



FAIRFAX COUNTY  
SITE-SPECIFIC PLAN AMENDMENT PROCESS

COUNTYWIDE

<b>Nomination Number</b>	CPN22-SU-002
<b>Supervisor District</b>	Sully
<b>Parcel ID Number(s)</b>	33-2 ((1)) 1
<b>Parcel Address(es)</b>	No address
<b>Nominator</b>	Mike Van Atta
<b>Plan Map Designation</b>	Mixed Uses
<b>Comprehensive Plan Recommendation for Nominated Property</b>	High-quality campus-style office and industrial/flex use up to a maximum of .35 FAR, consistent with the type and character of development established in adjoining land units. See attached excerpt.
<b>Proposed Land Use</b>	Industrial
<b>Summary of Proposed Comprehensive Plan Change</b>	As an alternative, Tax Map Parcel # 33-2 ((1)) 1 may be developed with warehouse, distribution, vehicle parking, or other similar industrial uses at a maximum intensity of .35 FAR provided the limits of disturbance do not extend into the RPA or floodplain. See attached narrative for more information.

## **NARRATIVE STATEMENT OF JUSTIFICATION**

*for*

**Dulles South Ct.**

SSPA Nomination

Tax Map # 33-2 ((1)) 1

October 3, 2022

### **EXECUTIVE SUMMARY**

The Nominator, A & A Contracting, Inc., owns undeveloped land located at Tax Map # 33-2 ((1)) 1 (the "Property") located in Land Unit F-1 of the Dulles Suburban Center. The Comprehensive Plan recommends office and industrial/flex uses for properties along this portion of Route 50 including this site. Given challenges related to access, site constraints, and underlying zoning, the Property has limited ability to develop in accordance with the current Comprehensive Plan guidance. Replanning the site for greater flexibility to include warehousing uses, parking of vehicles, or other similar uses would allow the owner to develop productive and income generating uses for the Property while continuing to generally align with the spirit of the Dulles Suburban Center and without any adverse impacts on adjacent properties.

The 9.41-acre Property is zoned I-3 and is located north of Lee Jackson Memorial Highway and borders Loudoun County to the west. The majority of the Property is located within a Fairfax County designated Resource Protection Area (RPA) and FEMA Floodplain and is not visible from the public right-of-way. The proposed planning flexibility will afford the opportunity to bring meaningful investment and compatible uses to the developable portion of the landlocked parcel. Implementation of any of the proposed uses would require a rezoning, which would subject the parcel to the applicable design requirements of the Dulles Suburban Center.

### **BACKGROUND**

A & A Contracting, Inc. has been serving the DMV area for over 50 years with locations in Loudoun County and Fairfax County and purchased the Property in 2018. The Nominator previously submitted a rezoning request in early 2020 to rezone the Property to the I-5 District to permit a warehousing establishment. This rezoning was indefinitely deferred due to various reasons including economic uncertainties presented by the COVID-19 pandemic.

At the time of submission for the rezoning, County staff had indicated that the proposed warehousing use was in conformance with the Comprehensive Plan's option for industrial/flex uses. It was recommended to the Nominator by staff to include a small office portion within the warehouse development to better meet the industrial/flex designation. The Nominator recently engaged County staff to reactivate the rezoning application. However, it was relayed to the Nominator that the County has updated its position related to industrial-flex uses, stating that the warehouse use with an office

component would no longer be considered to be in conformance with the Plan's industrial/flex recommendation. Given this change in circumstance, an amendment to the site specific Comprehensive Plan guidance is needed to move forward with the pending rezoning application.

## **DESCRIPTION OF PROPOSED SSPA REQUEST**

The proposed SSPA nomination seeks to revise the Comprehensive Plan recommendation for the Property to include flexibility for warehouse use, parking of vehicles, or other similar industrial uses. The proposed Plan Amendment is generally proposed to support the previously submitted rezoning that would permit a warehousing facility and associated parking on the western portion of the site. As shown on in the attached concept plan for warehousing uses (Exhibit 1), the proposed building footprint and limits of disturbance would be limited to the developable portion of the site outside of the RPA and floodplain. Improvements related to vehicles access, pedestrian connectivity, landscaping, and stormwater management would be designed to meet expectations within the Dulles Suburban Center and in accordance with other Policy Plan recommendations and Zoning Ordinance requirements. Much of the Property will remain heavily vegetated as it lies within the aforementioned RPA and FEMA Floodplain Line.

As an alternative, flexibility is sought to potentially use the Property as an offsite parking lot for nearby auto-dealerships in either the interim or ultimate condition. As shown in Exhibit 2, the parking area would consist of a surface parking lot within the developable portion of the Property outside of any floodplain or RPA and generally match the limits of disturbance proposed by the rezoning for warehouse use. The vehicles anticipated to be parked on the site would be limited to new cars and/or recently used cars that are for sale by a nearby dealership. The sale of vehicles would not occur on the Property and customers of the dealership would likewise not be permitted on the Property. In addition, there would not be any display of cars visible from the public right-of-way (ROW) and there would not be any sales office onsite. Any required inspection and maintenance of vehicles will be conducted offsite. The site and use do not require a Virginia motor vehicle dealer license. Similar to the proposed warehouse use, improvements related to vehicles access, pedestrian connectivity, landscaping, and stormwater management would be designed to meet expectations within the Dulles Suburban Center and in accordance with other Policy Plan recommendations and Zoning Ordinance requirements.

