



2008-2009 North County Area Plans Review

Summary of Adopted Amendments VDOT Review Items

to the Fairfax County
Comprehensive Plan Resulting from the
2008-2009 North County Area Plans Review



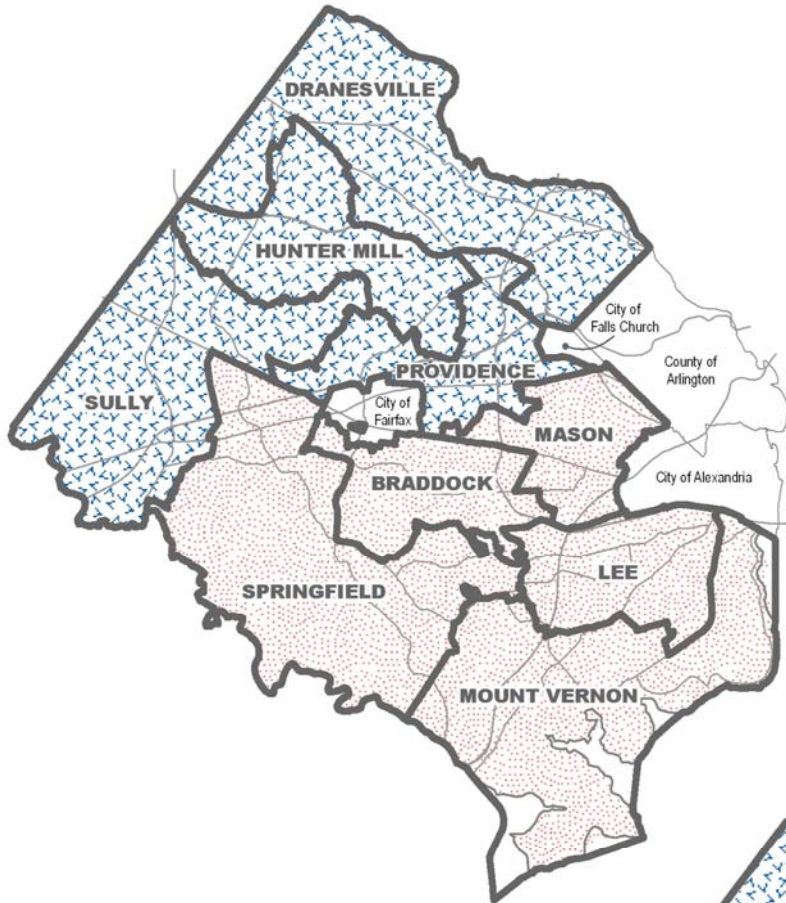
*This document contains amendments to the **Comprehensive Plan for Fairfax County, Virginia** adopted by the Board of Supervisors on February 23, 2010 and July 27, 2010, for 2008-2009 North County APR items which required VDOT 527 review. This Summary is to be used in conjunction with the 2007 Edition of the Comprehensive Plan.*



Prepared by the Department of Planning and Zoning
Fairfax County, Virginia




August 2010

FAIRFAX COUNTY, VIRGINIA



← SUPERVISOR DISTRICTS INCLUDED IN THE 2008-2009 NORTH COUNTY AREA PLANS REVIEW

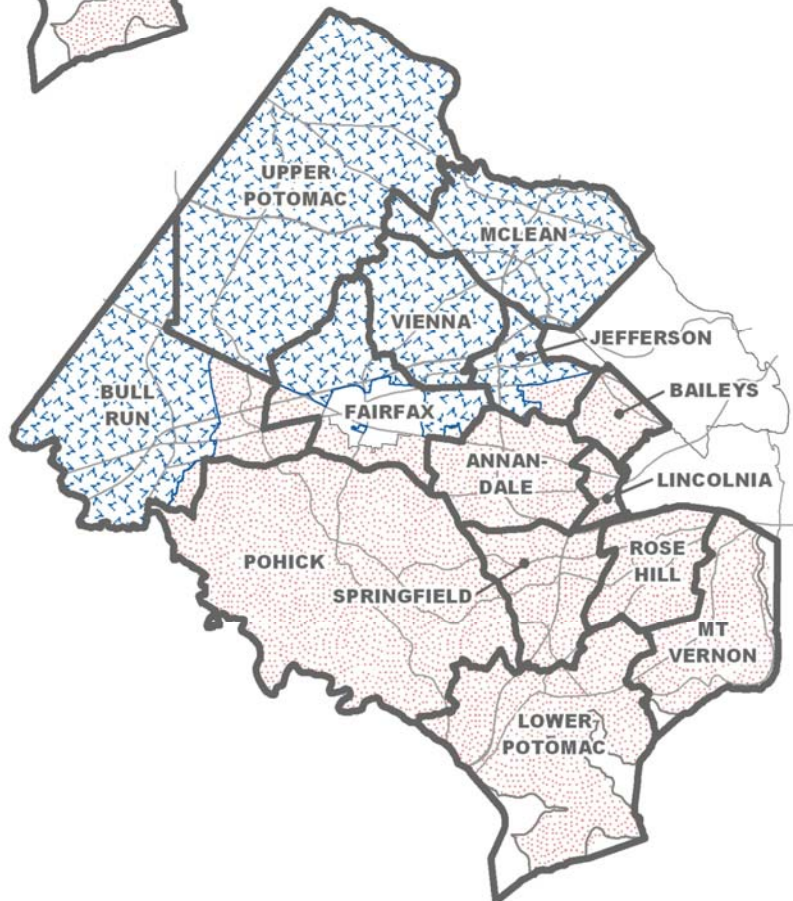
KEY

-  Supervisor Districts
-  2008-2009 North County Area Plans Review
-  2009-2010 South County Area Plans Review

PLANNING DISTRICTS → INCLUDED IN THE 2008-2009 NORTH COUNTY AREA PLANS REVIEW

KEY

-  Planning Districts
- Area I
 - Annandale
 - Baileys
 - Jefferson
 - Lincolnia
- Area II
 - Fairfax
 - McLean
 - Vienna
- Area III
 - Bull Run
 - Pohick
 - Upper Potomac
- Area IV
 - Lower Potomac
 - Mount Vernon
 - Rose Hill
 - Springfield
-  2008-2009 North County Area Plans Review
-  2009-2010 South County Area Plans Review



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North County APR Cycle)
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**2008-2009 NORTH COUNTY APR
VDOT Review Items**

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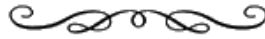
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**SUMMARY OF
2008-2009 NORTH COUNTY
AREA PLANS REVIEW NOMINATIONS**

The Summary of Area Plans Review Nominations provides information for each nomination considered as part of the 2008-2009 North County Area Plans Review process. The summary is organized by Planning Districts.

The recommendations of the Fairfax County Planning Commission are reflected under the column titled “PC Action” and the actions of the Fairfax County Board of Supervisors are reflected under the column titled “BOS Action.”

For detailed information on any item listed in the summary, contact the Planning Division of the Department of Planning and Zoning at (703) 324-1380.



