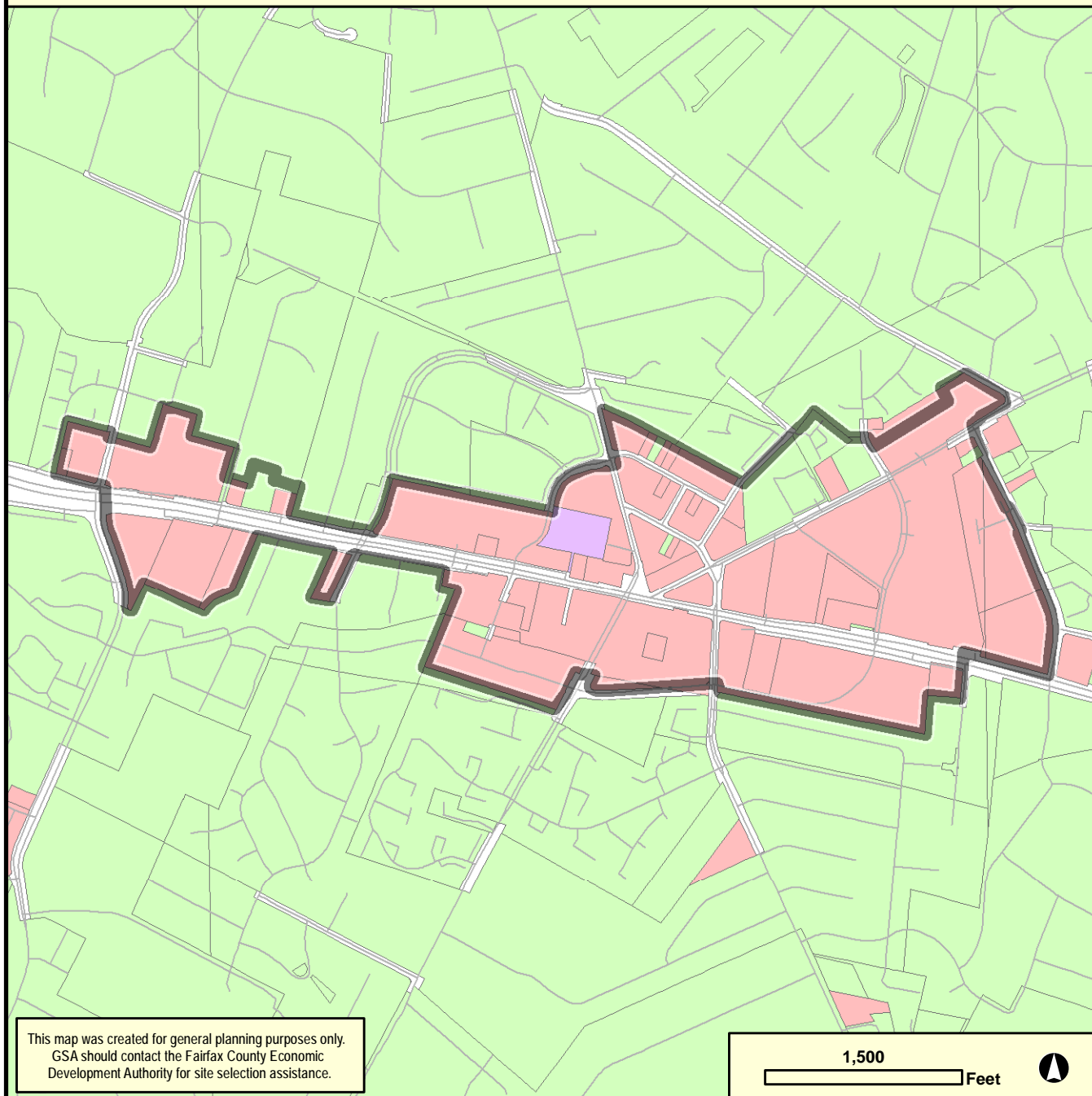
	Public Facilities
--	-------------------

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

## Annandale Community Business Center - Generalized Zoning



### Generalized Zoning Category

Commercial Zoning    Residential Zoning    Industrial Zoning    Mixed-use Zoning

Prepared by DPZ 2017

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# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Tysons Urban Center**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

With already with over 25 million square feet of office space (CoStar, 2016), and four existing Metrorail stations, Tysons Urban Center has the capacity to add another 31 million square feet of office space. The Comprehensive Plan states:

*“This vision for Tysons is not just about tall buildings. It is about creating a place in which people are engaged in their surroundings and a place where people want to be. Imagine seeing people at sidewalk cafes, walking or jogging down tree-lined boulevards, enjoying public art and outdoor performances, and playing in the parks.*

*Over the long term the vision calls for:*

- *75% of all development to be located within an easy walk (1/2 mile) of Metro;*
- *An urban center that could include 200,000 jobs and 100,000 residents;*
- *A jobs/housing balance of approximately 4.0 jobs per household;*
- *A sustainable Tysons with restored streams, a green network of public parks, open spaces and trails, and green buildings; and*
- *A redesigned transportation system with circulator routes, community shuttles, feeder bus service, and vastly improved pedestrian and bicycle routes and connections.”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Tysons Corner Urban Center, Amended through 4-4-2017, Vision For Tysons, page 6)

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. **Sustainability:**

The vision for Tysons includes becoming more efficient as a community in the future. The Comprehensive Plan for this urban center sets the County standard for sustainability in an emerging urban environment:

*“Tysons has a unique opportunity to become a leader in environmental stewardship through the protection and improvement of both the man-made and natural environments. The plan for a future Tysons recognizes that these environments cannot be addressed in isolation or independently. More efficient land use patterns, along with a strong emphasis on multi-modal transportation systems, as identified in the vision for Tysons, are important first steps in creating a more sustainable community. In addition, the plan for a sustainable Tysons calls for enhanced stormwater management, the promotion of green buildings and low impact development techniques, and the provision of a green network of parks, open space and trails. The goals and objectives identified by this section will ensure that Tysons redevelops as a model sustainable community, creating a healthy and environmentally responsible place to live, work and play.*

*The vision for a sustainable Tysons recognizes an evolving approach, with a long-term goal of carbon neutrality (i.e., no net increase of greenhouse gas emissions from Tysons). With redevelopment, many steps can be taken to reduce environmental impacts and increase efficiency utilizing the practices and technologies available today. Improved air quality, energy conservation, stream restoration and protection, water conservation and reuse, green architecture, and restored and enhanced natural environments can all be achieved now.”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Tysons Corner Urban Center, Amended through 4-4-2017, Areawide Recommendations: Environmental Stewardship, page 77)

b. **Transportation:** (Include Regional and Local Services)

	EXISTING				PLANNED		
i. <u>Transportation Options:</u>					<u>Completion Year</u>	<u>Funded: Partial or Full</u>	
High Occupancy Lanes	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Express Toll Lanes	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Commuter Bus Service	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Regional Bus Service <sup>1</sup>	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Local Bus Service	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Light Rail Station(s)	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Year		
Metro Rail Station(s)	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Bicycling Facilities	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
Parking Facilities	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Year		
Bike Sharing Facilities	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Year		
a. <u>Service Levels:</u>	<u>Service Hours</u>				<u>Frequency (Per hour)</u>		
Commuter Rail Service	N/A						
Commuter Bus Service	AM (7:00 -9:00); PM (4:00-6:00)				1 (Peak Period)		
Regional Bus Service	5:30 AM- 11:30 PM				4 (Peak Period)		
Local Bus Service	4:30 AM – 12:00 AM				40 (Peak Period)		
Light Rail	N/A						
Metro Rail	5:00 AM -12:00 AM				5-10 (Peak Period)		
ii. <u>Business and Services:</u>	<u>Existing</u>				<u>Planned</u>		
Retail	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
Commercial	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>
Housing	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

Tysons' long term plan includes ample foresight and innovative goals and strategies to maintain and improve its infrastructure:

*"A longstanding planning concept is to link development to the provision of infrastructure and public facilities. Growth will need to be supported by Metrorail and other transit options, an urban street grid, and additional transportation improvements that better connect Tysons internally and to the rest of the region. Athletic fields, parks and open space, stormwater management, schools or additional school capacity, and other public facilities will need to be operational in time to meet the demands generated by new development.*

*The transportation improvements and public facilities recommended in the Plan are based on a Tysons-wide development level of 113 million square feet, with a balanced mix of uses as described in the Land Use section. This development level, which is equivalent to the Plan goal of 100,000 residents and 200,000 jobs, will occur over the course of four or more decades."*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Tysons Corner Urban Center, Amended through 4-4-2017, Areawide Recommendations: Land Use, page 30)