Vehicle access for both options would be provided from the south. An existing 24-foot wide ingress-egress easement has previously been recorded along the entirety of Dulles South Court as well as on the adjacent property to the south [Tax Map Parcel 33-2 ((1)) 2B2] to accommodate access to the application property. Access is suitable from the existing access point along the southern property line with Parcel 2B2. However, the Nominator would work with the adjacent property owner to potentially relocate that access point further east for a more direct path for vehicles traveling to the Property. Access is not feasible from the west due to grade challenges, the configuration of existing

development, and the lack of any access easement. Access is not feasible from the north or east due to environmental constraints.

The Countywide Trails Plan Map shows an extension of the Cub Run Stream Valley Trail in the general vicinity of the Property. In either option the Nominator would consider extending the stream valley trail along the eastern portion of the Property to the northern property line, and as an additional public benefit, to clean up the remainder of the trail down to Lee Jackson Memorial Highway given that the trail has not been thoroughly maintained and is blocked with debris.

Heritage resources were identified to potentially exist on the Property during the review of the previously submitted rezoning application. The Scope of Work for a Phase II Archaeological Study has been approved by staff and the study and report would be provided as a part of any zoning application. Preliminary findings suggest that avoidance or Phase III data recovery will not be recommended.

## **RELEVANT POLICY OBJECTIVES**

The proposed SSPA nomination will further a number of well-settled County objectives and emerging community interests geared towards economic development, preserving industrially zoned land and increasing the supply of industrial uses, and mitigating impacts to environmentally sensitive areas.

The County's Land Use Policy Plan states that sufficient land should be maintained for industrial uses and to encourage business development, and prevent negative effects of deteriorating industrial areas. The Dulles Suburban Center likewise recommends supporting industrial uses on industrially zoned land where not appropriate for residential or other alternative use and recommends flexibility for the same. The proposed uses will support nearby uses and the local economy, either through a warehousing facility handling new equipment for electrical and mechanical contractors or for the parking of vehicles for nearby auto dealerships.

The proposed uses are not noise sensitive and are appropriate for the site's location within the Airport Noise Impact Overlay District. The proposed uses are also compatible with adjacent uses. The Property is surrounded by vacant land to the north and east, and industrial-flex uses to the south and west. The properties to the north are zoned I-3 and the properties to the east and south are zoned I-5.

Objectively, the potential outcome here is superior to options available under existing zoning. The site is zoned I-3 and could be developed with commercial and industrial uses without the benefit and oversight of the land use process. Development under existing zoning would not be required to meet tree preservation, landscaping, or stormwater management requirements.

## PROPOSED COMPREHENSIVE PLAN LANGUAGE

MODIFY: Fairfax County Comprehensive Plan, 2017 Edition, Area III, Dulles Suburban Center, amended through 2-23-2021, Dulles Suburban Center Land Unit Recommendations, page 107:

*[Add new text to Land Use recommendation #1a. New text is shown as underlined.]*

*The southern portion (along Route 50) is planned for high-quality campus-style office and industrial/flex use up to a maximum intensity of .35 FAR, consistent with the type and character of development established in adjoining land units. Substantial setbacks, landscaping and screening should be provided along Route 50 and along Stonecroft Boulevard for an attractive appearance. Substantial consolidation of small parcels is recommended and should be carried out in a manner that ensures that unconsolidated parcels have adequate access and can be developed in accord with the Comprehensive Plan. Architecture should also function as an element of design integration and architectural sketches should be made available for the public review process.*

*As an alternative, Tax Map Parcel # 33-2 ((1)) 1 may be developed with warehouse, distribution, vehicle parking, or other similar industrial uses at a maximum intensity of .35 FAR provided the limits of disturbance do not extend into the RPA or floodplain.*

## COMMUNITY OUTREACH

The Nominator has been working closely with County staff and the Supervisor's office in advance of this submission to discuss the proposed uses and site design. Extensive outreach has also been conducted with the adjacent property owners to the south and west (the properties to the north and east are undeveloped and within the stream valley). The Nominator will continue to work directly with the adjacent property owners during the SSPA review process and any future zoning application. The Nominator also anticipates meeting with the Sully District Council Land Use and Transportation Committee.

## TIMING

Any rezoning application would follow the review of the SSPA nomination. It is likely that the previously submitted rezoning application that was indefinitely deferred would be reactivated immediately and generally commence from where it left off assuming no major changes to the previous proposal.

## CONCLUSION

Development under the current Comprehensive Plan guidance is not feasible for the Property given a lack of visibility from public right-of-way, various site constraints, and limited permissibility under by-right zoning. Replanning the site for greater flexibility to include warehousing uses and/or parking of vehicles would allow the

Nominator to establish a productive use for the vacant site while maintaining compatibility with adjacent properties. A&A Contracting, Inc. looks forward to working with County staff, the community, and other stakeholders during the review of this SSPA nomination.