2008-2009 NORTH COUNTY AREA PLANS REVIEW ADOPTED APR ITEMS

MAP PREPARED BY
DEPARTMENT OF PLANNING & ZONING
SEPTEMBER 2008,
UPDATED AUGUST 2010

KEY
BOUNDARY OF
PLANNING DISTRICT OR
SPECIAL PLANNING AREA

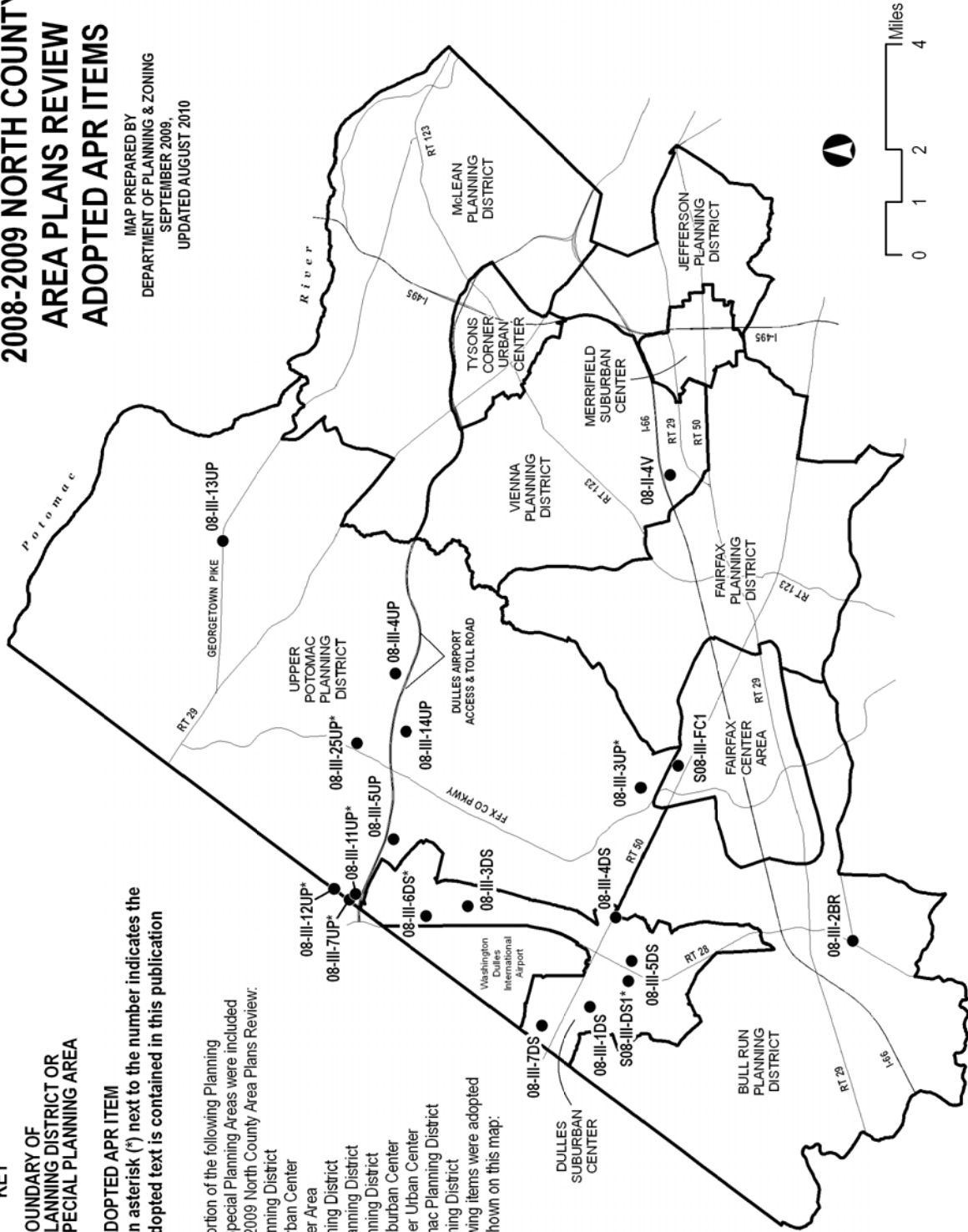
● ADOPTED APR ITEM

An asterisk (*) next to the number indicates the adopted text is contained in this publication

NOTES:

1) All or a portion of the following Planning Districts or Special Planning Areas were included in the 2008-2009 North County Area Plans Review:
Bull Run Planning District
Dulles Suburban Center
Fairfax Center Area
Fairfax Planning District
Jefferson Planning District
McLean Planning District
Merrifield Suburban Center
Tysons Corner Urban Center
Upper Potomac Planning District
Vienna Planning District

2) The following items were adopted but are not shown on this map:
08-III-15UP
08-III-19UP
08-III-20UP
08-III-21UP



2008-2009 North County APR Nomination Summary

Merrifield Suburban Center (Area I)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-I-1MS (Withdrawn)	Providence	Keith C. Martin, Agent for Brenizer Properties, LLC aka George H. Rucker Realty Corp.	NE corner of Hilltop Rd and Dorr Ave intersection.	49-1((13))31,32	4.56	Warehouse and industrial uses to remain at current intensities; maximum height 50 ft.	Mixed use up to 2.0 FAR (45% office, 45% residential, 10% retail).	NA	NA	NA	NA
08-I-2MS (Withdrawn)	Providence	Francis A. McDermott (Hunton & Williams)	N of Lee Hwy., E of Gallows Rd.	49-((1))26C,27,28, 28A,34B; 49-4((1))55	8.87	Retail use with Opt.1 for retail or office/retail mixed-use up to 0.65 FAR with conditions; Opt. 2 for mixed-use and/or hotel use up to 1.05 FAR with conditions.	Office, residential, hotel, retail mixed-use up to 1.5 FAR.	NA	NA	NA	NA
08-I-3MS (Withdrawn)	Providence	David R. Gill, Esquire (McGuire-Woods)	SW of I-66 and I-495 interchange; E of Gallows Rd.; N of Providence Forest Dr.	49-2((1))37,39,40, 48,53	38.36	Residential use at 16-20 du/ac; Option: residential use at 30-40 du/ac with retail, service uses and other conditions.	Residential mixed-use at 1.45 FAR to 1.85 FAR with conditions.	NA	NA	NA	NA

2008-2009 North County APR Nomination Summary

McLean (Area II)
Planning District

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-II-1M (Withdrawn)	Dranesville	Lori Greenlief, Agent for Vinson Hall Corporation (McGuire-Woods)	SE of the intersection of Old Dominion Dr and Kirby Rd.	31-3((1))77A,83	17.18	Public facilities and residential at 1-2 du/ac.	Option to expand the existing Vinson Hall Retirement Community w/additional independent living and assisted living units planned at 5-8 du/ac with a maximum of 350 independent living units and a maximum FAR of .25 provided specific conditions are met.	NA	NA	NA	NA
08-II-2M (Withdrawn)	Dranesville	Peter Lunt, agent (McLean Venture, LLC)	McLean Professional Park is generally located SW of Chain Bridge Rd and Tennyson Dr.	30-2((1))23; 30-4((1))13	6.26	Low/medium density office. No new retail.	Low/medium density office. Allow new retail.	NA	NA	NA	NA

2008-2009 North County APR Nomination Summary

**Vienna (Area II)
Planning District**

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-II-1V (Withdrawn)	Providence	Lynne J. Strobel, Agent for Federal Realty Investment Trust (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	SE corner of Lee Hwy and Nutley St.	48-4((1))12F	25.18	Retail up to .35 FAR.	Option to add residential uses as part of a mixed use center up to .80 FAR.	NA	NA	NA	NA
08-II-2V (Withdrawn)	Providence	Lisa M. Chiblow on behalf of Christopher Land LLC (McGuire- Woods LLP)	S of I-66, E of Blake Ln, W of East Blake Lane Park.	48-3((1))12F,12G, 12H, 12J,12K,52; 48-3((4))1-34,36- 40,C,D1,D2,D5, D6; 48-3((17))All; 48-3((22))All	37.25	Residential 1-2 du/ac; Residential 2-3 du/ac; Residential 3-4 du/ac.	Residential 20-22 du/ac with limited secondary retail (1%).	NA	NA	NA	NA
08-II-3V (Withdrawn)	Providence	David R. Gill, Esquire (McGuire- Woods LLP)	SE of the Lee Hwy and Blake Ln intersection.	48-3((1))53; 48-4((1))3,3A1,3B, 3B1	16.06	Residential 8-12 du/ac.	A mix of uses up to 1.57 FAR (90% residential, 6% retail, 4% office).	NA	NA	NA	NA
08-II-4V (Adopted)	Providence	Timothy S. Sampson, Attorney/Ag ent for Vienna Metro LLC (Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.)	So of Vienna Transit Station, W of Hunters Branch Condos.	48-2((24))B,C,D	28.91	Residential use at 4-5 du/ac; Opt 1 for residential use at 16- 20 du/ac and 12-16 du/ac with conditions; Opt 2 for mixed-use up to 2.25 FAR in core area with conditions.	Substitute 700,000 s.f. of residential use in core area for 700,000 s.f. of office use in core area, 2.25 FAR to remain.	6/10/2009	Recommend PC alternative to support nomination with revised conditions, related to location of uses, transportation impact, maximum units, and intensity.	7/13/2009	Adopt PC alternative with modification to reinforce intensity would not exceed adopted intensity.

2008-2009 North County APR Nomination Summary

**Bull Run (Area III)
Planning District**

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-1BR (Denied at Screening)	Sully	John E. Cowles, Manager and Member (Old Bull Run, LC)	Located south of Lee Hwy (Rt 29) and north of I-66. Bounded by Bull Run and Fairfax/Prince William County line to the south, Bull Run Post Office Rd to the east, and quarry operations to the north.	64-3((1))2	116.53	Planned for residential development at .1-.2 DU/AC and public parkland. Non-residential uses requiring special exemption or special permit approval should be rigorously reviewed.	Non-residential office and industrial to specifically include a recycling facility, vehicle storage/RV parking area (6+acres), plant nursery (6+ acres), and a 10,000 square foot 2-story contractor's office building. FAR not to exceed .0067.	9/25/2008	Retain Plan.	NA	NA
08-III-2BR (Adopted)	Sully	Carol A. Hawn, WFCCA Secretary	Soutwest corner of Centreville Rd (Rt 28) and New Braddock Rd (Rt 620).	65-2((1))17; 65-2((2))2	1.33	Low-intensity Office use at FAR up to .20.	South of New Braddock Rd: Remove from Land Bay C-8, private open space with option for residential up to 5-8 du/ac.	6/10/2009	Recommend PC alternative to add Plan text to indicate that the property may be needed for future interchange improvement.	7/13/2009	Adopt PC alternative.