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

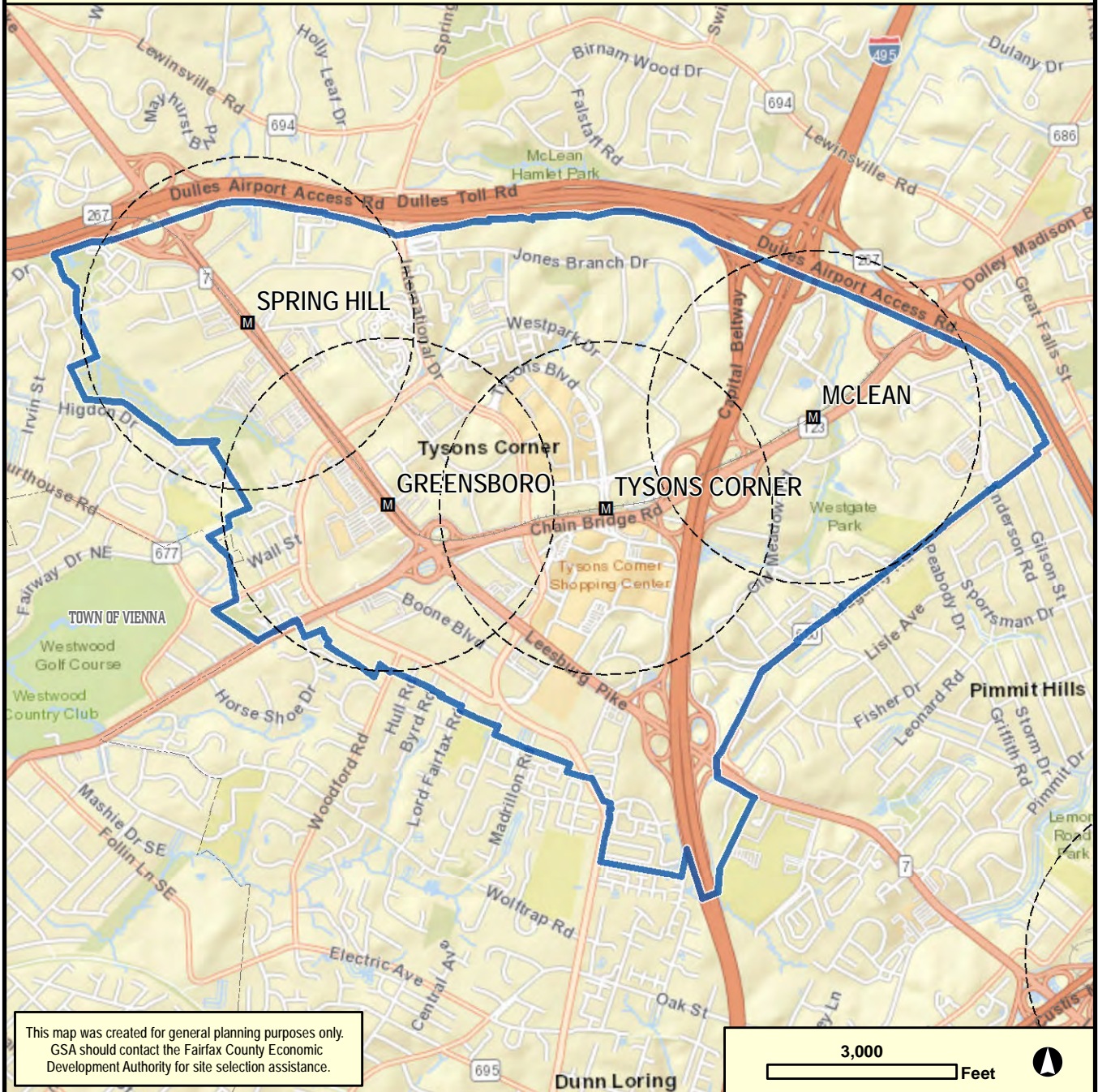
#### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

*“The plan to transform Tysons recognizes the long-term value and importance of protecting and enhancing the environment; this can be achieved through such goals as reducing greenhouse gas emissions, restoring streams, encouraging sustainable development, and promoting the efficient use and conservation of resources. Some key features of environmental stewardship are:*

- Low Impact Development Techniques to Control Stormwater*
- Supporting the Creation of Environmentally Sustainable Buildings*
- Creating a Network of Parks, Open Spaces and Trails*
- Conservation of Resources such as energy and water”*

(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA II, Tysons Corner Urban Center, Amended through 4-4-2017, Vision For Tysons, page 8)