Sincerely,

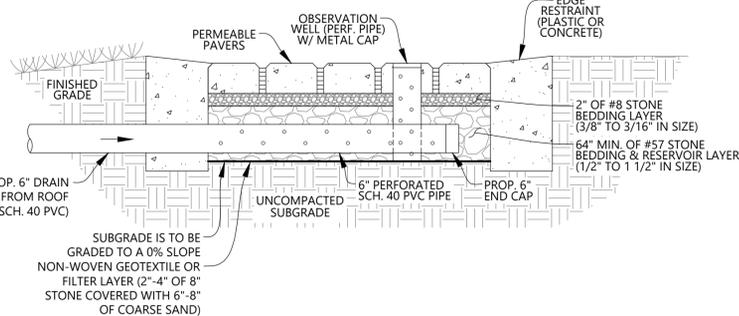
A handwritten signature in black ink, appearing to read "Mike Van Atta", written in a cursive style.

Mike Van Atta, Land Use Planner  
McGuireWoods LLP



**PERVIOUS PAVER DETENTION DETAIL**

SCALE: N.T.S.



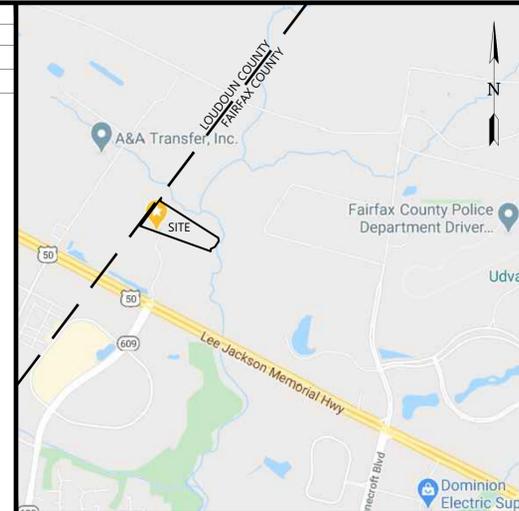
**STORMWATER CALCULATIONS**

TOTAL PRE-DEV IMPERVIOUS AREA = 0 SF OR 0.0000 AC  
 TOTAL POST-DEV IMPERVIOUS AREA = 121,867 SF OR 2.7977 AC  
 TOTAL IMPERVIOUS AREA INCREASE = 121,867 SF OR 2.7977 AC  
 STORAGE VOLUME REQ. = [(121,867 SF)/(12 IN/FT)](2.46 IN/HR) = 24,983 CF  
 STORAGE VOLUME REQ. (IMPROVEMENT FACTOR) = 24,983 CF \* 1.1 = 27,481 CF

PERMEABLE PAVEMENT AREA = 13,057 SF  
 PERMEABLE PAVEMENT MINIMUM DEPTH = 64 IN OR 5.33 FT  
 STONE SUB-BASE VOLUME = (13,057 SF)(5.33 FT) = 69,635 CF  
 STONE SUB-BASE STORAGE VOLUME = (69,635 CF) \* (0.40) = 27,854 CF

TOTAL STORAGE VOLUME PROVIDED = 27,854 CF > 27,481 CF

REVISION		
#	DATE	DESCRIPTION
1.	03/09/20	FAIRFAX COUNTY PRE-SUBMISSION COMMENTS
2.	05/28/20	FAIRFAX COUNTY PRE-STAFFING COMMENTS



**DEMARR ENGINEERING**

DEMARR ENGINEERING, PLLC  
 7115 LEESBURG PIKE, STE 215  
 FALLS CHURCH, VA 22043  
 BLAKE D. DEMARR, PE  
 (703) 214-7220 PHONE  
 blake@demarr-engr.com EMAIL