X

2008-2009 North County APR Nomination Summary

Dulles Suburban Center (Area III)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-1DS (Adopted)	Sully	David S. Houston, Agent for Pohanka of Chantilly, Inc. (Pillsbury Winthrop Shaw Pittman LLP)	Along the west side of Stonecroft Blvd, south of Pepsi Pl, north of Stonecroft Center Ct.	34-3((1))1D	9.86	Land Unit H is planned for industrial, research and development, and industrial/flex uses up to a maximum FAR of .35.	An optional use of Parcel 34-3((1))1D as an expansion of the existing adjacent auto park, not to exceed .35 FAR.	7/30/2009	Recommend Task Force alternative for vehicle sales and service uses up to .35 FAR with modifications pertaining to site design and access.	9/14/2009	Adopt PC recommendation.
08-III-2DS (Withdrawn)	Sully	Martin D. Walsh, Attorney/Agent for Chantilly 50 28 Assoc. LP (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	At the southeast corner of Lee Rd (Rt 661) and Chantilly Crossing Ln, north and west of the EQC.	34-3((13))3	5.09	Options allows for restaurants, hotels, private recreation uses, and a furniture store.	Retail or other planned uses that would complement tourist-oriented uses to the north of Chantilly Crossing Lane and existing retail to the west and to the south. Remove condition to provide commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site.	NA	NA	NA	NA
08-III-3DS (Adopted)	Sully, Hunter Mill	Bernard S. Suchicital (Fairfax County, Department of Planning and Zoning)	East of Sully Rd (Route 28), north side of McLearen Rd (Route 668), west of Centreville Road (Route 657), south and west of Horsepen Run.	24-2((1))11A,11C1, 11C2,12,12A,12C, 13A,14A,14B,14C, 15-17,19,20,21A, 22D, 22E; 24-2((8))All; 24-2((10))All; 24-4((1))1-3,5A,5B, 11A,11B; 24-4((6))All; 25-3((16))All	265	Planned for light industrial, industrial/flex, office use, and the former Redskins Park.	Revisions to Plan text to acknowledge current land uses such as Rachel Carson Middle School, departure of Redskins Park, and Creekside neighborhood. Replan parcel east of middle school for low-intensity office use at 0.5 FAR.	6/10/2009	Recommend nomination as submitted.	7/13/2009	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Dulles Suburban Center (Area III)

(continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-4DS (Adopted)	Sully	Bernard Suchicital (Fairfax County Department of Planning and Zoning)	Southeast corner of Lee Jackson Memorial Hwy (Rt 50) and Elmwood St (Rt 1010).	34-4((1))52A	0.55	Conflicting Plan guidance: Retail use up to a maximum FAR of .08 and .20.	Remove reference of .20 FAR for the subject parcel within the Plan text.	6/10/2009	Recommend nomination as submitted.	7/13/2009	Adopt PC recommendation.
08-III-5DS (Adopted)	Sully	Francis A. McDermott (Hunton & Williams)	Bounded by Sully Rd (Route 28) on the west, Willard Rd to the south, Brookfield Corporate Dr to the east, and the Sullyfield Business Park to the north.	44-1((9))A,B,C,D1, E2,F2,F3	49.50	Non-residential mixed-use up to a 0.5 FAR.	Non-residential mixed-use up to a 0.7 FAR.	6/10/2009	Recommend Task Force alternative for non-residential use up to .70 FAR with added Plan text addressing traffic circulation, improved site access, and high quality urban style architecture.	7/13/2009	Adopt PC recommendation.
08-III-6DS (Adopted) (VDOT-Review)	Hunter Mill, Sully	David R. Gill, Esquire (McGuire-Woods LLP)	South of Frying Pan Rd, west of Frying Pan Branch Stream Valley Park, east of Route 28, north of Land Unit D-2.	24-2((1))1-4,10	74.30	North of the EQC planned for public park; south of the EQC planned for office at .15 FAR. Option A: office use at .25 FAR if roadway link built and other conditions met. Option B: office use at .35 FAR if transit stop and other conditions met.	Text amendments. Option A: office and complimentary service retail use at .35 FAR. Option B: office use at .40 FAR if other conditions met.	1/28/10	Recommend Staff and Task Force alternative that deletes the intermediate intensity and recommends a single option with an intensity for .40 Far with conditions on constructing a new four lane road prior to any development beyond base of .15 FAR. PC modifications address height near existing residential and test to minimize light pollution.	2/23/2010	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Dulles Suburban Center (Area III)

(continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-7DS (Adopted)	Sully	William McCauley Arnold (McCandlish Lillard)	Dulles Suburban Center, Sub-unit F1; north of Route 50, east of Fairfax/Loudoun County line, south of Dulles Airport, west of Stonecroft Blvd.	23-4((1))1; 33-2((1))1,2B2,2C,3,4,5B2,5D,5E,5F,13; 33-2((2))7-9,9A,10,10A,10B,11,11B,12,13,13A,13C,14,14A,15,15A,15B,15C,16,16A,17,18,18A,19,20,20A,20B,20C,20D,20E,21; 33-2((7))(A)All; 33-2((7))(B)All; 33-2((9))(A)All; 33-2((9))(B)All; 33-2((9))(C)All; 33-2((12))All; 34-1((2))11A,13B	265	Planned for high quality campus-style office and industrial/flex use up to a max FAR of .35 consistent with the type and character of development established.	In addition to current Plan language, allow I-5 Zoning District uses.	6/10/2009	Recommend Task Force alternative that indicates construction-related and heavy industrial uses up to .35 FAR may be appropriate in the area east of the EQC and generally north of Murdock Street.	7/13/2009	Adopt PC recommendation.
S08-III-DS1 (Adopted) (VDOT-Review)	Sully	Initiated by Supervisor Michael Frey	East of Lee Rd, north of Willard Rd, west of Sully Rd.	34-3((14))2-4,6,B;4 4-1((17))1,5,A,C	38.88	Light industrial and industrial/flex, up to .35 FAR, with option for high-quality hotel and/or mixture of office and industrial/flex uses.	Allow option for office/hotel use up to a 1.0 FAR as part of a mixed-use development.	1/28/10	Recommend Staff and Task Force alternative that allows for a mix of office and hotel uses up to .70 FAR overall. Individual hotel uses may go up to 1.0 FAR.	2/23/2010	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Fairfax Center Area (Area III)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
S08-III-FC1 (Adopted)	Sully	Initiated by Supervisor Michael Frey	Northeast corner of Lee Jackson Memorial Highway and Fair Ridge Drive.	46-3((1))15A1,15A2,15A3,15A4	28.05	Planned for low intensity Office, Retail and Institutional use not to exceed .25 FAR at the overlay level. Option: Hotel use with an overall intensity not to exceed .15 FAR, may be considered on the Rt 50 frontage as an alternative to planned low intensity mix of uses.	Change 90,000 sf of Office space to 100 units of affordable elderly housing.	6/10/2009	Recommend Task Force and Staff alternative to provide an option for 100 units of elderly housing with modification indicating that development may exceed .25 FAR at the overlay level.	7/13/2009	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-1UP (Withdrawn)	Dranesville	Marta Roy	Generally located E of Leesburg Pike and Downey Dr.	12-4((1))46Z	36.08	Residential at .2-.5 du/ac, private open space.	Add an option for independent living facilities based on a density of 1 du/ac.	NA	NA	NA	NA
08-III-2UP (Withdrawn)	Dranesville	Marta Roy	North of Georgetown Pike and east of Innsbruck Avenue.	13-1((1))37	22.78	Residential use at .2-.5 du/ac with an option for public park.	Add option for independent living facilities.	NA	NA	NA	NA
08-III-3UP (Adopted) (VDOT Review)	Sully	Timothy S. Sampson, Attorney/Agent for Inova Health Care Services (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	East and south of Rugby Rd and Ox Trail, north and south of Alder Woods Dr.	45-2((1))41B1,41L,41L3,41L5; 45-2((2))38,39A,39B,46A1,51A1	69.48	Planned for hospital and related low-intensity ancillary medical office, service uses and clinics with conditions, up to 0.30 FAR.	Increase maximum FAR to 0.40, allow additional vehicle access to property.	1/28/10	Recommend Task Force alternative at an intensity of up to .35 FAR with no more than 370,000 SF of medical office space, add text to lessen impact on projected vehicle trips generated, and text addressing a new single access point to the campus, with modifications that address screening hospital uses from neighboring properties and minimizing light pollution.	2/23/2010	Adopt PC recommendation with modifications to the text regarding transportation demand management measures.
08-III-4UP (Adopted)	Hunter Mill	John N. Thillmann (Initiative for Public Art Reston (IPAR))	Reston Community Planning Sector (UP5) and Reston-Herndon Suburban Center's Land Units C, D, E, F, G and H.	NA	0	Reston-Herndon Suburban Center's Transit Station Area's Design Review Guidelines provide guidance for public art. The Reston Community Planning Sector Plan text is silent on provision of public art.	Incorporate text regarding public art within the Reston-Herndon Suburban Center's Development Review Guidelines section as well as within the Reston Community Planning Sector's (UP5) sector-wide recommendations.	6/10/2009	Adopt Staff alternative referencing Public Art Master Plan as a resource for the review of new development and redevelopment proposals.	7/13/2009	Adopt PC recommendation.