# Tysons Urban Center - Locator Map

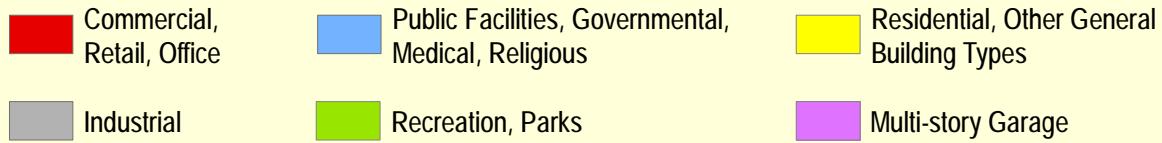


- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

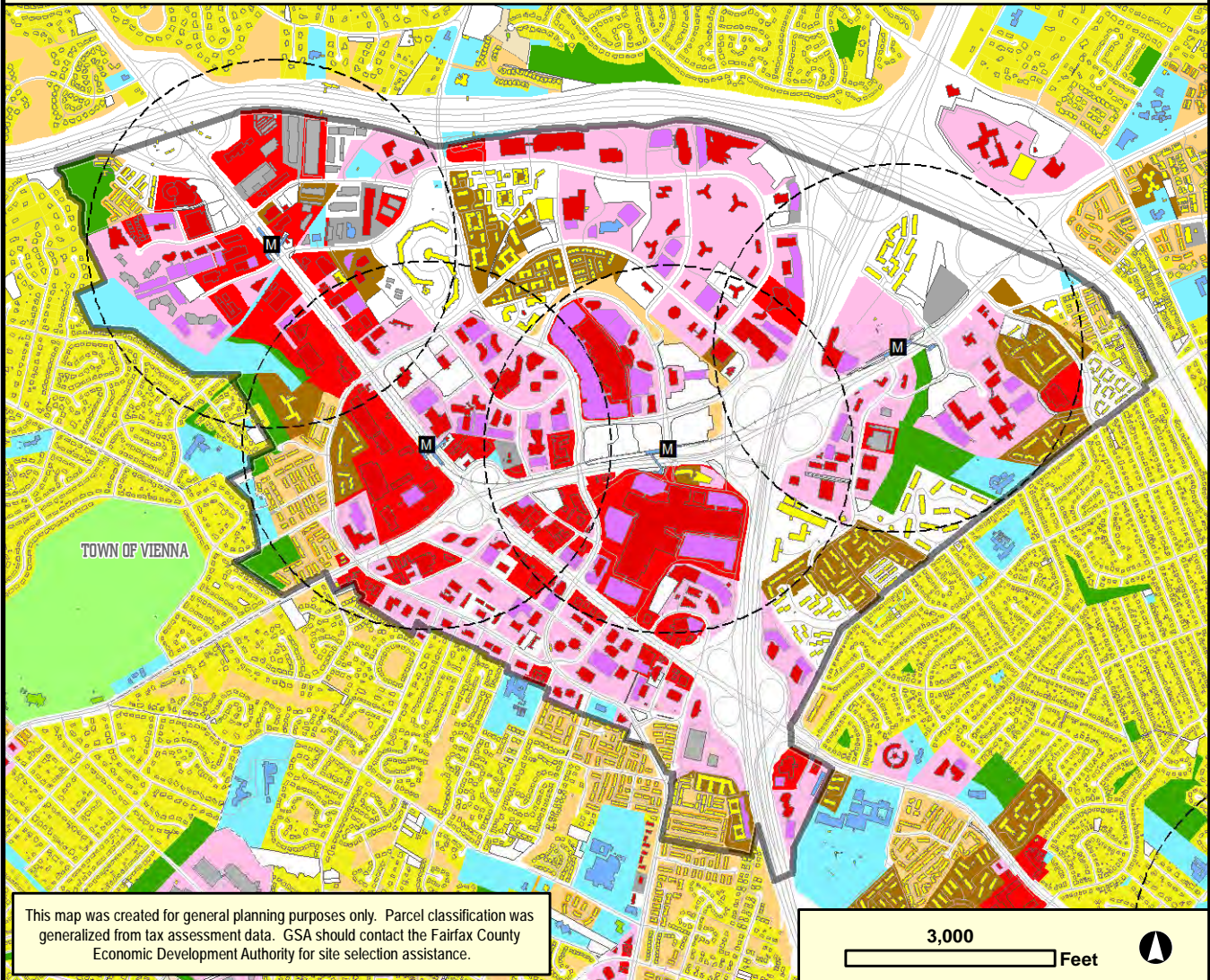
Prepared by DPZ 2017

# Tysons Corner Urban Center - Existing Land Use

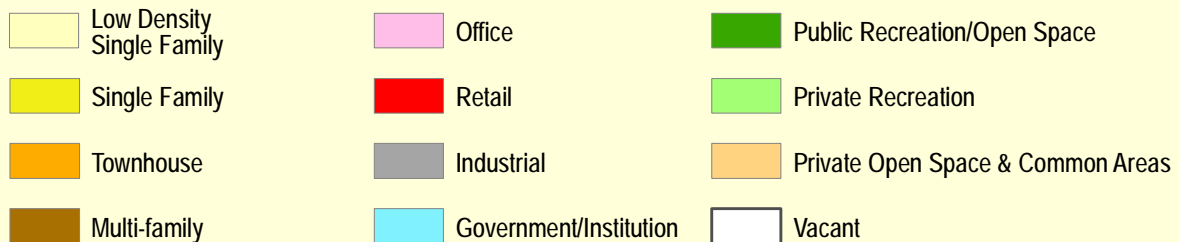
## Structure Types 2016



Prepared by DPZ 2017

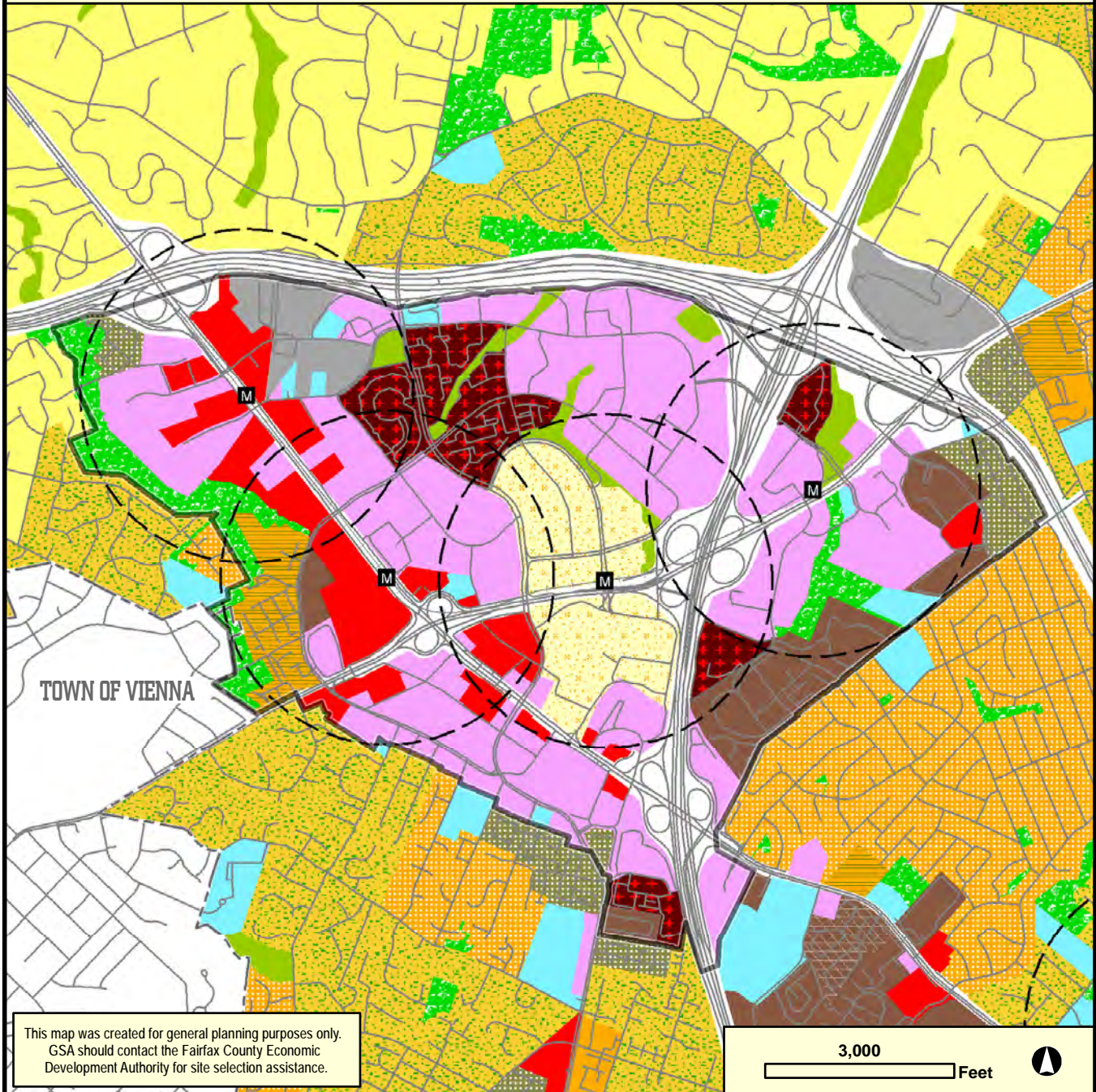


## Existing Land Use 2015



Prepared by DPZ 2017

# Tysons Urban Center - Planned Land Use



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

### Industrial

Industrial

### Open Space and Recreation

	Public Parks
	Private Recreation
	Private Open Space

### Public Facilities, Governmental and Institutional

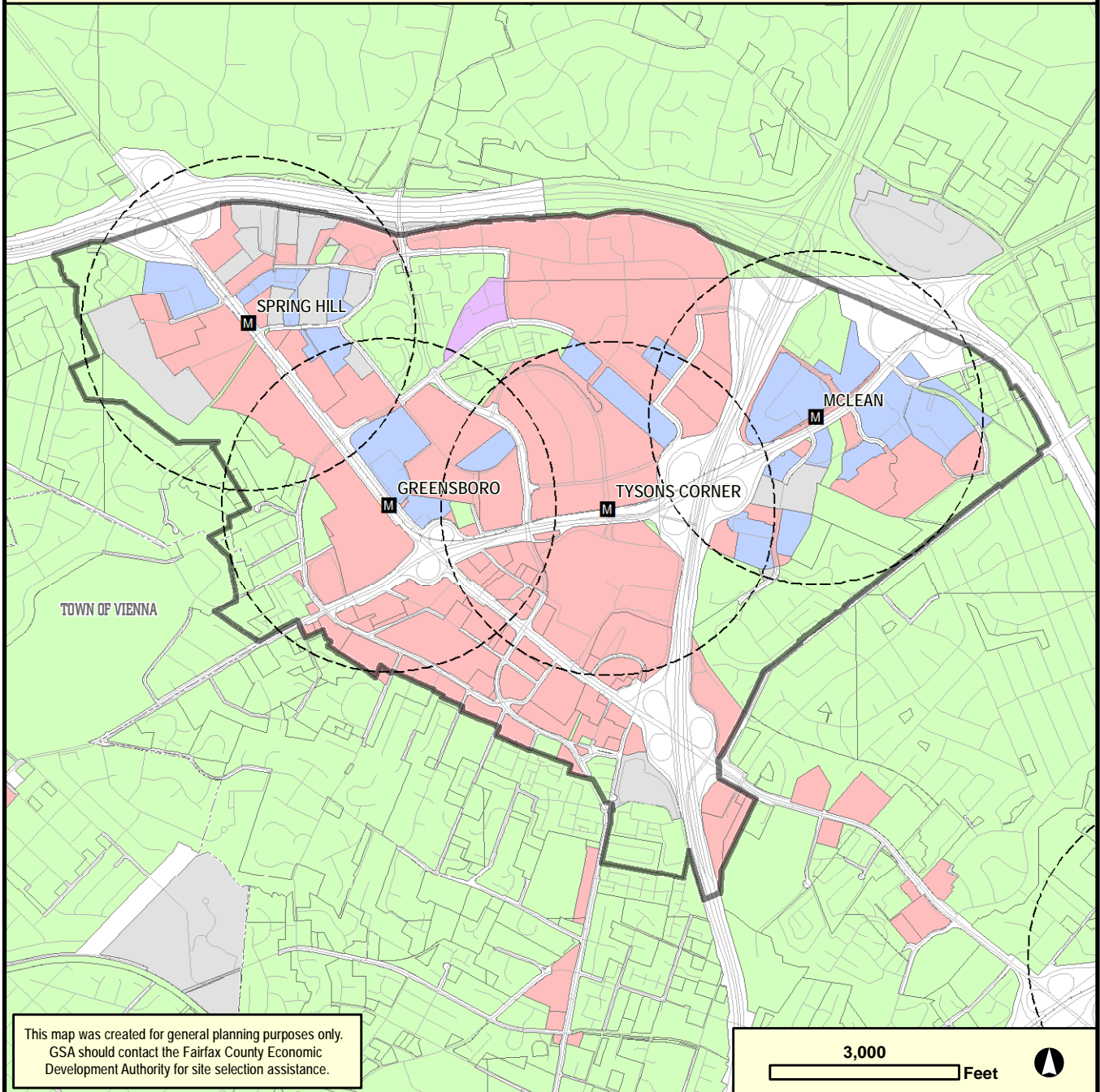
Public Facilities

### Other Uses

	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional land uses in this area, or call the Planner of the Day at 703-324-1380. Map prepared by DPZ 2017.

# Tysons Urban Center - Generalized Zoning



## Generalized Zoning Category

Commercial Zoning
  Residential Zoning
  PTC Zoning (Tysons Special Zoning)
  Industrial Zoning
  Mixed-use Zoning

Prepared by DPZ 2017

**[Intentionally Blank]**

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Fairfax County, Virginia

Date: June 1, 2017

Reference: **Van Dorn Transit Station Area (TSA)**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

With the convergence of a Metrorail station, Metrorail and CSX tracks, as well as I-95/I-495, transportation infrastructure will strongly influence development of the Van Dorn TSA for years to come. The Comprehensive Plan envisions:

*“The overall goal in the Van Dorn Transit Station Area is to provide opportunities for appropriate transit-oriented development given access and environmental constraints, while ensuring the continued stability of the existing residential areas which border it to the south and east. In order to achieve this objective, a more urban and pedestrian-oriented development pattern is encouraged.”* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, Van Dorn Transit Station Area, page 18)

The Plan for the Van Dorn TSA is to add over 1.2 million square feet of office space.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

The goal for the Van Dorn TSA is to blend transit-oriented development with existing residential neighborhoods and be sensitive to environmental constraints:

• *Development should be sensitive to environmental characteristics such as steep slopes, stream valleys, eroded areas, marine clays, and noise; and*  
• *Development should provide a compatible transition to the adjacent residential areas”*  
(FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, Van Dorn Transit Station Area, page 18)

### b. Transportation: (Include Regional and Local Services)

	EXISTING		PLANNED	
i. <u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
High Occupancy Lanes	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Express Toll Lanes	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Commuter Bus Service	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Regional Bus Service <sup>1</sup>	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Local Bus Service	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Light Rail Station(s)	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>
Metro Rail Station(s)	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Bicycling Facilities	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Parking Facilities	<u>  X  </u> Yes	<u>      </u> No	Year <u>      </u>	<u>      </u>
Bike Sharing Facilities	<u>      </u> Yes	<u>  X  </u> No	Year <u>      </u>	<u>      </u>

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

- |    |                        |                                   |                      |
|----|------------------------|-----------------------------------|----------------------|
| a. | <u>Service Levels:</u> | Service Hours                     | Frequency (Per hour) |
|    | Commuter Rail Service  | AM( 5:45-8:30); PM(2:00-7:30)     | 1-2 (Peak Period)    |
|    | Commuter Bus Service   | N/A                               |                      |
|    | Regional Bus Service   | AM (6:00-12:30); PM (12:30-9:30)  | 2 (Peak Period)      |
|    | Local Bus Service      | AM (4:00-11:30); PM (12:30-10:00) | 2 (Peak Period)      |
|    | Light Rail             | N/A                               |                      |
|    | Metro Rail             | 5:00-12:00                        | 5-10 (Peak Period)   |
- ii. Business and Services:
- |            |   |                             |   |                             |
|------------|---|-----------------------------|---|-----------------------------|
|            | Existing                                |                             | Planned                                 |                             |
| Retail     | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Commercial | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Housing    | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

*"New development in the Transit Station Area should be designed to promote use of transit (bus, rail, etc.) facilities as the primary mode of access."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition AREA IV, Rose Hill Planning District, Amended through 3-14-2017, Van Dorn Transit Station Area, page 23)