PROFESSIONAL SEAL

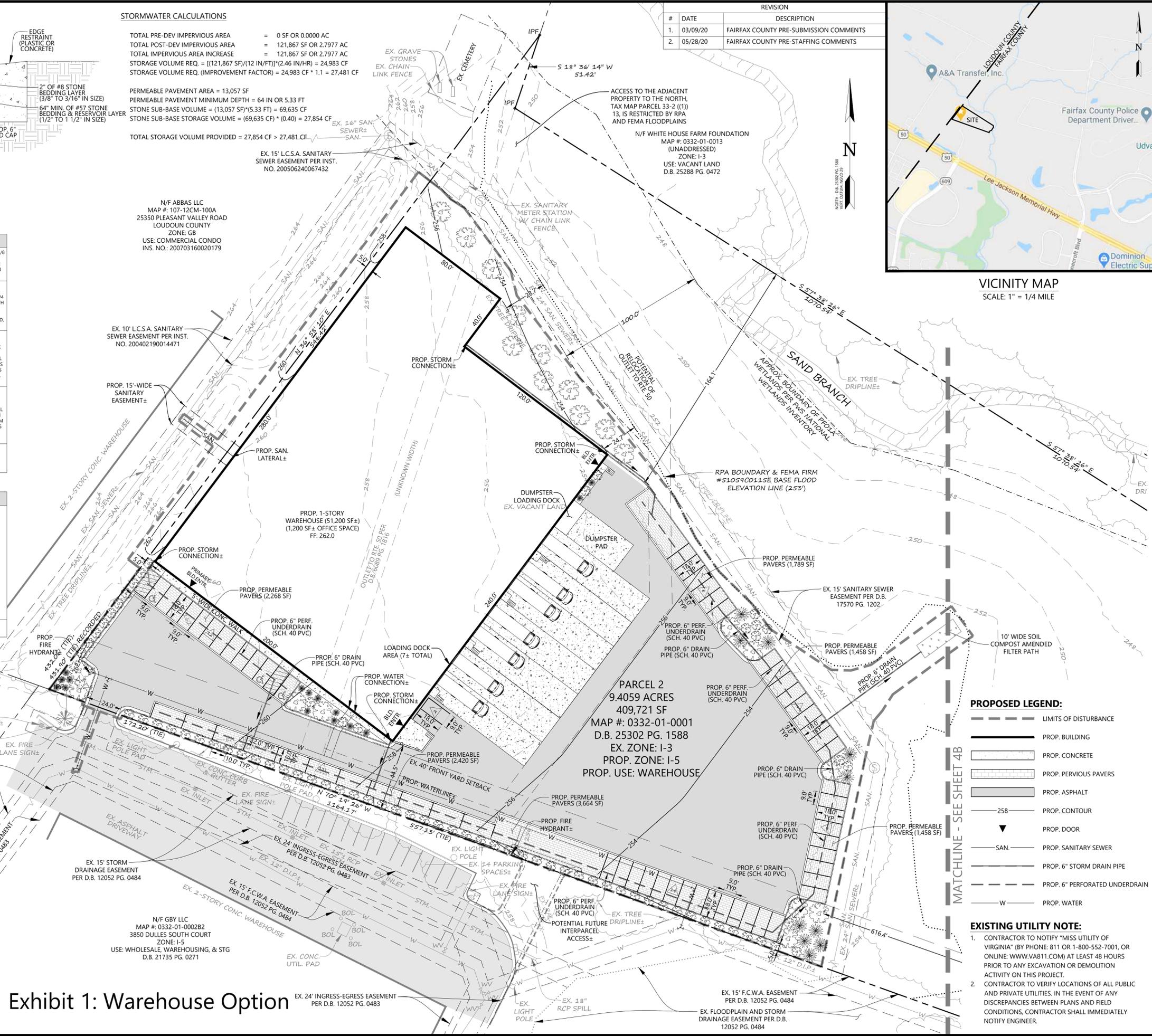
05/28/2020  
**PROGRESS PLOT:**  
 NOT FOR SUBMITTAL  
 OR CONSTRUCTION

**PERMEABLE PAVEMENT MATERIAL SPECIFICATIONS**

MATERIAL	SPECIFICATION	NOTES
BEDDING LAYER	PC: NONE PICP: 2 IN DEPTH OF NO. 8 STONE ABOVE 4 INCHES OF NO. 57 STONE	ASTM D448 SIZE NO. 8 STONE (E.G. 3/8 TO 3/16 INCH IN SIZE); ASTM D448 SIZE NO. 57 STONE (E.G. 1 1/2 TO 1/2 IN SIZE) SHOULD BE WASHED, CLEAN AND FREE OF ALL FINES.
RESERVOIR LAYER	PC: NO. 57 STONE PICP: NO. 2 OR 3 STONE	PC: ASTM D448 SIZE NO. 57 STONE (E.G. 1 1/2 TO 1/2 INCH IN SIZE); PICP: NO. 2 STONE (E.G. 3 INCH TO 3/4 INCH IN SIZE) OR NO. 3 STONE. DEPTH IS BASED ON THE PAVEMENT STRUCTURAL AND HYDRAULIC REQUIREMENTS. SHOULD BE WASHED, CLEAN AND FREE OF ALL FINES.
UNDERDRAIN	USE 4 TO 6 INCH DIAMETER PERFORATED SCHEDULE 40 PVC PIPE, WITH 3/8 INCH PERFORATIONS AT 6 INCHES ON CENTER. EACH UNDERDRAIN INSTALLED AT A MINIMUM 0.5% SLOPE LOCATED 20 FEET OR LESS FROM THE NEXT PIPE (OR EQUIVALENT CORRUGATED HOPE MAY BE USED FOR NON-VEHICULAR APPLICATIONS). PERFORATED PIPE INSTALLED FOR THE FULL LENGTH OF THE PERMEABLE PAVEMENT CELL, AND NON-PERFORATED PIPE, AS NEEDED, IS USED TO CONNECT WITH THE STORM DRAIN SYSTEM. T'S AND Y'S INSTALLED AS NEEDED, DEPENDING ON THE UNDERDRAIN CONFIGURATION. EXTEND CLEANOUT PIPES TO THE SURFACE WITH CAPS.	
FILTER LAYER	THE UNDERLYING NATIVE SOILS SHOULD BE SEPARATED FROM THE STONE RESERVOIR BY A 6 TO 8 INCH LAYER OF COARSE SAND (E.G. ASTM C 33, GRADATION) OR USE AN APPROPRIATE FILTER FABRIC FOR THE PARTICULAR APPLICATION BASED ON AASHTO M288-06. AT A MINIMUM THE FABRIC SHALL HAVE A FLOW RATE GREATER THAN 125 GPM/SQ. FT. (ASTM D4491), AND AN APPARENT OPENING SIZE (AOS) EQUIVALENT TO A US #70 OR #80 SIEVE (ASTM D4751). THE GEOTEXTILE AOS SELECTION IS BASED ON THE PERCENT PASSING THE NO. 200 SIEVE IN "A" SOIL SUBGRADE, USING FHWA OR AASHTO SELECTION CRITERIA.	
OBSERVATION WELL	USE A PERFORATED 4 TO 6 INCH VERTICAL SCHEDULE 40 PVC PIPE (AASHTO M 252) WITH A CAP. INSTALLED FLUSH WITH THE SURFACE. APPLICATIONS IN VEHICULAR AREAS SHALL HAVE A METAL CAP. ALL APPLICATIONS SHALL HAVE AN OBSERVATION WELL INSTALLED.	