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2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-5UP (Adopted)	Hunter Mill, Dranesville	A. Faheem Darab (Fairfax County Department of Planning and Zoning)	General area bounded by Centreville Rd, Monroe St, Fox Mill Rd and Herndon Pkwy.	16-1((2))25;16-3((1)) 25D1,25D2,25D3, 25D4,29A,29B,29C1, 29D,29E;16-3((2))All; 16-3((3))A1;16-3((11)) 1-3,4B,5A,6B,6C, 6C1, 6D1,6D2,6D3,6D4,6E, 6E1,6F,7;16-3((15))All 16-3((17))All;16-3 ((18))All;16-4((1))32B, 42A,43-46;16-4((2)) 23A,24A,28B,28B1; 16-4((14))(1)All;16-4 ((14))(2)All;16-4((14)) (3)All;16-4((14))(4)All; 16-4((15))(1)All;16-4 ((15))(2)All;16-4((15)) (3)All;16-4((15))(4)All; 16-4((15))(5)All;16-4 ((15))(6)All;16-4((15)) (7)All;16-4((15))(8)All; 16-4((15))(9)All;16-4 ((15))(10)All;16-4((15)) (11)All;16-4((15))(12) All;16-4((15))(13)All; 16-4((15))(14)All;16-4 ((15))(15)All;16-4((15)) (16)All;16-4((15))(17) All;16-4((15))(18)All; 16-4((16))All;16-4 ((17))All;16-4((23))C, R;16-4((24))(1)All;16-4 ((24))(2)All;16-4((24)) (3)All;16-4((24))(4)All; 16-4((24))(5)All;16-4 ((24))(6)All;16-4((24)) (7)All;16-4((24))(8)All; 16-4((24))(9)All;16-4 ((24))(10)All;16-4((24)) (11)All;16-4((24))(12) All	365	Reston-Herndon Suburban Center's Land Unit A currently includes the Worldgate development located within the Town of Herndon.	Changes to update recommendations and the Plan map for Reston-Herndon Suburban Center's Land Units A and B. Amendment will reflect transfer of planning and zoning responsibilities for Land Unit A in 2005 from Fairfax County to the Town of Herndon.	6/10/2009	Adopt nomination as submitted.	7/13/2009	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-6UP (VDOT Review - Deferred)	Dranesville	Stuart Mendelsohn (Holland and Knight LLP)	NE of Dulles Toll Rd and Hunter Mill Rd.	18-4((1))22,23,26B; 18-4((8))1A,2,3	23.13	Residential .2-.5 du/ac; encourage low density character of area.	Residential/office/retail mixed use up to .35 FAR or as option up to .70 FAR. Additional intensity with workforce housing.	NA	NA	NA	NA
08-III-7UP (VDOT Review - Adopted)	Dranesville	Brian J. Winterhalter (Cooley Godwin Kronish LLP)	Generally located NW of Rock Hill Rd and Innovation Ave on Loudoun Co and Fairfax Co boundary.	15-2((1))16	4.16	Office, research and development, hotel or conference center up to .50 FAR with conditions. Community serving retail is encouraged; option for mixed use at higher intensity with conditions including transit.	Option for office and retail up to 2.0 FAR with conditions and a maximum height of 175 feet.	5/13/2010	Support Task Force and staff alternatives which support transit-oriented mixed use development. Mixed use residential and non-residential up to 2.8 FAR within 1/4 mile; Mixed use residential and non-residential up to 1.6 FAR within 1/2 mile and .5 FAR residential beyond 1/2 mile. Metro station entrance should be relocated and incorporated into the CIT site. PC modifications strengthen transportation guidance and emphasize bicycle and bus transit options as well as the need for continued interjurisdictional cooperation.	7/27/2010	Adopt PC recommendation with modifications to strengthen the public infrastructure and environmental guidance including stormwater management, phasing of infrastructure, transportation, green buildings and information and communications technology.

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Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-8UP (Special Study – Reston Master Plan)	Hunter Mill	David R. Gill, Esquire (McGuire-Woods LLP)	Area abutting W side of Lake Fairfax along Becontree Lake Dr.	18-1((1))8,9	47.47	An area adjacent to the western edge of Lake Fairfax Park on Colvin Run is Planned for residential use at 4-5 dwelling units per acre.	Planned residential use would be increased to 8-12 dwelling units per acre.	NA	NA	NA	NA
08-III-9UP (Withdrawn)	Dranesville, Hunter Mill	Heidi T. Merkel (Fairfax County Department of Planning and Zoning)	Entire Reston-Herndon Suburban Center.	NA	0	In 2001 text was added to the Plan to incorporate development options associated with a Bus Rapid Transit phase and a Rail phase of the Dulles Corridor Rapid Transit Project. The DCRT project subsequently was modified to eliminate the BRT phase and proceed directly to the Rail phase.	Editorial change to add text to Reston-Herndon Suburban Center that will clarify that any options that reference the Bus Rapid Transit phase of the Dulles Corridor Rapid Transit Project can be exercised at such time as there is a funding agreement to build the rail phase.	NA	NA	NA	NA
08-III-10UP (VDOT Review - Deferred)	Dranesville, Hunter Mill	Stuart Mendelsohn (Holland and Knight LLP)	Generally NW of Hunter Mill Rd and Sunset Hills Rd.	18-3((1))4,5; 18-3((2))1,2A,4,6; 18-3((3))2A,3A,4A	51.43	Residential .2-.5 du/ac; encourage low density character of area. Option for institutional or public use in southeastern area.	Residential/office/retail mixed use up to .35 FAR or as option up to .70 FAR. Additional intensity with workforce housing.	NA	NA	NA	NA

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Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-11UP (VDOT Review - Adopted)	Dranesville	Francis A. McDermott (Hunton & Williams)	N of Dulles Toll Rd and E of Fairfax Co and Loudoun Co boundary.	15-2((1))15,17	23.35	Institutional use, option for residential/office/retail mixed use up to 1.0 FAR.	Office/ residential/ hotel /retail mixed use up to 2.17 FAR.	5/13/2010	Support Task Force and staff alternatives which support transit-oriented mixed use development. Mixed use residential and non-residential up to 2.8 FAR within 1/4 mile; Mixed use residential and non-residential up to 1.6 FAR within 1/2 mile and .5 FAR residential beyond 1/2 mile. Metro station entrance should be relocated and incorporated into the CIT site. PC modifications strengthen transportation guidance and emphasize bicycle and bus transit options as well as the need for continued interjurisdictional cooperation	7/27/2010	Adopt PC recommendation with modifications to strengthen the public infrastructure and environmental guidance including stormwater management, phasing of infrastructure, transportation, green buildings and information and communications technology.

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Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-12UP (VDOT Review – Adopted)	Dranesville	Richard D. Stout (Stout and Teague Company)	N of Innovation Avenue, W of Fairfax Co and Loudoun Co boundary.	15-2((1))1-5,16; 16-1((1))4,4A,4B	21.99	Land Unit A: office, research and dev., hotel, or conference center up to .50 FAR. Community serving retail is encouraged. Land Unit B: office, research and development up to .25 FAR. Both Land Units A and B: mixed use at a higher intensity with conditions including transit.	Transit oriented development up to 2.0 FAR including residential, office, retail, and institutional.	5/13/2010	Support Task Force and staff alternatives which support transit-oriented mixed use development. Mixed use residential and non-residential up to 2.8 FAR within 1/4 mile; Mixed use residential and non-residential up to 1.6 FAR within 1/2 mile and .5 FAR residential beyond 1/2 mile. Metro station entrance should be relocated and incorporated into the CIT site. PC modifications strengthen transportation guidance and emphasize bicycle and bus transit options as well as the need for continued interjurisdictional cooperation.	7/27/2010	Adopt PC recommendation with modifications to strengthen the public infrastructure and environmental guidance including stormwater management, phasing of infrastructure, transportation, green buildings and information and communications technology.

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Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-13UP (Adopted)	Dranesville	Eric Knudsen	Dranesville Supervisor District, Upper Potomac Planning District.	6-4((1))49A,56,57D, 57E,59,60B,79-82; 6-4((3))1; 6-4((9))1,10,A; 6-4((11))1,23; 6-4((12))B; 6-4((15))4,5; 6-4((18))8; 6-4((18))(3)1,A; 7-3((1))42Z,43Z; 7-3((4))1; 7-3((6))A,B; 7-3((11))4,5; 7-3((14))1,A; 7-3((15))1,13,A,B; 8-3((14))26; 11-2((1))13,22D, 23-25,26A,26B; 11-2((7))64A,80-82; 12-1((1))1-4,4A,5, 8,12A,12B,12C,13, 14A,14B,14C,15, 16C,17A,17B,20, 21A,24A1,24B,24C; 12-1((7))4,5,8-11, 15,16,18,F; 12-1((9))61-63,83,H; 12-1((11))All; 12-1((18))1,B; 12-1((20))1,A,C; 12-2((1))1,1A1,1A2, 1B,5,8,11,14A,15, 16,18,20,25,26,47; 12-2((2))15,51,52; 12-2((8))A1,A2; 12-2((10))126,128, 205,K; 12-2((14))9; 12-2((15))1,2, 3A, 29,30,32-39, B; 12-2((17))17-20; 12-2((18))2-6,9; 12-2((19))1,14;	205.30	Georgetown Pike ROW should be maintained in it current configuration. Virginia Byway designation. Road widening opposed by residents due to scenic and historic character. Other traffic mitigation methods should be utilized. Recommended that conservation easements should be sought to preserve scenic and historic character.	In addition to above text, add the following: Determined that Georgetown Pike eligible for listing on Virginia Landmarks Register and National Register of Historic Places. In order to protect the aesthetic character of Georgetown Pike, Fairfax County should limit densities on the land abutting the Pike running in a band on both sides to a depth of 100 to 150 feet beyond the VDOT ROW.	6/10/2009	Recommend staff alternative reflecting VA Byway designation and eligibility for VA Landmarks Register and National Register of Historic Places.	7/13/2009	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-13UP (continued from previous page)				13-1((1))2,2A,4,5A, 6A,6C,11,11A,12-15,18,20,22,23, 25A,25B,29-32, 36B,36C,37,41-49, 54,55,57, 58B,59, 66B,67,68A,68B, 69,70A,70B,71A, 72E,74,75A1,75A2, 75C; 13-1((5))1,A; 13-1((8))D; 13-1((9))1-3,3A1, 4-13; 13-1((11))All; 13-1((12))3,4; 13-1((14))1; 13-1((15))A,B; 13-2((1))2,3,7,7B,8, 9C,9G,35,40,41; 13-2((7))9,10; 13-2((8))24-26,A; 13-4((1))7,8B; 13-4((4))7; 13-4((7))1-5,21; 13-4((10))1,6							
08-III-14UP (Adopted)	Hunter Mill	Heidi T. Merkel (Fairfax County Department of Planning and Zoning)	NW intersection of Sunrise Valley Dr and Reston Pkwy.	17-3((8))1A1,1B, 3B1,3B2	40.87	Sub-unit E-5 is missing Plan text that was inadvertently left out after the adoption of Plan Amendment 2000-01.	Correct an editorial error that occurred in Plan Amendment 2000-01 in 2001.	6/10/2009	Recommend nomination as submitted.	7/13/2009	Adopt PC recommendation.