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

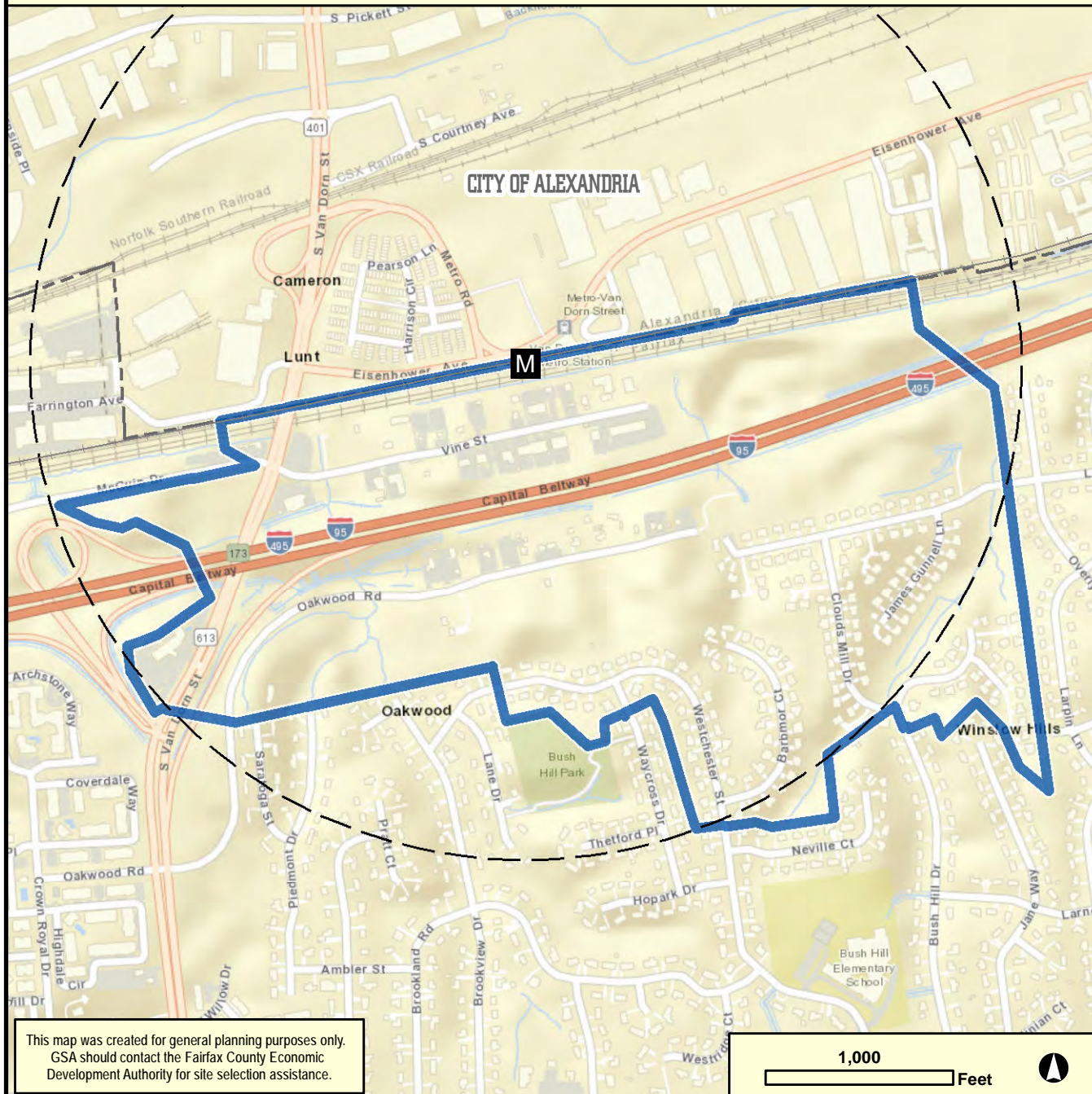
The protection of remaining, environmentally-sensitive land is recommended in the Plan for the Van Dorn TSA:

*"Development in the Transit Station Area should include preservation of existing vegetation and retention of natural topography where possible."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, Van Dorn Transit Station Area, page 19)

One specific watershed is mentioned:

*"The streams in the Cameron Run watershed should be protected. These streams and their associated steep slopes should be incorporated into environmental quality corridors."* (FAIRFAX COUNTY COMPREHENSIVE PLAN, 2013 Edition, AREA IV, Rose Hill Planning District, Amended through 3-14-2017, Van Dorn Transit Station Area, page 23)

# Van Dorn Transit Station Area - Locator Map









- Key**
- Subject Area Boundary
  - M Metrorail Station Circle indicates half-mile radius from station
  - Commuter Rail Station Circle indicates half-mile radius from station

Prepared by DPZ 2017

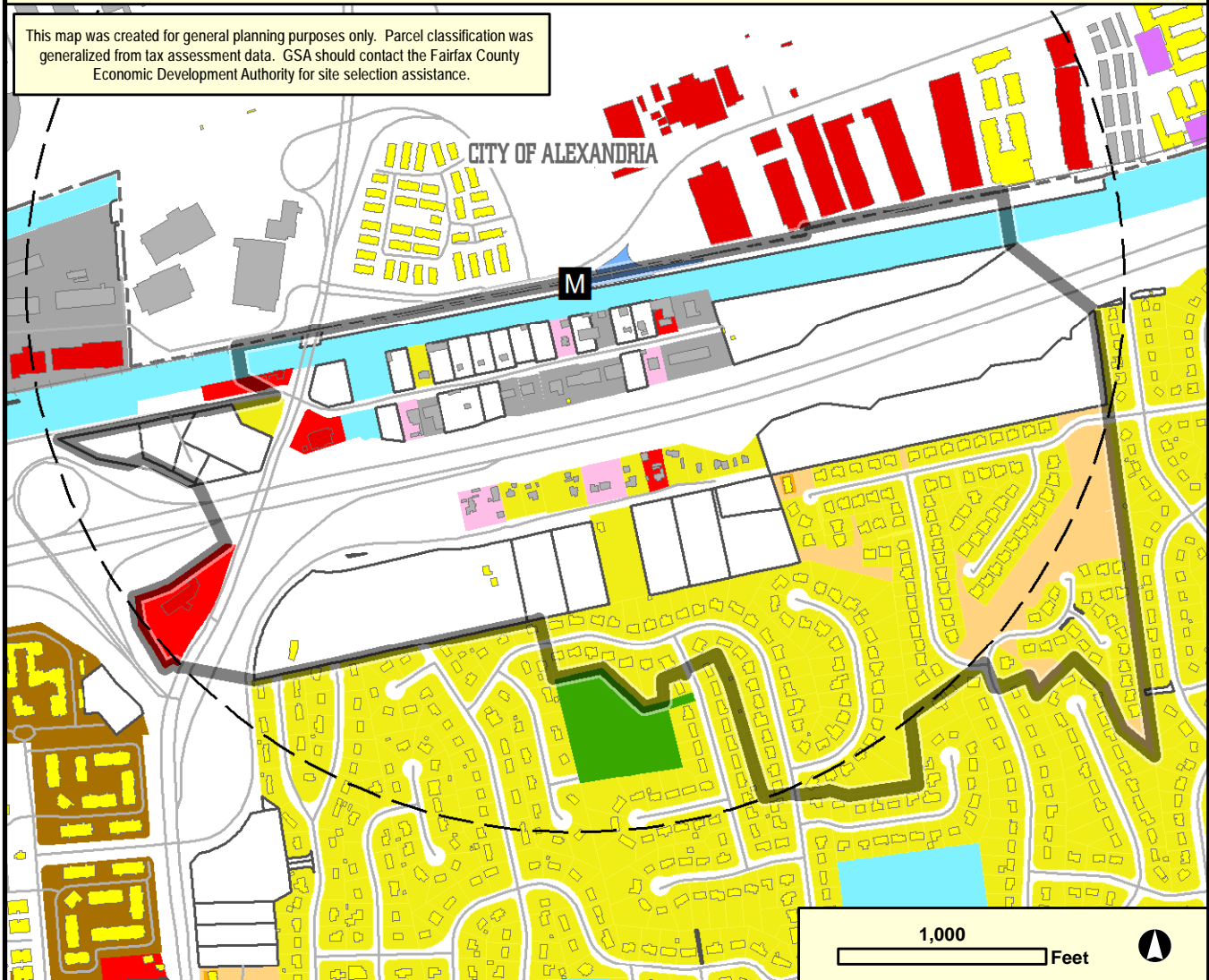
# Van Dorn Transit Station Area - Existing Land Use

## Structure Types 2016













 Commercial, Retail, Office	 Public Facilities, Governmental, Medical, Religious	 Residential, Other General Building Types
 Industrial	 Recreation, Parks	 Multi-story Garage

Prepared by DPZ 2017

This map was created for general planning purposes only. Parcel classification was generalized from tax assessment data. GSA should contact the Fairfax County Economic Development Authority for site selection assistance.



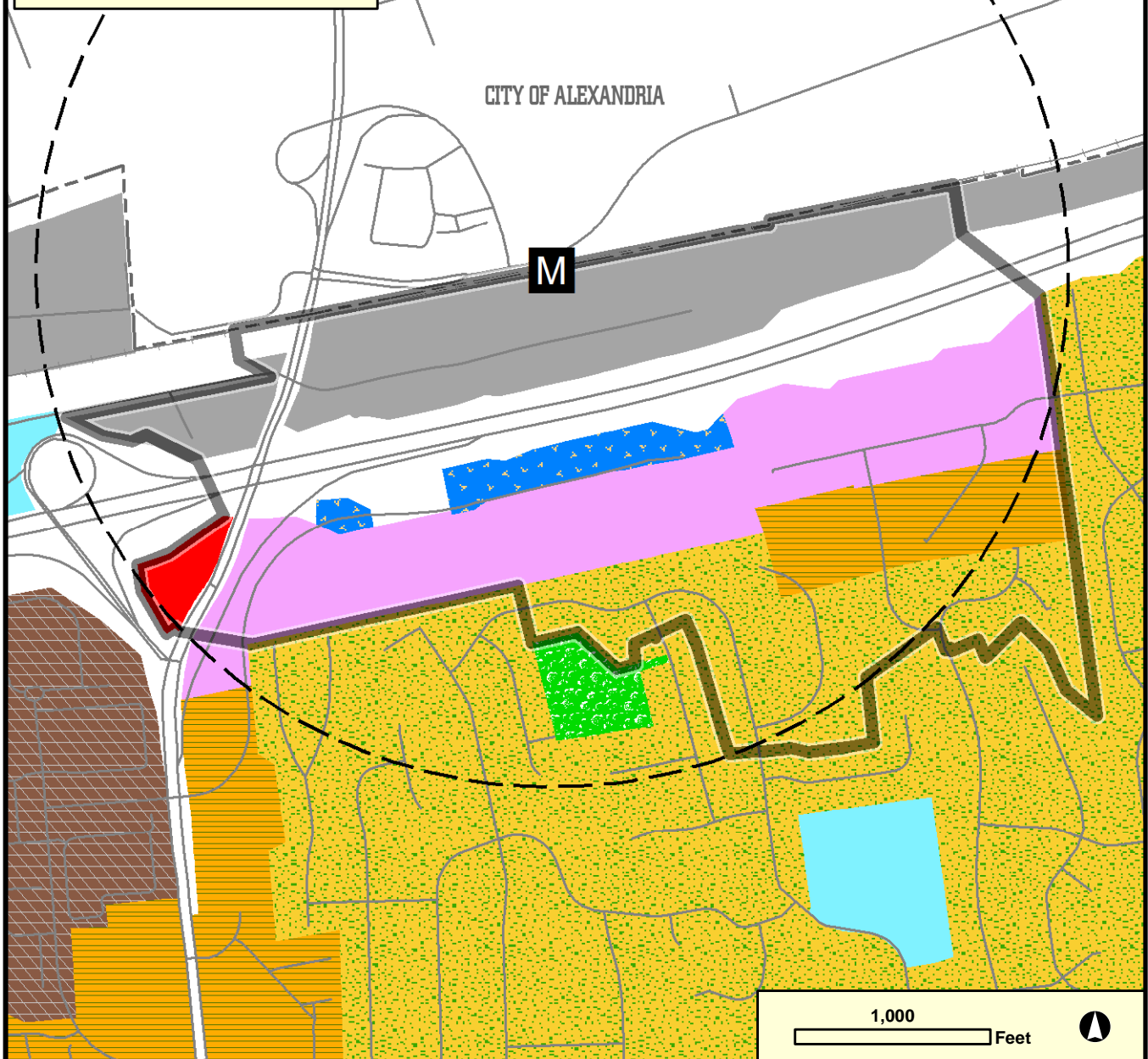
## Existing Land Use 2015

 Low Density Single Family	 Office	 Public Recreation/Open Space
 Single Family	 Retail	 Private Recreation
 Townhouse	 Industrial	 Private Open Space & Common Areas
 Multi-family	 Government/Institution	 Vacant

