

Figure #	Area	Planning District	Page #	Current Sentence	Proposed sentence change	Explanation
Fairfax Center Area						
6	3	Fairfax Center Area	22	NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS	NOTE: LEGATO ROAD CUL-DE-SAC WILL REMAIN UNTIL SUCH TIME AS THE CONSOLIDATION AT THE OVERLAY LEVEL OCCURS	The Legato Road cul-de-sac has been extended to connect with Random Hills Drive.
---	3	Fairfax Center Area	48	The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.	The majority of this sub-unit will be used to accommodate the interchange at the Fairfax County Parkway and Route 50. Any remaining land is planned for 3 dwelling units per acre at the overlay level.	The Fairfax County Parkway/Route 50 interchange has already been constructed.
---	3	Fairfax Center Area	50	Shuttle service is provided to bus and rail facilities and other community services for the residents.	Shuttle service is provided to bus and rail <u>Metrorail</u> facilities and other community services for the residents.	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.
---	3	Fairfax Center Area	57	A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.	A service drive along Route 50 through Sub-units E1 and E2 to the existing median break location at Dorforth Drive.	This service drive is in place.
---	3	Fairfax Center Area	57	The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.	The extension of Meadow Field Drive to the west to connect with an extension of Fields Brigade Road.	Both extensions are in place.
---	3	Fairfax Center Area	57	The extension of Fields Brigade Road to a point approximately 800 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.	The extension of Fields Brigade Road to a point approximately 800 feet south of Route 50 and the discontinuation of Dorforth Drive north of this point.	All of these elements have been implemented.

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---	3	Fairfax Center Area	57	The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.	The provision of a public street connection from the extension of Fields Brigade Road along the southern boundary of Sub-units E1 and E2 to provide direct interparcel access to Sub-unit E1, allowing for the Village of North Lakes. At the time of design of this road, appropriate buffers and screening between the roadway and the existing townhouses in the Village of North Lakes shall be provided within the right-of-way.	These elements are in place.
---	3	Fairfax Center Area	56	No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.	No provision for a direct roadway connection from Route 50 to Fields Brigade Road in order to discourage cut through traffic desiring to reach the office employment center.	This is in place.
---	3	Fairfax Center Area	58	Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.	Monument Drive should be completed and open as a public thoroughfare between the Fairfax County Parkway and West Ox Road.	This has been completed.
---	3	Fairfax Center Area	58	To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.	To exceed the baseline level, a service drive along Route 50 should be constructed and interparcel access within the sub-unit from the termination of North Lake Drive to the service drive along Route 50 should be provided. Also, provision should be made for the public street connection extending eastward from North Lake Drive along the southern boundary of Sub-unit E1 to the extension of Fields Brigade Road.	This has been completed.
---	3	Fairfax Center Area	61	This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the planned Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map. A parking lot is already in place in the northwest quadrant of I-66 and Stringfellow Road. Fair Lakes Boulevard has been completed.

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---	3	Fairfax Center Area	61	<p>This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a public Metro rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>Metro rail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.</p>
---	3	Fairfax Center Area	61	<p>Fair Lakes Boulevard will intersect Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.</p>	<p>Fair Lakes Boulevard will intersect Stringfellow Road at the northern edge of Sub-unit F3. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is part of the Fair Lakes mixed-use development.</p>	<p>Fair Lakes Boulevard intersects Stringfellow Road.</p>
---	3	Fairfax Center Area	75	<p>This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.</p>	<p>This land unit is located south of I-66, north of Route 29 on either side of Stringfellow Road. This area is sparsely mostly developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a station Metro rail station and a park-and-ride lot park-and-ride lot. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.</p>	<p>Metro rail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.</p>

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---	3	Fairfax Center Area	76	<p>Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a public transportation rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>Arrowhead Park is located in this sub-unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. Sub-unit L1 is part of the Centreville Farms Area and may be considered under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. In addition, land in this sub-unit is proposed for use as a <u>Metrorail</u> public transportation-rail/commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it.</p> <p>Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure 8.</p>	<p>Metrorail is to be provided along the I-66 corridor as indicated on the 2006 Transportation Plan map.</p>
---	3	Fairfax Center Area	77	<p>This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.</p>	<p>This land unit is located south of I-66, north of Route 29, and west of planned extension of the Fairfax County Parkway. It contains the sparsely developed Anna Mohr and Marshall Farms residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit M2. A Fairfax County Girls' Probation Home is also located in this land unit.</p>	<p>The Fairfax County Parkway is already in place in this vicinity.</p>
---	3	Fairfax Center Area	79	<p>3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.</p>	<p>3. The intersection at Westbrook Drive of the North/South connector between Jura Way and Leland Road (extended) should be aligned as far as possible to the west as practical.</p>	<p>The intersection at Westbrook Drive of the North/South connector is in place.</p>