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Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-15UP (Adopted)	Dranesville	Douglas Cobb	Area generally bounded by Loudoun Co boundary to the W; Leesburg Pk, Hunter Mill Rd, and Dulles Toll Rd to the S; Towlston Rd and Old Dominion Dr to the E; and Potomac River to the N.	NA	0	Generally planned for low density residential with some private recreation, private open space, public park and retail.	Add plan text intended to encourage locating utilities underground and protection of Heritage Trees.	6/10/2009	Recommend Staff alternative reflecting that all new and redeveloped properties be strongly encouraged to bury all overhead utility lines while protecting Heritage Trees and significant treescapes.	7/13/2009	Adopt PC recommendation.
08-III-16UP (Expired 5/20/10)	Dranesville	Eleanor Weck	Area generally bounded by Potomac River, Difficult Run, Georgetown Pk, River Bend Rd, Beach Mill Rd, Seneca Rd and Loudoun Co.	NA	0	Generally planned for low density residential with some private recreation and public park.	Add Plan text indicating that permeable surface trails are preferred in this area except within one mile of elementary schools and commercial areas.	9/9/2009	Deferred	NA	NA
08-III-17UP (Expired 5/20/10)	Dranesville	Eleanor Weck	Generally bounded by Seneca Rd, Beach Mill Rd, River Bend Rd, Gerogetown Pk, Leesburg Pk and Loudoun Co.	NA	0	Generally planned for low density residential with some private recreation and public park.	Add Plan text indicating that permeable surface trails are preferred in this area except within one mile of elementary schools and commercial areas.	9/9/2009	Deferred	NA	NA
08-III-18UP (Expired 5/20/10)	Dranesville	Eleanor Weck	Area generally bounded by Georgetown Pk, Old Dominion Dr, Towlston Rd, Leesburg Pk, Difficult Run, Dulles Toll Rd, Hunter Mill Rd and Leesburg Pike.	NA	0	Generally planned for low density residential with some private open space, public park and retail.	Add Plan text indicating that permeable surface trails are preferred in this area except within one mile of elementary schools and commercial areas.	9/9/2009	Deferred	NA	NA

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Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-19UP (Adopted)	Dranesville	Eleanor Anderson	Area generally bounded by Loudoun Co boundary to the W; Leesburg Pk, Hunter Mill Rd, and Dulles Toll Rd to the S; Towlston Rd and Old Dominion Dr to the E; and Potomac River to the N.	NA	0	Generally planned for low density residential with some private recreation, private open space, public park and retail.	Add Plan text to encourage the use of pervious and semi-pervious materials for paved areas.	6/10/2009	Recommend Task Force alternative to encourage the use of pervious surfaces for typically paved areas and corrects the references to Planning sectors UP1, UP2 and UP3.	7/13/2009	Adopt PC recommendation.
08-III-20UP (Adopted)	Dranesville	Stella Koch	Area generally bounded by Loudoun Co to the W, Leesburg Pk, Hunter Mill Rd, and Dulles Toll Rd to the S; Towlston Rd and Old Dominion Dr to the E; and Potomac River to the N.	NA	0	Generally planned for low density residential with some private recreation, private open space, public park and retail.	Modify the Environment section of Upper Potomac Planning District Overview planning sectors UP1, UP2 and UP3.	6/10/2009	Recommend Staff alternative to modify the Environment section of Upper Potomac Planning District to reflect more current environmental policy and improve the characterization of the area. PC modification is to more clearly state the intention of the Staff and task Force recommendations.	7/13/2009	Adopt PC recommendation.
08-III-21UP (Adopted)	Dranesville	Kathleen J. Murphy	Upper Potomac Planning District.	NA	0	NA	Add Plan text to Public Facilities section of Upper Potomac Planning District to encourage exploring possible sites for a community center in planning sectors UP1, UP2 and UP3.	6/10/2009	Recommend nomination as submitted.	7/13/2009	Adopt PC recommendation.

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-22UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Martin D. Walsh (Walsh, Colucci, Lubeley, Emrich & Walsh, P.C.)	SE intersection of Toll Rd and Fairfax County Pkwy.	16-4((1))26; 17-3((8))6,7A,7C1, 7E1	32.37	This sub-unit is located north of Sunrise Valley Drive and is planned for office use up to .50 FAR.	Increase maximum office FAR from 0.50 to 1.0 FAR. Add a rail-oriented option for parcel 17-3((8))6 to allow up to 1.5 FAR office use with conditions.	NA	NA	NA	NA
08-III-23UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	John J. Bellaschi, Esquire (Consortium Three-Campus Commons, LLC)	SE intersection of Toll Rd and Wiehle Ave.	17-4((1))33,34	11.63	Office use at .35 FAR or residential use at 30 du/ac; BRT option for mixed use up to .75 FAR with conditions.	Add a rail option for mixed use up to 2.5 FAR for entire Sub-unit with conditions.	NA	NA	NA	NA
08-III-24UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Jill Switkin, Agent for Brookfield Properties (Cooley Godward Kronish LLP)	SW intersection of Toll Rd and Reston Pkwy.	17-3((8))1A1,1B, 2A,3B1,3B2; 17-3((8))3A)2A,2B	67.64	Sub-unit E-4 mentions parcels 17-3((8))1A and 1B located within Sub-unit E-5. Office use at .50 FAR or residential use at up to 30 du/ac. BRT mixed use option up to 1.0 FAR for entire Sub-unit E-5 with conditions. Rail mixed use option up to 2.0 FAR for 5 acres within Sub-unit E-5 closest to rail station, with conditions.	Remove mention of parcels 17-3((8))1A and 1B from Sub-unit E-4 Plan text. Add office option up to .70 FAR for these two parcels in Sub-unit E-5. Remove BRT mixed use option of 1.0 FAR from Sub-unit E-5. Expand existing rail mixed use option allowing up to 2.0 FAR from current 5 acres to entire Sub-unit E-5 with modified conditions.	NA	NA	NA	NA

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Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-25UP (Adopted) (VDOT Review)	Hunter Mill	Mark C. Looney (Cooley Godward Kronish, LLP)	NE intersection of Fairfax County Pkwy and New Dominion Pkwy.	17-1((1))3H1,15B, 17; 17-1((14))101,103, 105,110,111,113, 115-118,120,201, 202,205-207,209, 210,212,214,215, 218,220A,301,303, 305-313,315-317, 319,320,401A,402, 404-416,418-420; 17-1((19))All; 17-1((28))100,110, 120,130,140,150, 160,180,210,220, 220A,225,230,240, 250,255,260,270, 280,300,300A,335, 340,350,460	30.44	Planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR.	Add an option specifically for Reston Hospital Center and associated medical office buildings to develop with a mix of institutional, office and medical facilities at up to 1.0 FAR with conditions.	1/28/10	Recommend staff alternative which expands upon nomination with additional transportation and massing guidance as well as limiting office use.	2/23/2010	Adopt PC recommendation.
08-III-26UP (Deferred - Reston- Dulles Corridor Special Study)	Hunter Mill	Benjamin F. Tompkins (Reed Smith)	Area between Reston Pkwy and Sunrise Valley Dr, S of Sheraton Reston.	17-3((3))1C,1D	9.96	Parcels zoned Planned Residential Community are planned for the uses and intensities approved (if applicable) for the individual parcels. The other parcels planned for office use up to .35 FAR and residential use at up to 30 du/ac. Rail-oriented mixed use option for entire Sub-unit up to 1.0 FAR, with conditions.	Clarify language relating to parcels "planned for the uses and intensities approved for the individual parcels" to reference Reston Master Plan and approved Development and PRC Plans for those parcels. In addition, remove language regarding "the other parcels planned" for office and residential use. Clarify rail option to allow for higher levels of development under approved PRC Plan. Edit mix of uses.	NA	NA	NA	NA

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Upper Potomac (Area III)
Planning District
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-27UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Benjamin F. Tompkins (Reed Smith)	Area between Toll Rd and Sunrise Valley Dr, immediately W and N of Roland Clarke Place.	17-4((14))(1A)1-3	10.01	Parcels zoned Planned Residential Community are planned for the uses and intensities approved (if applicable) for the individual parcels. The other parcels planned for office use up to .35 FAR.	Clarify language relating to parcels "planned for the uses and intensities approved for the individual parcels" to reference Reston Master Plan and approved Development and PRC Plans for those parcels.	NA	NA	NA	NA
08-III-28UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Benjamin F. Tompkins (Reed Smith)	Area between Toll Rd and Sunrise Valley Dr including Sheraton Reston and Mercer Condos.	17-3((3))1E1; 17-4((29))1A,2C; 17-4((31))H,O	15	Planned for Convention/Conference Center. Option for focal area (15 acres) to be developed with mixed use at up to 1.07 FAR with conditions.	Add a rail-oriented mixed use option to allow up to 2.93 FAR for Land Unit F's focal area already permitting mixed use development at 1.07 FAR.	NA	NA	NA	NA
08-III-29UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Jill Switkin (Cooley Godward Kronish LLP)	General area in SW intersection of Toll Rd and Wiehle Ave.	17-4((12))11A,11B,11D3,11D4,11D5,11D7,11D8,11D9; 17-4((33))All	30.15	Office use up to .50 FAR or residential development up to 30 du/ac. 2 BRT mixed use options of up to .70 and .75 FAR with conditions. Rail-oriented mixed use option up to 1.25 FAR for 10 acres of Sub-unit closest to rail station, with conditions.	Expand rail residential mix option to two options. Option 1 includes all of Sub-Unit H-2 and increases development levels from 1.25 to 2.25 FAR with modified conditions. Option 2 includes all of Sub-Unit H-2 and increases development levels from 1.25 FAR to 2.5 FAR with conditions including provision of a 500-space Park and Ride facility or comparable parking arrangement.	NA	NA	NA	NA