Prepared by DPZ 2017

# Van Dorn Transit Station Area - Planned Land Use

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



## Comprehensive Plan Baseline Level

### Residential

	.1-2 DU/AC
	.2-5 DU/AC
	.5-1 DU/AC

	1-2 DU/AC
	2-3 DU/AC
	3-4 DU/AC
	4-5 DU/AC
	5-8 DU/AC
	8-12 DU/AC

	12-16 DU/AC
	16-20 DU/AC
	20+ DU/AC
	Commercial
	Office
	Retail and Other

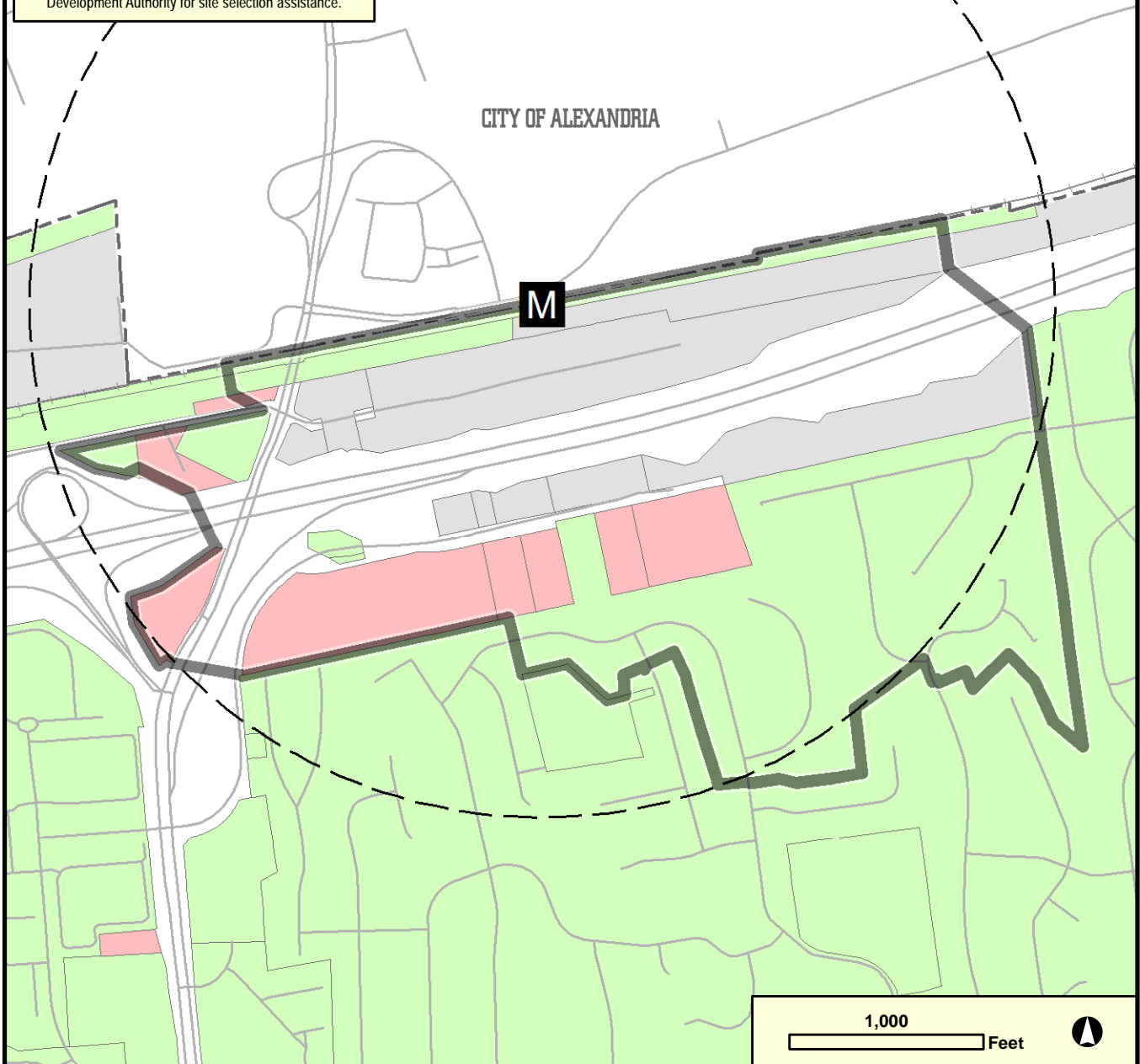
	Industrial
	Industrial
	Open Space and Recreation
	Public Parks
	Private Recreation
	Private Open Space

	Public Facilities, Governmental and Institutional
	Public Facilities
	Other Uses
	Mixed Uses
	Alternative Uses

Consult the Areas Plans for optional  
land uses in this area, or call the  
Planner of the Day at 703-324-1380.  
Map prepared by DPZ 2017.

## Van Dorn Transit Station Area - Generalized Zoning

This map was created for general planning purposes only.  
GSA should contact the Fairfax County Economic  
Development Authority for site selection assistance.



### Generalized Zoning Category

Commercial Zoning     Residential Zoning     Industrial Zoning     Mixed-use Zoning

Prepared by DPZ 2017

# Central Business Area Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Town of Herndon, Virginia

Date: November 3, 2016

Reference: **Herndon, Regional Activity Center #98**

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

- a. This area is one of the regionally adopted COG Activity Centers designed to serve as high density mixed use locations supported by multiple transportation options and a transit oriented development pattern.
- b. "The Herndon Transit Oriented Core is a distinctive employment center and residential neighborhood characterized by concentrated development that is vibrant, mixed use, transit-oriented and pedestrian friendly." -Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008, as amended through January 13, 2015
- c. "Provide housing choices within the TOD for those attracted to compact, mixed-use, walkable neighborhoods with nearby transit availability." -Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008, as amended through January 13, 2015
- d. After adoption of the comprehensive plan amendment creating the Herndon Transit Oriented Core, the town rezoned the HTOC to Planned Development-Transit Oriented Core (PD-TOC) on November 26, 2013; this allows for mixed use with a dense floor area ratio of 3.8 to 4.3.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

"Future redevelopment in the Herndon Metro Station Area should...enable Herndon to be a leader in environmental stewardship."

"Incorporate street level landscaping, green roofs and improved storm water management"

"Improve bus, bicycle and pedestrian connectivity..."

"Link the Metro Station area to other parts of Herndon by...providing direct trail linkages to the Metro Station."

(Town of Herndon 2030 Comprehensive Plan, adopted August 12, 2008, as amended through January 13, 2015.)

### b. Transportation:

i. <u>Transportation Options:</u>	Existing		Planned & Funded	
High Occupancy Lanes	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Express Toll Lanes	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Commuter Bus Service	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Regional Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Local Bus Service	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Light Rail Station(s)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Metro Rail Station(s)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Bicycling Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Parking Facilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

\*Herndon-Monroe Park and Ride facility is adjacent to Town of Herndon in Fairfax County

ii.	<u>Service Levels:</u>	Daily Service Hours	Frequency (Per hour)	
	Commuter Rail Service			
	Commuter Bus Service			
	Regional Bus Service	multiple routes-timing varies		
	Local Bus Service	multiple routes-timing varies		
	Light Rail			
	Metro Rail	under construction		
iii.	<u>Business and Services:</u>	Existing	Planned	
	Retail	<input checked="" type="checkbox"/> X Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> X Yes	<input type="checkbox"/> No
	Commercial	<input checked="" type="checkbox"/> X Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> X Yes	<input type="checkbox"/> No
	Housing	<input checked="" type="checkbox"/> X Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> X Yes	<input type="checkbox"/> No

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

The Town of Herndon has substantial infrastructure in place, with improvements to major infrastructure planned in the adopted Capital Improvement Program. For example, several significant road and pedestrian improvements are included in the adopted FY17-23 CIP; major water and sewer capacity purchases and conveyance system improvements are also included. Total Water and Sewer Fund CIP project investments exceed \$45,000,000.

Existing major transportation infrastructure within or connecting directly to the Central Business Area includes the W&OD Trail, the Dulles Toll Road, the Fairfax County Parkway, Spring Street, and Elden Street. Elden Street between the Fairfax County Parkway and the downtown is planned for a major improvement in the range of \$43 million; a Location and Design public hearing was recently completed and construction is expected to start in 2021. The town also plans a near term project for Van Buren Street, to rebuild the street for a complete street with enhanced bike and pedestrian facilities connecting to the Herndon Transit Oriented Core. Other planned improvements to enhance the transit core include the extension of Worldgate Drive as a developer-driven project and the improvement of Spring Street, from the Fairfax County Parkway to and including the Herndon Parkway/Spring Street intersection.

### 4. PROTECTION OF THE NATURAL ENVIRONMENT.

Environmental protections are built into the town's comprehensive plan, zoning ordinance and other regulations; the Town of Herndon is a Chesapeake Bay jurisdiction governed by the Virginia DEQ with respect to the provisions of the Chesapeake Bay Preservation Act. Significant Chesapeake Bay Resource Protection Areas are contained within the Central Business Area; these areas will remain protected. In addition, the town is pursuing a Sustainability Plan for existing operations.

# Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: Town of Vienna/Fairfax County, Virginia  
Reference: **Town of Vienna**

Date: May 25, 2017

## 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

Significant development continues in the portions of Fairfax County that surround the Town of Vienna, including Tysons, Merrifield and MetroWest. These development projects have included greater density and intensity, and the potential for increased impacts to the Town's transportation network and public facilities. Within the Town, the demolition of existing single-family detached homes and their replacement with new larger dwellings has increased over recent years. A housing stock primarily from the 1950s and 1960s, increased land values, and the desirability of living within the Town of Vienna, have all contributed to this phenomenon. The subdivision of existing residential lots also continues as an additional signal of these market forces.

Following the adoption of the Church Street Vision in July 1999, Church Street has seen resurgence, including several new buildings and renovation projects. The pedestrian-friendly corridor continues to attract residents and visitors as Vienna's traditional "main street."

With the adoption of the Maple Avenue Commercial (MAC) Ordinance in October 2014, following the success of the Church Street Vision, the Town is encouraging mixed-use redevelopment along the Maple Avenue Commercial Corridor.

Given the changes occurring both within and outside the Town, Vienna's citizens and leadership remain dedicated to promoting a stable community with a small-town feel. At the same time, the Town continues to pursue policies which maintain or enhance Vienna's attractiveness as a place to live, while providing the facilities and services necessary for a successful community.

## 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

### a. Sustainability:

The health of Vienna's natural surroundings, and the community's efforts to spur wise choices that can preserve the environment, reduce unnecessary consumption of resources, and build a more sustainable community will provide an atmosphere that allows residents and businesses to thrive.

The Town's policies and programs should promote sustainable development, encourage renewable energy deployment, protect and preserve open spaces, and reduce waste and hazardous materials. The Community Enhancement Commission (CEC) has acted as one of the focal points for such efforts and works to educate citizens about environmental initiatives and programs to benefit and enhance the Town.

### b. Transportation: (Include Regional and Local Services)

	EXISTING			PLANNED	
i. <u>Transportation Options:</u>				<u>Completion Year</u>	<u>Funded: Partial or Full</u>
High Occupancy Lanes	___ Yes	<u>x</u> No		Year ___	___
Express Toll Lanes	___ Yes	<u>x</u> No		Year ___	___
Commuter Bus Service	___ Yes	<u>x</u> No		Year ___	___
Regional Bus Service	___ Yes	<u>x</u> No		Year ___	___
Local Bus Service	<u>x</u> Yes	___ No		Year ___	___
Light Rail Station(s)	___ Yes	<u>x</u> No		Year ___	___
Metro Rail Station(s)	<u>x</u> Yes	___ No		Year ___	___
Bicycling Facilities	<u>x</u> Yes	___ No		Year ___	___
Parking Facilities	___ Yes	<u>x</u> No		Year ___	___
Commuter Rail Facilities	___ Yes	<u>x</u> No		Year ___	___
Bike Sharing Facilities	___ Yes	<u>x</u> No		Year ___	___

- |    |                        |   |                          |
|----|------------------------|---|--------------------------|
| a. | <u>Service Levels:</u> | Service Hours   | Frequency (Per hour)     |
|    | Commuter Rail Service  | <input type="checkbox"/> N/A <input type="checkbox"/> | <input type="checkbox"/> |
|    | Commuter Bus Service   | <input type="checkbox"/> N/A <input type="checkbox"/> | <input type="checkbox"/> |
|    | Regional Bus Service   | <input type="checkbox"/> N/A <input type="checkbox"/> | <input type="checkbox"/> |
|    | Local Bus Service      | <u>AM ( 5:00-12:00); PM (12:30-12:00)</u>             |                          |
|    | Light Rail             | <input type="checkbox"/> N/A <input type="checkbox"/> | <input type="checkbox"/> |
|    | Metro Rail             | <input type="checkbox"/> N/A <input type="checkbox"/> | <input type="checkbox"/> |
- 
- |     |                               |   |   |
|-----|-------------------------------|---|---|
| ii. | <u>Business and Services:</u> | Existing  | Planned   |
|     | Retail                        | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
|     | Commercial                    | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
|     | Housing                       | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |

### 3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES.

The Town's transportation network is generally defined by the single major commercial corridor (Maple Avenue), several arterial streets and an interconnected residential road network. Vienna is located within an urbanizing region, and is surrounded and served by substantial highway and transit infrastructure. This relationship provides particular opportunities and challenges. The Town is benefited by access to a multi-modal transportation network which links employment and activity centers. However, the Town has limited influence regarding land use and transportation decisions made outside its jurisdictional limits, although they may directly affect the Town. In particular, Maple Avenue is subject to significant commuter traffic, as well as service decision-making by several multi-jurisdictional transit agencies. Vienna is directly affected by several components of the regional transportation network. I-66 (Custis Memorial Parkway) crosses the southern tip of the Town and is the major east-west corridor connecting from northern Virginia directly to downtown Washington, D.C. The western end of I-495 (Capital Beltway) is located 1.25 miles east of the Town. The Dulles Toll Road (Virginia State Route 267) and Leesburg Pike (Virginia State Route 7) are located near the northern end of the Town. Vienna is also located in between the Orange Line and Silver Line of the Washington Metropolitan Area Transit Authority (WMATA) Metrorail service.

#### Transit:

WMATA's Metrorail and Metrobus, and the Fairfax Connector bus service provide the other significant components of the regional transportation network with impacts to the Town. Metrobus service through the Town provides links to the broader region. Fairfax Connector service compliments the Metrobus service and provides multiple routes throughout the Town.

The Vienna-Fairfax-GMU Metrorail Station, located just southwest of the Town limits, is the terminus of the Orange Line and a major commuter parking destination. The station sees about 12,000 passengers daily and is the location of 5,840 parking spaces. The station is also a hub for a variety of local and regional transit services.

In July 2014, Metrorail's new Silver Line opened with five new stations, including four in Tysons. The 11.7 mile extension is the first phase, and the line will eventually extend to Dulles International Airport. In response to the new rail service, Metrobus and Fairfax Connector bus services were reconfigured in 2014 to adjust to expected changes in commuting habits and the need to direct ridership to the Silver Line.

The Town continues to work with Fairfax County regarding regional developments that may affect the transportation network. Tysons, the Dunn Loring-Merrifield area, and MetroWest are all areas that have seen high-density development.

#### Bicycles:

A principal north-south route for bicycle travel through the Town is the Washington & Old Dominion Railroad Regional Park, commonly referred to as the W&OD Trail. The park, which was constructed on the original W&OD railroad bed, runs from Arlington to Purcellville and is owned and operated by NOVA

Parks. The trail accommodates pedestrians, cyclists, skaters, and horseback riders. Within the Town, the W&OD trail crosses Maple Avenue East, Park Street SE, Church Street NE and Ayr Hill Avenue NE. The Maple Avenue crossing is of particular concern because of the high volume of automobile, pedestrian, and cyclist traffic. A user-activated traffic signal was installed in 1996 to improve crossing safety.

The trail is an asset to the Town in terms of its popularity and ridership and its connection to other parts of Fairfax County. The Town should support further improvements of the trail and remain an active partner with NOVA Parks.

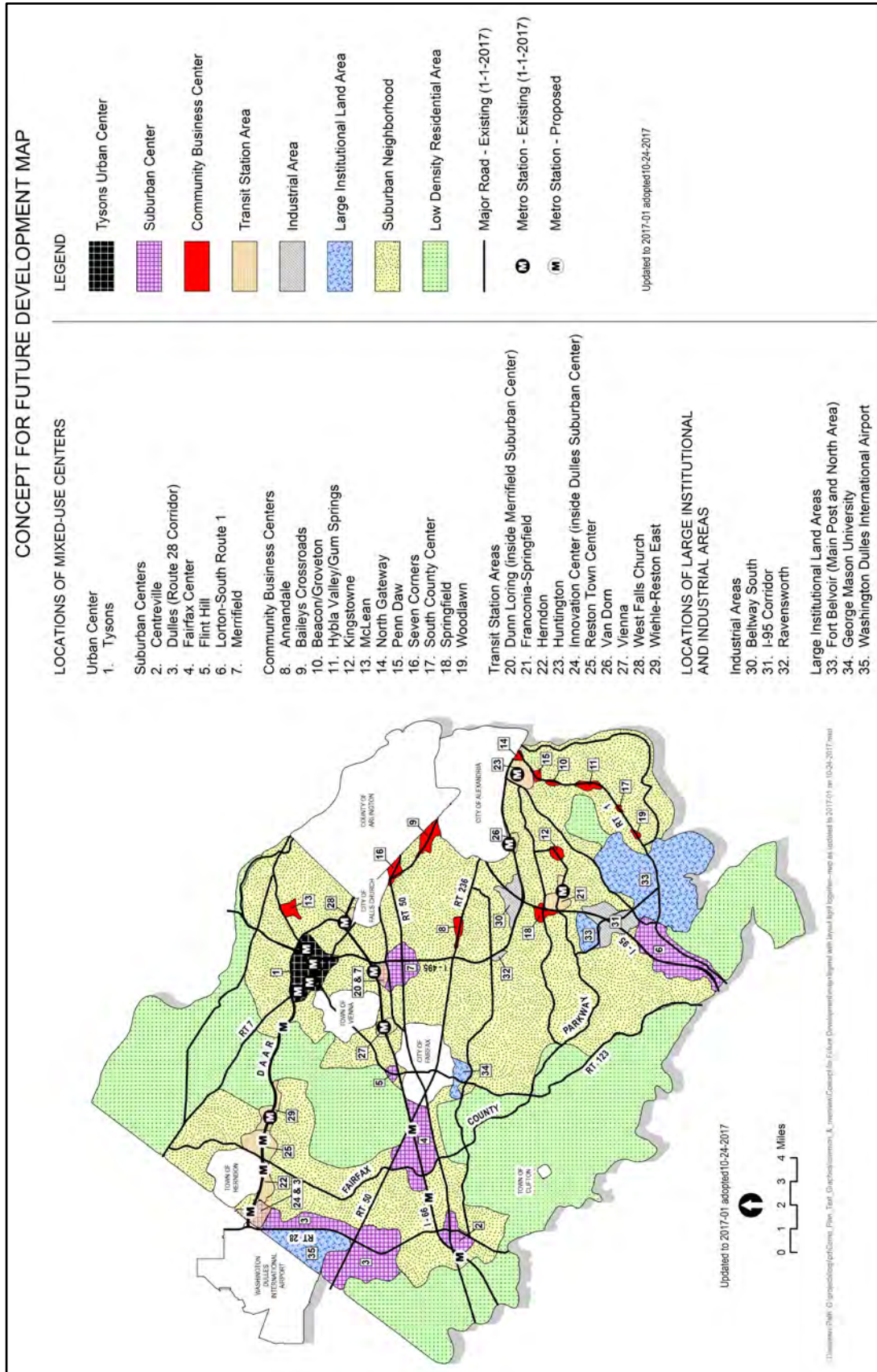
#### **4. PROTECTION OF THE NATURAL ENVIRONMENT.**

The Town of Vienna strives to attain a sustainable way of living that preserves the natural environment, conserves finite resources and supports a resilient community for future generations. It also recognizes its role to help mitigate greenhouse gas pollution and promote energy efficiency and sustainable practices. The practice of environmental sustainability helps to ensure that the needs of today's population are met without jeopardizing the ability of future generations to meet their needs.