**PERMEABLE PAVEMENT MAINTENANCE SCHEDULE**

MAINTENANCE ACTIVITY	SCHEDULE
<ul style="list-style-type: none"> <li>CHECK OBSERVATION WELLS 3 DAYS AFTER A STORM EVENT IN EXCESS OF 1/2 INCH IN DEPTH. STANDING WATER OBSERVED IN THE WELL AFTER THREE DAYS IS A CLEAR INDICATION OF CLOGGING.</li> <li>INSPECT THE SURFACE OF THE PERMEABLE PAVEMENT FOR EVIDENCE OF SEDIMENT DEPOSITION, ORGANIC DEBRIS, STAINING OR PONDING THAT MAY INDICATE SURFACE CLOGGING. IF ANY SIGNS OF CLOGGING ARE NOTED, SCHEDULE A VACUUM SWEEPER (NO BROOMS OR WATER SPRAY) TO REMOVE DEPOSITED MATERIAL.</li> <li>INSPECT THE STRUCTURAL INTEGRITY OF THE PAVEMENT SURFACE, LOOKING FOR SIGNS OF SURFACE DETERIORATION, SUCH AS SLUMPING, CRACKING, SPALLING OR BROKEN PAVERS. REPLACE OR REPAIR AFFECTED AREAS, AS NECESSARY.</li> <li>CHECK INLETS, PRE-TREATMENT CELLS AND ANY FLOW DIVERSION STRUCTURES FOR SEDIMENT BUILDUP AND STRUCTURAL DAMAGE. NOTE IF ANY SEDIMENT NEEDS TO BE REMOVED.</li> <li>INSPECT THE CONDITION OF THE OBSERVATION WELL AND MAKE SURE IT IS STILL CAPPED.</li> <li>GENERALLY, INSPECT ANY CONTRIBUTING DRAINAGE AREA FOR ANY CONTROLLABLE SOURCES OF SEDIMENT OR EROSION.</li> <li>INSPECTED AND CERTIFIED BY A PROFESSIONAL LICENSED IN THE STATE OF VIRGINIA.</li> </ul>	<p>ANNUALLY</p> <p>ONCE EVERY 5 YEARS</p>



**PROPOSED LEGEND:**

- LIMITS OF DISTURBANCE
- ▬ PROP. BUILDING
- ▬ PROP. CONCRETE
- ▬ PROP. PERVIOUS PAVERS
- ▬ PROP. ASPHALT
- 258 PROP. CONTOUR
- ▼ PROP. DOOR
- SAN. — PROP. SANITARY SEWER
- PROP. 6" STORM DRAIN PIPE
- PROP. 6" PERFORATED UNDERDRAIN
- W PROP. WATER

**EXISTING UTILITY NOTE:**

- CONTRACTOR TO NOTIFY "MISS UTILITY OF VIRGINIA" (BY PHONE: 811 OR 1-800-552-7001, OR ONLINE: WWW.VA811.COM) AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION OR DEMOLITION ACTIVITY ON THIS PROJECT.
- CONTRACTOR TO VERIFY LOCATIONS OF ALL PUBLIC AND PRIVATE UTILITIES. IN THE EVENT OF ANY DISCREPANCIES BETWEEN PLANS AND FIELD CONDITIONS, CONTRACTOR SHALL IMMEDIATELY NOTIFY ENGINEER.

Exhibit 1: Warehouse Option

Figure 1.3. Disconnection: Soil Compost Amended Filter Path

GENERALIZED DEVELOPMENT PLAN

PROJECT NUMBER: 18004-01

DULLES SOUTH PROPERTY (UNADDRESSED) CHANTILLY, VA 20151

PROJECT NAME AND ADDRESS

SULLY DISTRICT #2 ROUTE 28 TRANSPORTATION FAIRFAX COUNTY, VIRGINIA

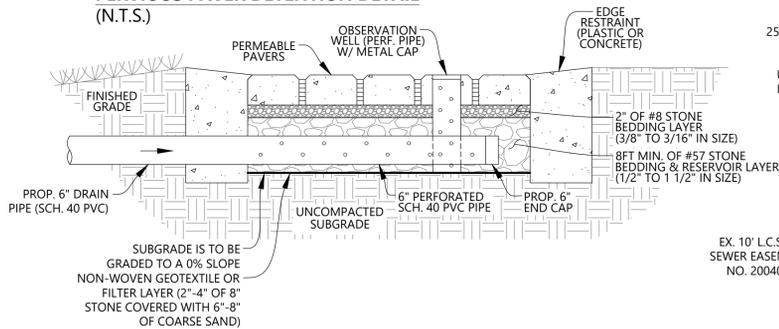
DATE: 05/28/2020  
 DESIGNED: JAK  
 DRAFTED: JAK  
 VERIFIED: BDD  
 SCALE: 1" = 30'  
 0 15 30 60  
 1"=30' FEET