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Upper Potomac (Area III)
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-30UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Jill D. Switkin (Cooley Godward Kronish LLP)	NE intersection of Sunrise Valley Dr and Edmund Halley Dr.	17-3((8))3B1,3B2	4.72	Office use .50 FAR or residential use up to 30 du/ac. BRT mixed use option up to 1.0 FAR. Rail mixed use option up to 2.0 FAR for 5 acres within Sub-unit closet to rail station, with conditions.	Remove language referencing approved 0.70 FAR office use. Add option for office use up to 1.5 FAR for parcels 17-3((8))3B1 and 3B2, with conditions. Not conditioned upon rail/BRT funding agreement.	NA	NA	NA	NA
08-III-31UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Mark C. Looney (Cooley Godward Kronish LLP)	Areas N and S of Sunset Hills Rd between Reston Pkwy and Town Center Pkwy.	17-3((1))5,5H1, 29A,29B,35B	46.29	Sub-unit D-4: Mixed use up to 1.0 FAR or residential use at up to 30 du/ac. BRT mixed use options for entire Sub-unit of up to 1.0 FAR with conditions and 1.5 FAR with conditions. Rail-oriented mixed use option of up to 2.0 FAR with conditions for 10 acres of Sub-unit D-4 closest to rail station. Sub-unit D-5: Office use up to 1.0 FAR or residential use up to 30 du/ac. BRT mixed use option for entire Sub-unit of up to 1.0 FAR with conditions.	Sub-unit D-4: Increase existing allowed mixed use up to 1.5 FAR or residential use at up to 50 du/ac. Increase existing BRT mixed use options for entire Sub-unit of up to 2.0 FAR with conditions and 2.5 FAR with conditions. Expand rail-oriented mixed use options from 10 acres closest to rail station to include entire Sub-unit and increase up to 3.5 FAR with conditions, and a second rail-oriented mixed-use option up to 5.0 FAR with conditions. Sub-unit D-5: Increase office use at 1.5 FAR. Increase existing BRT mixed use options for entire Sub-unit up to 1.5 FAR with conditions and add a second BRT mixed-use option up to 2.0 FAR with conditions. Add rail-oriented mixed use options for entire Sub-unit of up to 3.0 FAR with conditions, and 3.5 FAR with conditions.	NA	NA	NA	NA

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Upper Potomac (Area III)
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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-32UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Mark C. Looney (Cooley Godward Kronish LLP)	N of the Toll Rd and S of Sunset Hills Rd, just S of the Post Office.	18-3((6))8	9.72	Mix of office, R&D, and industrial "flex space" uses up to .50 FAR	Add an option for parcel 18-3((6))8 to develop in office use up to .70 FAR.	NA	NA	NA	NA
08-III-33UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Brian J. Winterhalter (Cooley Godwin Kronish LLP)	NW intersection of Sunset Hills Rd and Town Center Pkwy.	17-3((1))28A,28B, 28C	13.80	Office use between .80-.90 FAR or residential use at up to 30 du/ac. BRT mixed use option at 1.0 FAR with conditions.	Add two options for parcels 17-3((1))28A, 28B and 28C: Option for mixed use up to 1.25 FAR with conditions. Rail-oriented mixed use option up to 2.5 FAR with conditions.	NA	NA	NA	NA
08-III-34UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Phillip London, Agent for 11465 SH1, LC (c/o Comstock Companies)	NW intersection of Wiehle Av and Toll Rd.	17-4((1))17A,17B, 20; 17-4((19))1-4,5A, 6A; 17-4((20))(A)All; 17-4((20))(B)All; 17-4((20))(C)All; 17-4 ((20))(D)All; 17-4((20))(E)All; 17-((20))(F)All; 17-4((20))(G)All; 17-4((24))All	33.95	Office use at .50 FAR or residential use at up to 30 du/ac. Two BRT mixed use options at .70 and 1.5 FAR. Both with conditions. Rail-oriented mixed use option for 17 acres within Sub-unit G-4 closest to rail station, up to 2.5 FAR with conditions.	Increase existing BRT mixed use option to 1.0 FAR with edited mix of uses and conditions. Edit existing BRT mixed use option of 1.5 FAR to create different mix of uses and conditions. Add rail-oriented mixed use option at 2.0 FAR, with conditions, for entire Sub-unit G-4. Expand existing rail-oriented mixed use option to apply to entire Sub-unit G-4 with edited mix of uses and conditions including allowing individual developments to exceed 2.5 FAR.	NA	NA	NA	NA

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APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-35UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Mark C. Looney (Cooley Godward Kronish LLC)	NE intersection of Wiehle Ave and Toll Rd.	17-4((18))All; 17-4((21))All; 18-3((6))All	28.50	Sub-unit G-5: Office use at .50 FAR or residential use at 30 du/ac. BRT mixed use option at 1.0 FAR with conditions. Rail-oriented mixed use option at 1.5 FAR with conditions. Sub-unit G-6: Office use at .50 FAR or residential use at 30 du/ac. BRT mixed use option at 1.0 FAR with conditions.	G-5: Increase existing rail-oriented mixed use option to 2.0 FAR. Add a second rail-oriented mixed use option at 2.5 FAR with conditions. G-6: Add two rail-oriented mixed use options up to 1.5 FAR and 2.0 FAR with conditions.	NA	NA	NA	NA
08-III-36UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Brian Winterhalter (Cooley Godward Kronish, LLC)	SW intersection of Toll Rd and Fairfax County Pkwy.	16-4((1))14B,28,29	37.61	Sub-unit C-3: Office use up to .50 FAR. Two BRT mixed use options at .70 and 1.0 FAR with conditions. Rail-oriented mixed use option at 1.5 FAR with conditions for 9 acres closest to rail station. Sub-unit C-4: Office use up to .50 FAR. BRT mixed use option at 1.0 FAR with conditions.	Sub-unit C-3: Increase existing BRT mixed use options to 1.0 and 1.5 FAR with edited mix of uses and conditions. Increase and expand existing rail-oriented mixed use option to include entire Sub-unit at 2.5 FAR with edited mix of uses and conditions. Sub-unit C-4: Increase existing BRT mixed use option to 1.25 FAR with edited conditions. Add rail-oriented mixed use option at 2.0 FAR with conditions.	NA	NA	NA	NA

XXX

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-37UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	David R. Gill, Esquire (McGuire-Woods LLP)	NW intersection of Wiehle Av and Toll Rd.	17-4((1))17A,17B, 20; 17-4((19))1-4.5A, 6A; 17-4((20))(A)All; 17-4((20))(B)All; 17-4((20))(C)All; 17-4((20))(D)All; 17-4((20))(E)All; 17-4((20))(F)All; 17-4((20))(G)All; 17-4((24))All	33.95	Office use at .50 FAR or residential use at up to 30 du/ac. Two BRT mixed use options at .70 and 1.5 FAR. Both with conditions. Rail-oriented mixed use option, for 17 acres within Sub-unit G-4 closest to rail station, up to 2.5 FAR with conditions.	Expand existing rail-oriented mixed use option from 17 acres closest to rail station to include entire sub-unit except for one approximately 5 acre parcel. Allow for individual parcels to exceed a 2.5 FAR limitation. Edit conditions.	NA	NA	NA	NA
08-III-38UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Inda E. Stagg, Agent (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	Area in SW intersection of Toll Road and Reston Pkwy, N of Edmund Halley Dr.	17-3((8))2A; 17-3((8))(3A)2A,2B	26.78	Office use at .50 FAR or residential use up to 30 du/ac. Option for office use at .70 FAR for 3 specific parcels. 2 BRT options at 1.0 and 1.25 FAR with conditions. Rail-oriented mixed use option at 2.0 FAR, with conditions, for 8 acres closest to rail station.	Edit 2 BRT options mix of uses. Increase and expand existing rail-oriented mixed use option to 3.0 FAR and across the entire Sub-unit. Edit conditions as well.	NA	NA	NA	NA