The quality of a town's life is highly dependent on a healthy balance of all of the elements that are covered in the Comprehensive Plan. The Town's policies and programs should promote sustainable development, encourage renewable energy deployment, protect and preserve open spaces, and reduce waste and hazardous materials. Objective 3 of the Environment and Sustainability Chapter of the Comprehensive Plan is to: Promote sustainable living and governance through initiatives and investments that reduce energy costs and reduce or eliminate greenhouse gas (GHG) emissions. The Town also promotes the reduction in single-occupancy vehicle travel by supporting flexible work schedules and telecommuting policies, and increasing opportunities for transit and bicycle use, in addition to sidewalks and pathways.

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# APPENDIX 1: CONCEPT FOR FUTURE DEVELOPMENT



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## APPENDIX 2: MWCOC MEMO AND EXECUTIVE ORDER



Metropolitan Washington  
Council of Governments

### MEMORANDUM

**TO:** Members, Planning Directors Technical Advisory Committee (PDTAC)  
Members, Chief Administrative Officers Committee (CAOs)

**FROM:** Paul DesJardin, Director of Community Planning and Services

**SUBJECT:** Defining “Central Business Areas (CBAs) to Support GSA Federal Facilities Location Decisions

**DATE:** September 7, 2016

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### BACKGROUND

In October 2015, the U.S. General Services Administration (GSA) adopted ADM 1097.1 “Incorporating Principles of Sustainability, Economic Development and Efficiency into GSA Business Practices and Location Decision-making.” The directive builds on Executive Order 13693, “Planning for Federal Sustainability in the Next Decade” (“E.O. 13693”), which requires federal agencies to increase efficiency and improve their environmental performance.

ADM 1097.1 outlines GSA’s policy for promoting efficiency, economic development, and sustainability in location decisions for Federal facilities, specifically by requiring that those decisions:

- Support local and regional planning and economic development goals
- Support local sustainability and transportation infrastructure and plans
- Prioritize location decisions in areas that will be well-served by new and existing infrastructure
- Include areas which ensure the protection of the natural environment

### LOCAL CBA DESIGNATION PROCESS

With this new national policy, GSA has proposed working with local governments across the country to identify priority places for locating federal facilities: “CBAs.” As defined by GSA in the May 2000 Urban Policy Update publication, “CBAs” (“*Central Business Areas*” or “*Centralized Community Business Areas*”) are:

*“...the general areas in which Federal agencies must give first consideration to locating. Both terms refer to specific geographic areas in cities and towns that the local government designates as main business districts. “Central business district” is another term for these areas. The Federal government does not direct the designation of a central business area.”*

Metropolitan Washington is a particularly complex federal ‘market’: GSA’s National Capital Region (NCR) portfolio consists of 93 million square feet of owned and leased space in more than 880 government-owned and leased facilities in the District of Columbia, Northern Virginia, and Suburban Maryland.

GSA staff has met frequently with COG senior management, and has briefed COG's Planning Directors and Chief Administrative Officers committees on the details of ADM 1097.1. The initial focus for designating local CBAs has been COG's adopted Activity Centers because they are based upon priority places designated by local governments for existing development and future growth in local comprehensive plans.

COG staff performed a preliminary analysis of the GSA portfolio database and determined that more than 90 percent of the square footage of owned and leased GSA space is currently located within Activity Centers located throughout the region. This analysis is based on the COG/TPB Transportation Analysis Zones (TAZs) which most-closely approximate the Activity Centers.

GSA staff also briefed members of the Greater Washington Board of Trade's Council of Economic Development Officials (CEDO) at their May 2016 meeting, as well as at a joint Planning Directors and CEDO work session in July, during which members of both committees discussed the CBA/Activity Centers relationship in greater detail.

To complete designation of proposed CBAs in metropolitan Washington:

- Based upon local comprehensive plans and zoning, and leveraging the adopted Activity Centers as a framework, local planning directors and their staff will designate boundaries for their proposed CBAs.
- Planning departments are strongly encouraged to coordinate this work with their local economic development staff to focus on identifying Centers that are the most appropriate for primarily siting federal office facilities.
- The proposed deadline for completing these draft boundary delineations is fall of 2016.
- Local planning departments are requested to share maps (electronic GIS files are preferred) of their proposed CBAs with COG staff to promote consistency. COG's Planning Directors will review a composite map of the proposed local CBAs.
- COG's Chief Administrative Officers (CAOs) Committee will concur on the draft composite regional map of locally-defined CBAs.
- Local governments will be permitted to make annual updates to their designated CBAs by submitting those changes to GSA for review prior to the end of the calendar year.

**Attachments:** ADM 1097.1  
Activity Centers map

GENERAL SERVICES ADMINISTRATION  
Washington, DC 20405

ADM 1097.1 CHGE 1  
October 6, 2015

GSA ORDER

**SUBJECT:** Incorporating Principles of Sustainability, Economic Development and Efficiency into GSA Business Practices and Location Decision-making

1. Purpose. This Order states GSA's policy for promoting efficiency, economic development, and sustainability in location planning decisions.

2. Background.

a. Executive Order 13693, "Planning for Federal Sustainability in the Next Decade" ("E.O. 13693"), signed on March 19, 2015, requires agencies to increase efficiency and improve their environmental performance. E.O. 13693 continues the role of Federal leadership in "energy, environmental water, fleet, buildings and acquisition management" in order to "drive national greenhouse gas reductions and support preparations for the impact of climate change," and acknowledges the many Government resources that can be impacted by incorporating sustainability into decision-making. E.O. 13693 incorporates the principles previously laid out in the Implementing Instructions – Sustainable Locations for Federal Facilities, which called for Federal agencies to consider locating resources in sustainable locations in order to strengthen the vitality and livability of the communities in which they exist.

b. In particular, E.O. 13693 requires the development of policies to "promote sustainable commuting and work-related travel practices for Federal employees that foster workplace vehicle charging, encourage telecommuting, teleconferencing, and reward carpooling and the use of public transportation where consistent with agency authority and Federal appropriations law" as well as the implementation of "cost effective strategies to optimize sustainable space usage and consideration of existing community transportation planning and infrastructure including access to public transit."

c. These principles have been long-standing goals of the Federal Government, and have been acknowledged both in the Rural Development Act and Executive Order 12072, "Federal Space Management" ("E.O. 12072"). Since 1978, E.O. 12072 requires consideration of the following factors when meeting Federal space needs in urban areas: "compatibility with State, regional or local development, redevelopment, or conservation objectives... impact on economic development and employment opportunities in the urban area, including the utilization of human, natural, cultural and

community resources... availability of adequate low and moderate income housing for Federal employees and their families on a nondiscriminatory basis and availability of adequate public transportation and parking and accessibility to the public." E.O. 13693 re-emphasizes the importance of these goals. This Order provides an implementation framework for GSA concerning location decisions.

3. Scope and applicability. This policy applies to all GSA planning, development, and acquisition decisions that affect the location of Federal facilities, which includes both owned and leased space.

4. Guidelines. In order to meet the goals laid out in these Executive Orders, when determining where to cost-effectively locate Federal facilities, GSA will analyze, among other things, the following factors:

a. Local and regional planning and economic development goals.

(1) Consistent with E.O. 12072, for meeting Federal space needs in urban areas GSA will continue to give first consideration to the central business area.

(2) In keeping with the Rural Development Act and the policy of E.O. 13693 to increase efficiency and improve environmental performance in rural areas, GSA will prioritize locations in existing and planned rural town centers.

(3) GSA will consult with local officials to determine if there are any locality specific initiatives that should be given consideration when making Federal facility location decisions. At the same time, because of the size and complexity of large urban areas, including the number of Federal facilities located in these areas, some locality decisions will consider the availability of multiple competing location factors.

(4) GSA will also consider the impacts of investments by other Federal, State and local agencies when planning for the location of Federal facilities. This consideration may include consultation with, among others, the Department of Commerce, the Department of Housing and Urban Development, Department of Transportation, and Environmental Protection Agency.

b. Sustainability and transportation infrastructure and plans.

(1) GSA will consider and seek locations that are compatible with existing and planned public transit and other transportation infrastructure, with an emphasis on locating in areas that would allow for multiple commuter options that promote transportation choice, and help reduce road congestion and greenhouse gas (GHG) emissions.

(2) GSA's location planning and actions to identify sites for Federal facilities will consider and, where feasible be compatible with, sustainability priorities of states, local governments, and tribal communities.

(3) GSA will consider locations that allow employees to have easy access to multiple commuter options and to businesses and services so that employees can better balance work and personal obligations, are accessible to affordable housing, and consider where existing employees reside.

c. New and existing infrastructure and resources.

(1) GSA's location and planning actions will prioritize localities that have sufficient public infrastructure; including power, water, sewer, telecommunications (including access to broadband) to efficiently deliver services to meet all Federal needs.

(2) Locations that require new infrastructure to support Federal needs will only be considered if the new infrastructure is consistent with State and local infrastructure plans.

(3) GSA will prioritize the use of previously developed but currently unused or underused locations and seek to avoid development, through agency action, of "greenfields" (undeveloped land).

(4) GSA will continue to emphasize the potential of reusing historic assets and locating appropriate new facilities in historic districts.

d. Protection of the natural environment.

(1) GSA will comply with statutes, regulations, and Executive Orders, and consider regional and local climate preparedness priorities and adaptation plans.

(2) GSA will consider locations that optimize climate-resilient design and management elements.

5. Implementation and responsibilities.

a. Implementation.

(1) Based on GSA's knowledge of local real estate markets and its analysis of the factors described above, GSA will develop program delineated areas for localities with a significant Federal space presence and share them with Federal agencies having new or continuing space needs in such localities.