SHEET NUMBER: 1 of 2

4A GENERALIZED DEVELOPMENT PLAN\_5/28/2020 1:44:13 PM, DWG TO PDF.PG3, ARCH full bleed D (24.00 x 36.00 inches), 1:1

PROPOSED PARKING	
TYPICAL (8.5'x18')	387
HANDICAP TOTAL	8
VAN HANDICAP	2
TOTAL	395

**PERVIOUS PAVER DETENTION DETAIL (N.T.S.)**



**PRELIMINARY STORMWATER CALCULATIONS**

TOTAL PRE-DEV IMPERVIOUS AREA = 0 SF OR 0.00 AC  
 TOTAL POST-DEV IMPERVIOUS AREA = 122,885 SF OR 2.82 AC  
 TOTAL IMPERVIOUS AREA INCREASE = 122,885 SF OR 2.82 AC  
 STORAGE VOLUME REQ. = ((122,885 SF)/(12 IN/FT))\*(2.46 IN/HR) = 25,191 CF  
 STORAGE VOLUME REQ. (IMPROVEMENT FACTOR) = 25,191 CF \* 1.1 = 27,481 CF

PERMEABLE PAVEMENT AREA = 9,000 SF  
 PERMEABLE PAVEMENT MINIMUM DEPTH = 8 FT  
 STONE SUB-BASE DEPTH = (9,000 SF)/(8.0 FT) = 72,000 CF  
 STONE SUB-BASE STORAGE VOLUME = (72,000 CF)/(0.40) = 28,800 CF  
 TOTAL STORAGE VOLUME PROVIDED = 28,800 CF > 27,481 CF (REQUIRED)