2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-39UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Martin D. Walsh (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	SW intersection of Toll Rd and Wiehle Ave.	17-4((12))11A,11B, 11D3,11D4,11D5, 11D7,11D8,11D9; 17-4((33))All	30.15	Office use up to .50 FAR or residential development up to 30 du/ac. 2 BRT mixed use options of up to .70 and .75 FAR with conditions. Rail-oriented mixed use option up to 1.25 FAR for 10 acres of Sub-unit closest to rail station, with conditions.	Remove BRT mixed use option at .70 FAR and increase existing BRT mixed use option of .75 FAR to 1.25 FAR. Increase and expand existing rail-oriented mixed use option from 1.25 FAR to 2.0 FAR and from 10 acres to entire Sub-unit. Edit mix of uses and conditions. Add second rail-oriented mixed use option at 2.5 FAR with conditions including provision of a park and ride facility.	NA	NA	NA	NA
08-III-40UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Martin D. Walsh, Esquire (Walsh, Calucci, Lubeley, Emrich & Walsh, PC)	NW intersection of Sunrise Valley Dr and Association Drive's western end.	17-4((1))10	9.92	Office use up to .35 FAR.	Add option for office use up to .50 FAR for nominated parcel only. Add rail-oriented mixed use option up to 1.5 FAR for nominated parcel only. Does not include residential use.	NA	NA	NA	NA
08-III-41UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	Martin D. Walsh (Walsh, Colucci, Lubeley, Emrich & Walsh, PC)	NW intersection of Wiehle Av and Toll Rd.	17-4((1))17A,17B, 20; 17-4((19))1-4.5A, 6A; 17-4((20))(A)All; 17-4((20))(B)All; 17-4((20))(C)All; 17-4((20))(D)All; 17-4((20))(E)All; 17-4((20))(F)All; 17-4((20))(G)All; 17-4((24))4A,4B	25.02	Office use at .50 FAR or residential use at up to 30 du/ac. Two BRT mixed use options at .70 and 1.5 FAR. Both with conditions. Rail-oriented mixed use option, for 17 acres within Sub-unit G-4 closest to rail station, up to 2.5 FAR with conditions.	Edit existing rail-oriented mixed use option of 2.5 FAR with a condition allowing up to 3.5 FAR for parcel numbers 17-4((1))17A, 17B and 20 if a 1000-space Park and Ride facility is provided in Sub-unit H-2.	NA	NA	NA	NA

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2008-2009 North County APR Nomination Summary

Upper Potomac (Area III)
Planning District
 (continued)

APR#	Supervisor District	Nominator Name	General Location	Tax Map #	Acres	Current Plan	Nominated Change	PC Action Date	PC Action	BOS Action Date	BOS Action
08-III-42UP (Deferred - Reston-Dulles Corridor Special Study)	Hunter Mill	John J. Bellaschi, Esquire (Agent for Clover Sunrise, Limited Partnership)	NE intersection of Sunrise Valley Dr and Mercator Dr.	17-3((8))5A,5B	4.71	Office use up to .50 FAR or residential use up to 30 du/ac. BRT mixed use option up to 1.0 FAR with conditions.	Add rail-oriented mixed use option up to 1.5 FAR for parcels 17-3((8))5A and 5B with conditions.	NA	NA	NA	NA

2008-2009 North County
Area Plans Review
Adopted Amendments

AREA III

Dulles Suburban Center

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

08-III-6DS

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District as amended through 09-14-2009; Dulles Suburban Center, Land Use Recommendations, Land Unit D-1, pages 71-73:

“CHARACTER

Land Unit D-1 consists of approximately 75 acres and is bounded on the north by Frying Pan Road, the east by Frying Pan Branch Stream Valley Park, on the west by Route 28 and on the south by Land Unit D-2 (Figure 16). Horse Pen Run traverses the land unit, with approximately 50 percent of the land unit within the floodplain of the stream valley. The land unit contains the Middleton Farm and a few other structures and otherwise is not developed. Land Unit D-1 consists of the western portion of the land unit, which is approximately 68 acres and consists of parcels 24-2((1))1 and 10; and the eastern portion of this land unit which is 7.35 acres and consists of parcels 24-2((1))2, 3 and 4.

RECOMMENDATIONS

Land-Use-Western Portion of Land Unit – Tax Map 24-2((1))1 and 10

1. ~~The majority of this land unit is part of a working farm. The land unit has Tax Map 24-2((1))1 and 10 contain a considerable amount of EQC. Horse Pen Run Stream Valley traverses the northern portion of the area and is planned for public park use. Should the agricultural use be discontinued, The western portion of the land unit is planned for office use up to .15 FAR with dedication to provide development that is compatible with existing and planned adjacent land uses within this entire land unit, Land Unit D-2 and C. Dedication of the right-of-way for the planned roadway extension between Park Center Road and Horse Pen Road Sunrise Valley Drive to the County and dedication of the EQC lands to the Fairfax County Park Authority, to provide for development that is compatible with existing and planned adjacent land uses in Land Units D-2 and C. should be provided. Stream restoration and revegetation of the Horse Pen Run EQC should be provided in consultation with County staff. In addition, all trails shown on the Trails Plan Map should be constructed in consultation with County staff.~~
The majority of this land unit is part of a working farm. The land unit has Tax Map 24-2((1))1 and 10 contain a considerable amount of EQC. Horse Pen Run Stream Valley traverses the northern portion of the area and is planned for public park use. Should the agricultural use be discontinued, The western portion of the land unit is planned for office use up to .15 FAR with dedication to provide development that is compatible with existing and planned adjacent land uses within this entire land unit, Land Unit D-2 and C. Dedication of the right-of-way for the planned roadway extension between Park Center Road and Horse Pen Road Sunrise Valley Drive to the County and dedication of the EQC lands to the Fairfax County Park Authority, to provide for development that is compatible with existing and planned adjacent land uses in Land Units D-2 and C. should be provided. Stream restoration and revegetation of the Horse Pen Run EQC should be provided in consultation with County staff. In addition, all trails shown on the Trails Plan Map should be constructed in consultation with County staff.
2. ~~As an option, office use for the western portion of the land unit, office, hotel, recreational facilities and support service retail uses may be appropriate up to .25 FAR with construction of the planned roadway extension between Park Center Road and Horse Pen Road and dedication of the right of way for transit and the following additional .40 FAR if all of the following conditions should be are met:~~
As an option, office use for the western portion of the land unit, office, hotel, recreational facilities and support service retail uses may be appropriate up to .25 FAR with construction of the planned roadway extension between Park Center Road and Horse Pen Road and dedication of the right of way for transit and the following additional .40 FAR if all of the following conditions should be are met:

- Full consolidation between Tax Map Parcels 24-2((1))1 and 10 is achieved;
- ~~Substantial consolidation of all five parcels located within Land Unit D-1 is achieved which provides for the development of any unconsolidated parcels in conformance with the Comprehensive Plan;~~
- Development is located With the exception of necessary road crossings and park improvements, all development should be south of the Horse Pen Run EQC;
- The planned roadway extension between Park Center Road and Sunrise Valley Drive is constructed as a four lane divided roadway prior to any development beyond the current Comprehensive Plan base density of .15 FAR;
- Any development beyond the current Comprehensive Plan base of .15 FAR should be phased to transportation improvements and trip reduction measures identified at the time of rezoning;
- All EQCs and the area north of the Horse Pen Run Stream Valley are dedicated to the Fairfax County Park Authority and the land generally north of Horse Pen Run Stream Valley is developed for active recreational uses to serve residential and employment uses in the general area. Buildable recreational areas should be developed as a destination park to address recreation deficiencies in this area. Built facilities may include, but not limited to: ball fields, tot lots, destination playground, skate park, picnic pavilions, parking and other amenities. Lighting for recreational uses should minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity. A continuous trail loop Trails should be provided to connect this area with the development within the remainder of Land Unit D-1 and to Land Unit C, and designed in consultation with County staff; ~~It is also desirable for additional land south of the EQC to be dedicated for active recreation uses to serve the immediate area;~~
- Appropriate screening is provided between any office development in this land unit and the existing residential development in Land Unit C to protect these stable residential communities; and
- The architecture, design and location of both principal and secondary structures and uses should ensure optimal views and overall appearance from Route 28 and further ensure a proper and reasonable transition to the existing residential uses in Land Unit C. In furtherance of these objectives, building heights should not generally exceed ten (10) stories, or approximately 150 feet for areas west of the Park Center Road/Sunrise Valley Drive extension and eight (8) stories, or approximately 120 feet for areas generally east of the same;
- ~~A study of heritage resources should be conducted. Preservation, or, at a minimum, recordation is conducted and appropriate preservation measures taken. Recordation of significant heritage resources should occur;~~

~~If a transit stop is provided in or adjacent to Land Unit D-1 as a part of the transit system to serve the area, office use may be appropriate up to .35 FAR, if all the above conditions are met and if the density above the .25 FAR is permanently transferred from land already zoned for commercial or industrial development within the Route 28 Tax District where lower intensity is planned.~~

~~Hotel and cultural facilities as described in Land Unit D-2, Land Use Recommendation #3, may also be appropriate in this land unit, subject to the conditions for office use outlined above.~~

- ~~• Support retail uses should be of a use and scale logically related to and supportive of the office and hotel uses and be physically or functionally integrated with other uses. Auto-oriented uses or stand-alone retail uses should not be permitted; however, eating establishments may be free standing. Such support retail should not be planned independently of the planned commercial uses, however phased development of commercial and retail uses is permitted;~~
- ~~• Development should incorporate TDMs of a scope and level appropriate to the mix of uses and the available transit; and~~
- ~~• The planned road extension between Park Center Road and Sunrise Valley Drive should be designed to accommodate reasonably projected or anticipated transit needs; as first envisioned, bus stop locations should be provided along the planned extension, and be provided in a manner that has flexibility to support other forms of transit;~~
- ~~• Transit stop(s) should be included along the planned road extension;~~
- ~~• A contribution to help fund County acquisition of land for the development of recreational facilities in the vicinity is appropriate to help offset impacts. Such contributions should increase proportionately based on the amount of FAR approved above .35 FAR; and~~
- ~~• An all-weather crossing should be provided connecting stream valley trails within Tax Map Parcels 24-2((1))1 and 10 to stream valley trails within Land Unit C.~~

Eastern Portion of the Land Unit – Tax Map Parcels 24-2((1))2, 3 and 4

1. The eastern portion of this land unit which includes Tax Map Parcels 24-2((1))2, 3 and 4 contains a significant amount of EQC. Horse Pen Run Stream Valley traverses the southern portion of the Tax Map Parcels 24-2((1))2, 3 and 4 and is planned for public park use. The remainder of the sub-unit is planned for office use up to .15 FAR to provide development that is compatible with existing and planned adjacent land uses within this land unit and Land Units D-2 and C. In addition, all trails shown on the countywide Trails Plan Map should be constructed in consultation with County staff.
2. As an option, the land within Tax Map Parcels 24-2((1))2, 3 and 4 may be consolidated with Tax Map Parcels 24-2((1))1 and 10 and used to support the development referred in Option 2 for the western portion of the land

unit – Tax Map Parcels 24-2((1))1 and 10 above. Exercising such option requires that the area of all of the parcels within Land Unit D-1 be fully consolidated, and the entirety of Tax Map Parcels 24-2((1))2, 3, and 4 be dedicated and developed with park and open space uses. The intensity associated with parcels dedicated for park and open space can be transferred to the area located south of the EQC. Any recommended use with lighting should minimize light emissions that create sources of glare which may interfere with residents’ and travelers’ visual acuity.”