(2) When an agency submits to GSA a request for space, the agency will be instructed to develop its proposed delineated area based on GSA's program delineated area (to the extent one exists for the geographic area where the space is needed) as well as the agency's mission-specific location needs.

(3) In compliance with all applicable laws, regulations Executive Orders and the guidance set forth in this Order, GSA will have final approval of delineated areas for space procurements where GSA is the procuring agency.

b. Responsibilities. Every GSA business unit will review existing regulations, policies and guidance, develop specific business practices, and amend existing practices as necessary, to implement the guidelines and policies set forth in this Order.

6. References.

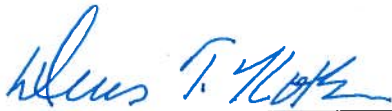
a. Executive Order 13693, "Planning for Federal Sustainability in the Next Decade."

b. Implementing Instructions – Sustainable Locations for Federal Facilities, September 15, 2011

c. Executive Order 12072, "Federal Space Management," August 16, 1978.

7. Explanation of change paragraph. Section 5 (a), subparagraphs 1 & 2, are ambiguous clauses about program delineated areas and agency mission requirements. It is unclear about if and when GSA will be taking agency mission requirements into account when establishing delineated areas for agency locations. A technical correction is being proposed to clarify this language. As a result, the following section has been removed from Paragraph 5(a), subparagraph 2: "Program delineated areas will not take into consideration agency mission-specific location needs. Thus..."

8. Signature.

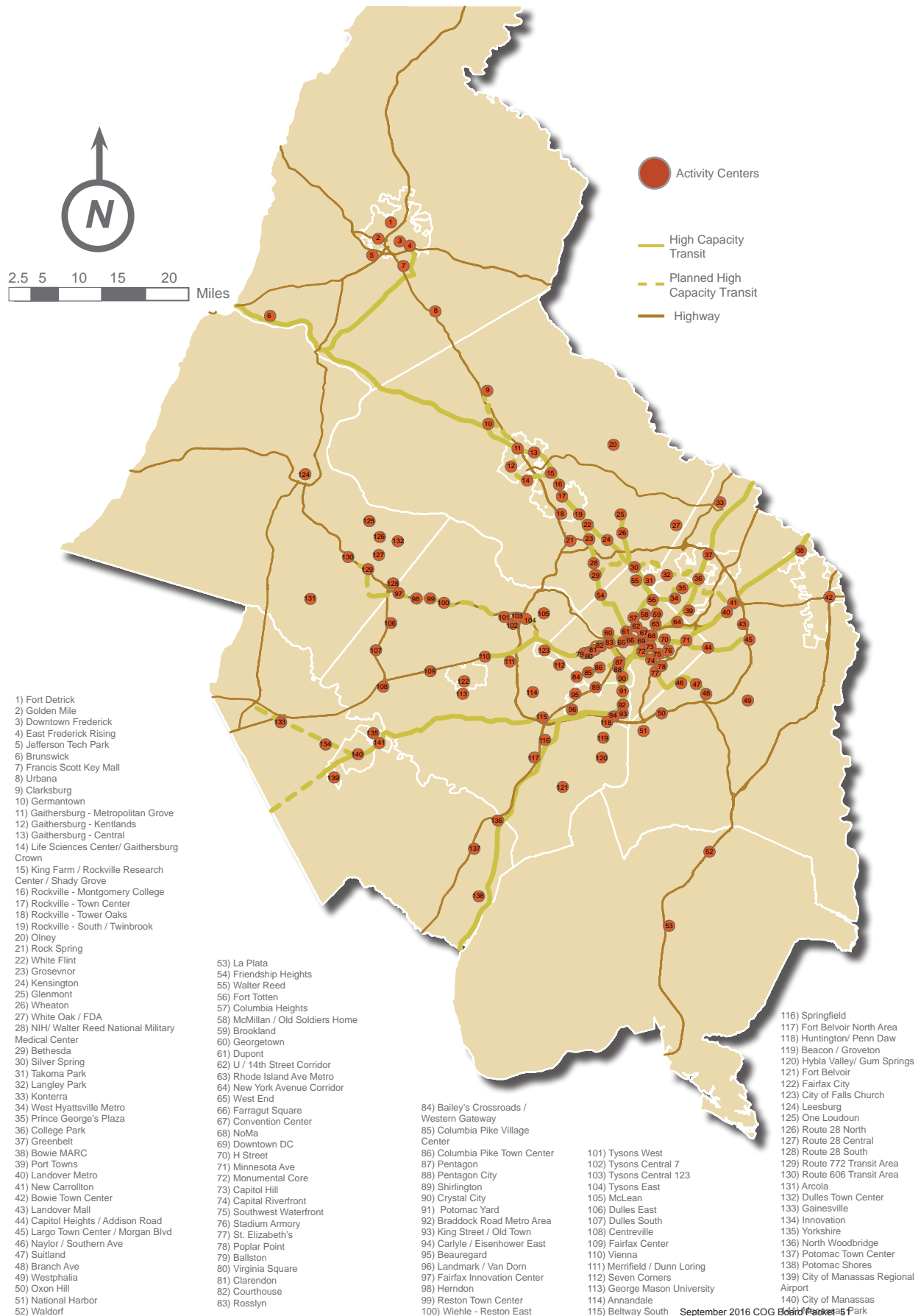


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DENISE TURNER ROTH  
Administrator

# Regional Activity Centers Map

Approved by the COG Board of Directors on January 13, 2013



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 NORTH CAPITOL STREET, NE  
WASHINGTON, DC 20002**

**RESOLUTION ENDORSING COLLABORATION WITH THE GENERAL SERVICES ADMINISTRATION TO IDENTIFY  
CENTRAL BUSINESS AREAS (CBA)S THROUGHOUT THE REGION**

**WHEREAS**, the Metropolitan Washington Council of Governments (COG) is comprised of the 22 jurisdictions of the National Capital Region's local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

**WHEREAS**, over the last year COG has worked closely with the U.S. General Services Administration (GSA) to strengthen the relationship between the federal government and the local governments in the greater Washington region; and

**WHEREAS**, there are many areas related to economic development and improving our region that we can mutually benefit from working together; and

**WHEREAS**, in 2015 GSA adopted ADM 1097.1 "Incorporating Principles of Sustainability, Economic Development and Efficiency into GSA Business Practices and Location Decision-making" including working with local governments across the country to identify "Central Business Areas or "CBAs" as priority places for locating federal facilities; and

**WHEREAS**, the initial focus for designating local CBAs has been COG's adopted Activity Centers as they are based upon priority places designated by local governments for existing development and future growth in local comprehensive plans; and

**WHEREAS**, to complete designation of proposed CBAs, COG supports the initiative and encourages the Planning Directors Technical Advisory Committee (PDTAC) to support individual jurisdictions in their efforts to independently designate CBAs.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN  
WASHINGTON COUNCIL OF GOVERNMENTS THAT:**

The board supports continued collaboration with the GSA and encourages the Planning Directors Technical Advisory Committee to support individual jurisdictions in their efforts to independently designate CBAs for each of their cities and counties. Furthermore, the board authorizes the Executive Director, or his designee, to serve as a liaison with the GSA and provide staff assistance as requested by COG member jurisdictions.

## APPENDIX 3: MWCOG SURVEY

### Central Business Area (CBA) Definition – For Federal Facility Location GSA Four Factor Documentation

Jurisdiction: My Favorite City

Date: \_\_\_\_\_

Reference: **Map No. OR CBA No. Etc.**

#### 1. LOCAL AND REGIONAL PLANNING AND ECONOMIC DEVELOPMENT GOALS.

- a. *"This area is one of the regionally adopted Activity Centers designed to serve as high density mixed use locations supported by multiple transportation options and a transit oriented development pattern."*
- b. *"This area is one of the economic revitalization areas identified by the City/County. The economic development goal for this area is ....."*
- c. *"The County/City is currently finalizing the rezoning for this area that would....."*
- d. ....

#### 2. SUSTAINABILITY AND TRANSPORTATION INFRASTRUCTURE AND PLANS.

a. **Sustainability:**

b. **Transportation:** (Include Regional and Local Services)

	EXISTING		PLANNED	
i. <u>Transportation Options:</u>			<u>Completion Year</u>	<u>Funded: Partial or Full</u>
High Occupancy Lanes	_____ Yes	_____ No	Year _____	_____
Express Toll Lanes	_____ Yes	_____ No	Year _____	_____
Commuter Bus Service	_____ Yes	_____ No	Year _____	_____
Regional Bus Service <sup>1</sup>	_____ Yes	_____ No	Year _____	_____
Local Bus Service	_____ Yes	_____ No	Year _____	_____
Light Rail Station(s)	_____ Yes	_____ No	Year _____	_____
Metro Rail Station(s)	_____ Yes	_____ No	Year _____	_____
Bicycling Facilities	_____ Yes	_____ No	Year _____	_____
Parking Facilities	_____ Yes	_____ No	Year _____	_____
Bike Sharing Facilities	_____ Yes	_____ No	Year _____	_____
a. <u>Service Levels:</u>	<u>Service Hours</u>		<u>Frequency (Per hour)</u>	
Commuter Rail Service	_____		_____	
Commuter Bus Service	_____		_____	
Regional Bus Service	_____		_____	
Local Bus Service	_____		_____	
Light Rail	_____		_____	
Metro Rail	_____		_____	
ii. <u>Business and Services:</u>	<u>Existing</u>		<u>Planned</u>	
Retail	_____ Yes	_____ No	_____ Yes	_____ No
Commercial	_____ Yes	_____ No	_____ Yes	_____ No

<sup>1</sup> Operates for a considerable distance on an arterial or larger street, serves one or more MWCOG Activity Centers, and is cost-efficient, with 30 or more passengers per platform hour.

Housing

\_\_\_\_\_ Yes

\_\_\_\_\_ No

\_\_\_\_\_ Yes

\_\_\_\_\_ No

**3. NEW AND EXISTING INFRASTRUCTURE AND RESOURCES (INCLUDE EXPECTED YEAR OF COMPLETION).**

**4. PROTECTION OF THE NATURAL ENVIRONMENT.**

**[Intentionally Blank]**



For further information on  
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contact Kristen Hushour

Kristen.Hushour@fairfaxcounty.gov

703-324-1380

Find this document on the Web:

[https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/  
Assets/documents/central-business-areas.pdf](https://www.fairfaxcounty.gov/planning-zoning/sites/planning-zoning/files/Assets/documents/central-business-areas.pdf)