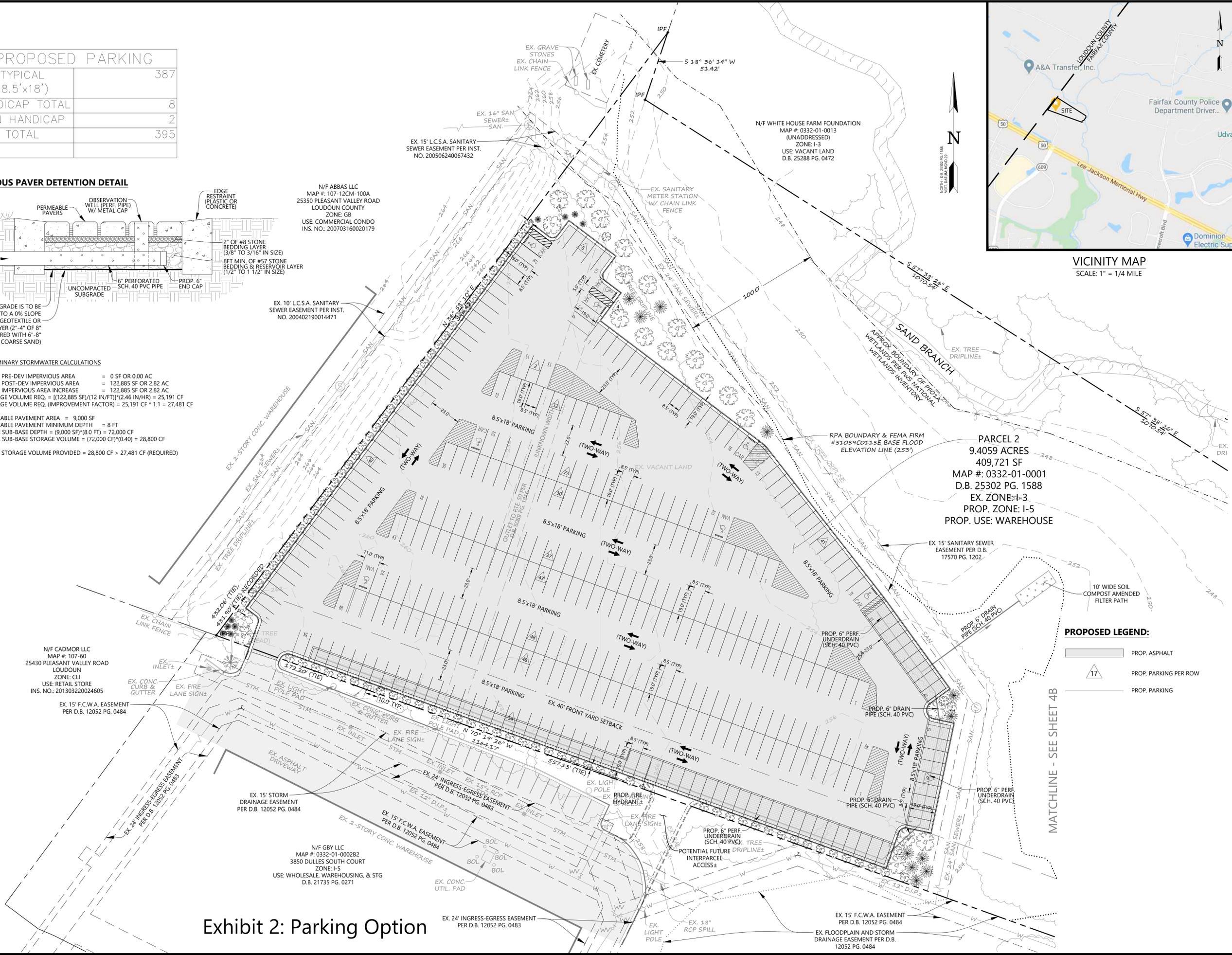
**VICINITY MAP**  
SCALE: 1" = 1/4 MILE

**DEMARR ENGINEERING**

DEMARR ENGINEERING, PLLC  
 1069 W BROAD STREET, STE 915  
 FALLS CHURCH, VA 22046  
 BLAKE D. DEMARR, PE  
 (703) 214-7220 PHONE  
 blake@demarr.dev EMAIL

PROFESSIONAL SEAL

09/15/2022  
 CONCEPT ONLY:  
 NOT FOR  
 CONSTRUCTION



SHEET TITLE

**PARKING LAYOUT OPTION 1  
 - HORIZONTAL ROWS**

PROJECT NUMBER: 18-004.02

PROJECT NAME AND ADDRESS

**DULLES SOUTH PROPERTY  
 (UNADDRESSED)  
 CHANTILLY, VA 20151**

SULLY DISTRICT #2 ROUTE 28 TRANSPORTATION  
 FAIRFAX COUNTY, VIRGINIA

DATE: 09/15/2022  
 DESIGNED: AHM  
 DRAFTED: AHM  
 VERIFIED: BDD  
 SCALE: 1" = 30'  
 0 15 30 60  
 1"=30' FEET

SHEET NUMBER:  
**2 of 2**

**Exhibit 2: Parking Option**

P:\Demarr Dropbox\Projects\18004 Dulles South Property\Exhibits\Parking Lot Concept Plan.dwg, Option 1 - Horizontal, 9/15/2022 2:46:36 PM, ARCH full bleed D (24.00 x 36.00 inches), 1:1

Fairfax County Department of Planning and Development  
Planning Division  
12055 Government Center Parkway, Suite 730  
Fairfax, VA 22035

RE: SSPA Nomination for Property referenced as Tax Map # 33-2 ((1)) 1.

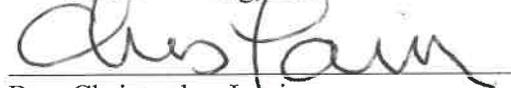
To Whom it May Concern,

I am the owner of property located at Tax Map # 33-4 ((2)) 1, which is being nominated for a Comprehensive Plan land use change as a part of the 2022-2023 Site-Specific Plan Amendment (SSPA) Process. I have reviewed the subject nomination and consent to the property being submitted for consideration. Furthermore, I understand the expectations for the process and am willing to participate in review, analysis, and community engagement, as needed.

I also authorize McGuireWoods LLP to act as my agent with regard to the processing of this SSPA application, and any related applications, on the Subject Property.

Sincerely,

A & A Contracting, Inc.

A handwritten signature in cursive script, appearing to read "Chris Lavin", written over a horizontal line.

By: Christopher Lavin

Its: President

## LAND UNIT F-1

### CHARACTER

Land Unit F-1 is bounded on the north by Washington Dulles International Airport, on the east by Stonecroft Boulevard, on the south by Route 50 and on the west by the Loudoun County line (Figure 31). The land unit consists of approximately 292 acres that are developed primarily with industrial uses with some retail uses along Route 50. A large portion of the land unit is in the Cub Run floodplain and associated Environmental Quality Corridor (EQC).