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---	3	Fairfax Center Area	80	This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, and a State correctional facility. It is anticipated that these land uses will remain.	This land unit is located south of I-66, west of West Ox Road and east of the future extension of the Fairfax County Parkway. Public facilities uses that are located here include the former landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, Fairfax County Animal Shelter, County Fire Training Center, West Ox Road Park, an Equipment and Maintenance Facility, a State maintenance yard, a Public Safety and Transportation Operations Center, as well as Virginia Department of Transportation and State Police facilities, and a State correctional facility. It is anticipated that these land uses will remain.	The Fairfax County Parkway in this vicinity has already been constructed.
---	3	Fairfax Center Area	81	This sub-unit is located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.	This sub-unit is planned for public facilities, located between the landfill site and the future Fairfax County Parkway extension and is planned for public facilities. Should access to the Fairfax County Parkway be provided to this sub-unit, it may be an appropriate site for car and vanpool staging, coordinated with express bus service and possible HOV lanes on I-66. Pedestrian access from the car/van pool area to West Ox Road Park should be provided.	A VDOT salt dome and maintenance yard are in place at this location.
---	3	Fairfax Center Area	81	This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:	This sub-unit is located north of the planned interchange of the Fairfax County Parkway and Route 29 on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:	The interchange is in place at Fairfax County Parkway and Route 29.
---	3	Fairfax Center Area	81	• Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Route 29, and the Fairfax County Parkway; • Environmental impacts, particularly with respect to air quality, should be considered; and • This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction.	• Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Route 29, and the Fairfax County Parkway; and • Environmental impacts, particularly with respect to air quality, should be considered; and • This facility should not become operational until after the widening of the segment of West Ox Road from Route 50 to Route 29 to at least two lanes in each direction.	West Ox Road has already been widened to at least two lanes in each direction.

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---	3	Fairfax Center Area	88	This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the Fairfax Corner development site, and several large vacant tracts. Transit improvements are proposed for the area adjacent to I-66. Potential facilities could include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	This land unit is located north of Route 29, east of the Alden Glen townhouse development, south of I-66 and west of Land Unit Q. This land unit contains the Fairfax County Government Center, the and Fairfax Corner development site, and several large vacant tracts. Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility. Potential facilities could also include a rail station, express bus and kiss-and-ride facilities, or a park-and-ride lot.	Metrorail is to be provided along the I-66 corridor as indicated on the 2008 Transportation Plan map.
---	3	Fairfax Center Area	90	6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.	6. Site design should accommodate the future realignment of the intersection of Monument Drive with Route 29 that would occur when the planned interchange is constructed.	The northeast and northwest quadrants of the Route 29/Monument Drive intersection have already been developed.
----	3	Fairfax Center Area	92	This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations.	This sub-unit is planned for office mixed-use at a maximum FAR of .40 at the overlay level. See Sub-unit P4 for an option at the overlay level for that portion of Sub-unit Q5 that is in Parcel 56-2((1))69A. The southeastern-most portion of Sub-unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Any proposal for residential or residential/mix must provide for the coordinated development with neighboring parcels. At a minimum, development should provide for the extension of Government Center Parkway and dedicate land for development of a community park as outlined under the Parks and Recreation recommendations.	The extension of the Government Center Parkway has already occurred.
---	3	Fairfax Center Area	99	This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through the western portion of this land unit.	This land unit is located south of Route 29 in the area south of the intersection of West Ox Road and Route 29. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway will extend through is located in the western portion of this land unit.	The Fairfax County Parkway in this vicinity has already been constructed.

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Upper Potomac						
---	3	Upper Potomac	17	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	5. Construct additional public transit facilities including park-and-ride lots at the southeastern quadrant of the Dulles Airport Access Road and Monroe Street, on Sunset Hills Road west of Hunter Mill Road at Reston East, and at Lawyers Road and Reston Parkway. Construct a transit center in Reston at the Reston Town Center. In addition, preserve the potential for rail destination stations at the following locations: Dulles Toll Road just west of the Reston Parkway and Dulles Toll Road at the Center for Innovative Technology (CIT). (UP5)	The park-and-ride lot that was planned to be on Sunset Hills Road west of Hunter Mill Road was instead planned for Reston East near Wiehle Avenue.
---	3	Upper Potomac	36	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The Town Center should include a transit center near the intersection of Town Center Parkway and Bluemont Way, in close proximity to the core, and should be planned for a future rail station in the Reston Parkway interchange area. Should such facilities be designated for this area, future development should assist in the provision of facilities to accommodate this need.	The transit center is already in place in the Reston Town Center.
---	3	Upper Potomac	44	A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.	A portion of Land Unit E adjacent to the Dulles Airport Access Road, to the west of the Reston Parkway should be dedicated for a potential rail station (no parking). The location of this station should be coordinated with that proposed for the Reston Town Center transit center located in Land Unit D. There is currently a planned underpass under the Dulles Airport Access and Toll Road to connect Town Center Parkway on the north with Edmund Halley Drive on the south.	The Reston Town Center transit center was recently completed.
---	3	Upper Potomac	84	The grade-separated interchange at the Intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	The grade-separated interchange at the Intersection of Leesburg Pike (Route 7) and Algonkian Parkway should be designed and constructed in a manner that will minimize the impact on Holly Knoll and other nearby communities.	This interchange has already been constructed.