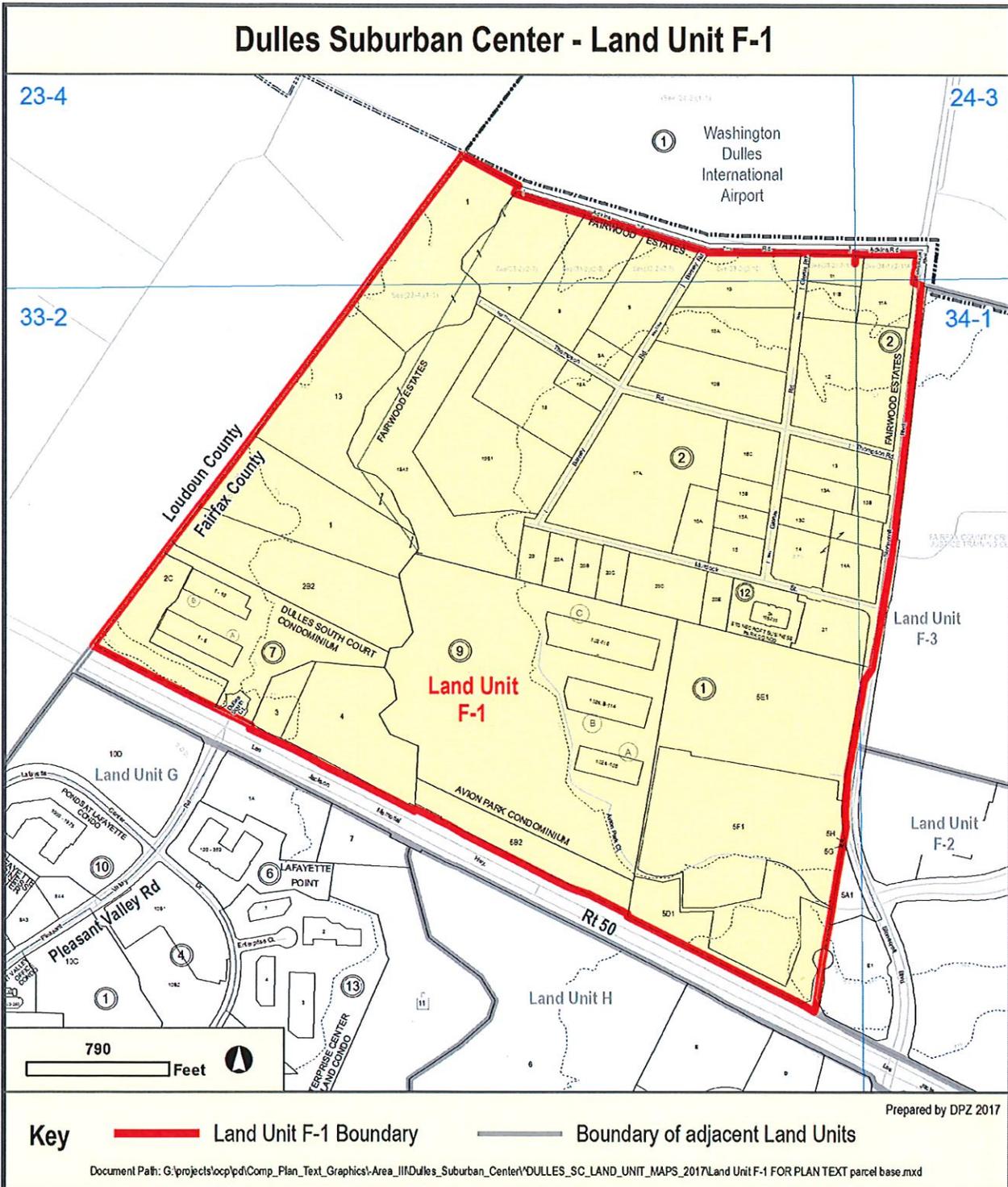
### RECOMMENDATIONS

#### Land Use

1. Land Unit F-1 is planned for office and industrial/flex uses along Route 50 and industrial uses on the northern portion adjacent to the Dulles Airport, with the exception of the Cub Run EQC which is planned for public park use as shown on the Plan Map.
  - a. The southern portion (along Route 50) is planned for high-quality campus-style office and industrial/flex use up to a maximum intensity of .35 FAR, consistent with the type and character of development established in adjoining land units. Substantial setbacks, landscaping and screening should be provided along Route 50 and along Stonecroft Boulevard for an attractive appearance. Substantial consolidation of small parcels is recommended and should be carried out in a manner that ensures that unconsolidated parcels have adequate access and can be developed in accord with the Comprehensive Plan. Architecture should also function as an element of design integration and architectural sketches should be made available for the public review process.
  - b. The northern portion, which is east of the EQC and includes properties fronting Murdock Street and areas to the north, are planned for industrial uses at an intensity up to .35 FAR. Outdoor storage should be screened from public view. Development applications for new and expansion of existing uses should perform an environmental assessment to mitigate any prior industrial contamination.
2. As optional uses, a hotel and/or conference facilities, restaurants, or cultural facilities may be appropriate. Given the extensive EQC in this land unit, public and/or private recreational uses, and public facilities should be considered if developed in an environmentally sensitive manner.

#### Transportation

1. A commuter parking lot served by transit may be appropriate for this area.
2. If future studies determine that right-of-way is needed in Land Unit F-1 to facilitate development of a future transit system for the Dulles Suburban Center area, then the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate.



**LAND UNIT F-1  
 LOCATION AND COMPREHENSIVE PLAN MAP DESIGNATION** **FIGURE 31**

Trails/Connectivity

Trails planned for this land unit are delineated on the Countywide Trails Plan Map and are an integral part of the overall county system. Specific land unit recommendations may be found below.

**Stream Valley Recreational Trails:** A trail connection should be provided to link the Cub Run Stream Valley Trail with the Sand Branch Greenway in Loudoun County.

**Countywide Trail:** Develop the countywide trail along Stonecroft Boulevard south from Dulles Airport and west along the north side of Route 50. If a commuter park and ride lot and/or transit service is located in the land unit, adequate support facilities for bicyclists and pedestrians should be provided.