PLAN MAP: The Comprehensive Plan map will not change.

S08-III-DS1

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Bull Run Planning District as amended through 01-26-2009; Dulles Suburban Center, Land Unit Recommendations, Land Unit I, pages 118 – 120:

“CHARACTER

Land Unit I consists of approximately 170 acres and is located in the southwest quadrant of the intersection of Route 28 and Route 50 (Figure 30). Lee Road forms the western boundary of Land Unit I. Almost all of the land in Land Unit I ~~is vacant~~ has been developed. Existing uses ~~are limited to~~ include a petroleum products depot, and a research and development type structure, Chantilly Crossing Shopping Center, and several new office and industrial buildings. There is no direct access from this land unit to Route 28. Access to Route 50 is via Lee Road.

RECOMMENDATIONS

Land Use

1. This land unit is planned for light industrial and industrial/flex uses up to a maximum FAR of .35. Development should be of high quality and attractive, particularly along the frontage of Route 28. Light industrial use should be oriented to Lee Road to be compatible with existing development on the west side of Lee Road in Land Unit H and industrial/flex use should be oriented to Route 28 opposite similar use in Land Unit E-3. As an option, high quality hotel and/or a mixture of office and industrial/flex uses are also appropriate in this land unit because of its high visibility. These uses should complement the National Air and Space Museum Annex through providing a balance mixture of tourist and employment uses. The area north of the Environmental Quality Corridor (EQC) is most visible to Route 50 and offers the greatest potential to provide high-quality tourist oriented uses to support the National Air and Space Museum Annex.

Subject to meeting the elements listed under “Performance Criteria for Optional Uses,” the land area north of Penrose Place and south of the EQC, as well as Tax Map 34-3((1))33, may be appropriate for a mixture of uses including retail, restaurant and/or recreational facilities. Restaurant uses may be appropriate north of the EQC only if the use is limited to high-quality eating establishments that incorporate excellence in design, sitting, style and materials. Drive through and/or fast food restaurants are not appropriate.

Private recreational uses may be appropriate north of the EQC. For retail, restaurant and/or recreational uses, the following conditions should also be met:

- A maximum FAR of .25;
- Preservation of the environmental quality corridors which may be augmented by open space to preserve a minimum of 33% of the site;
- Access is limited to Lee Road and Penrose Place;
- Any development of the site must demonstrate to the satisfaction of the Fairfax County ~~Office~~ Department of Transportation that it does not impede traffic flow on Route 50 or the Route 50/Route 28 interchange and the interchange at Willard Road/Route 28; and
- No more than four freestanding pad sites on the site.

Retail use is not planned south of the EQC; however, a furniture store may be appropriate as an alternative to the hotel and private recreation uses that are planned and approved for the site between the EQC and Chantilly Crossing Lane. A furniture store may be considered because of its low trip generation rate, particularly at peak hours, if the following conditions are met:

- Limit development to a maximum of 67,500 square feet;
 - Demonstrate that traffic generated by this use will not adversely impact nearby intersections;
 - Provide high quality landscape and architectural design;
 - Provide signage that avoids the appearance of strip retail uses; and
 - Provide a commitment to active recreation (land or funding) to offset the loss of the planned private recreation use on this site.
2. The existing petroleum products depot, Parcel 34-3((1))30, should not be expanded.
3. As an option, properties located along George Carter Way (Tax Map 34-3((14))B, 2, 3, 4, 6 and 44-1((17))A, C, 1 and 5) may be appropriate for development with a mix of hotel (and/or accessory restaurant uses) and office uses up to an overall combined FAR of 0.70 because of its visibility at the intersection of Route 28 and Willard Road and its proximity to Dulles International Airport, retail opportunities, and employment centers. This option's development level is contingent upon meeting the following conditions:
- Limit overall development up to a combined 0.70 FAR. No more than two (2) hotels may be constructed within this land area; however individual hotel use(s) may develop up to a 1.0 FAR;
 - Provide improvements to the intersection of Lee Road and Willard Road to mitigate traffic impacts;

- Development of this site should be phased with the improvement of Lee Road to four lanes and the above mentioned intersection improvements at Lee Road and Willard Road;
- Provide pedestrian connections to adjoining trails/walkways and transit stops;
- Provide a unified and coordinated development plan and orient some of the development towards Lee Road;
- Provide a comprehensive transportation demand management program in conjunction with any new development on the land area. The goal of such a program will be to reduce peak hour vehicle trips associated with the new office and hotel uses;
- Access to/from the properties will be provided via George Carter Way. No additional access will be provided to/from Lee Road. No direct access will be provided to/from Route 28 or Willard Road.

Transportation

1. Access to this land unit should be via Lee Road. Entrances along Lee Road should be consolidated.
2. The intersection of Willard Road with Lee Road or Route 28 should be considered as a location for a future transit stop.
3. If future studies determine that right-of-way is needed in Land Unit I to facilitate development of an integrated transit system for the Dulles Suburban Center, the needed right-of-way should be provided through dedication, easements or other mechanisms, as appropriate. Land Unit I may be an appropriate location for maintenance facilities for an integrated transit system. Such facilities should be designed to be compatible with existing and planned land use in the vicinity, by using such techniques as buffering and screening.
4. There should be no access to Willard Road, Route 50 or Route 28 from this land unit.”

PLAN MAP: The Comprehensive Plan map will not change.

Upper Potomac Planning District

The following changes to the Comprehensive Plan have been adopted by the Board of Supervisors. To identify changes from the previously adopted Plan, new text is shown with underline and deleted text shown with ~~strikethrough~~.

08-III-3UP

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District as amended through 07-13-2009; UP8 – Lee-Jackson Community Planning Sector, Land Use, recommendation #10, pages 183-184:

- “10. The Fair Oaks Hospital site is approximately ~~72-73~~ acres, generally located north of the Fairfax County Parkway and east of Rugby Road. Tax Map parcels 45-2((1)) ~~25L, 41A, 41B1~~ and 45-2((2)) ~~38, 39A, 39B, 46A1 and 51A140A, 40B, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51A1 and 51B1~~ are planned for hospital and related low intensity ancillary medical office, service uses and clinics provided that:
- A substantial vegetated wooded buffer is provided and maintained as undisturbed open space between such uses and the residential neighborhoods to the north and east;
 - The campus achieves high-quality architectural and landscape design, and the overall intensity on the site does not exceed ~~.30~~ .35 FAR; Medical office buildings should be limited to a total of 370,000 square feet of GFA;
 - ~~Right of way is provided for the widening of Ox Trail and Rugby Road to a four lane section. Dedication of this right of way does not necessarily obligate the dedicator to construction of these improvements;~~
 - The buffer to be provided and maintained along Rugby Road and Ox Trail will be 115-120 feet in width with the exception of the existing child care center and single family dwelling where a lesser buffer is provided. In addition, the buffer may be modified to provide for a new vehicular access to Rugby Road and to accommodate related improvements (widening, turn lanes, signal equipment, etc.) to facilitate such access. The buffer will consist of existing vegetation supplemented where necessary with evergreens and other landscaping. Unless deemed essential based on final engineering, no additional storm water management ponds (wet or dry) shall be located in this buffer. Any utilities, to include stormwater pipes or channel improvements, that must be located within this buffer area shall be located and designed to minimize damage to existing vegetation and should be subject to landscaping to reduce any views into the campus. This buffer is to be measured from the eastern edge of the existing (2009) right-of-way of ~~the anticipated four lane~~ Rugby Road and Ox Trail;
 - A maximum of one new full movement vehicular access point from the hospital campus to Rugby Road may be provided so long as the following criteria are satisfied:

- a) The new vehicular access should not align with the intersection of Misty Creek Lane;
 - b) Joseph Siewick Drive should not be realigned to intersect Rugby Road/Ox Trail in a full intersection with Misty Creek Lane;
 - c) In the vicinity of the new vehicular access, screening should be provided and/or supplemented to minimize visual impacts on nearby residences, including landscaping and/or architectural barrier features harmonious with the surrounding residential community.
- ~~No additional point of vehicle access is provided from Rugby Road. In addition, no vehicle access is to be provided from West Ox Road;~~
 - A quality site layout should be provided, including appropriate pedestrian and bicycle connections linking the medical campus to existing sidewalks on the periphery and within the site, walking paths with landscaped seating and picnic areas for employees and visitors to the hospital, and appropriate screening against neighboring residential uses;
 - A Transportation Demand Management (TDM) program should be formulated and implemented to mitigate traffic associated with development on the Fair Oaks Hospital site in excess of .30 FAR. One element of the program should be an ongoing commitment from the hospital to the County to support continuing bus service to the Hospital and to contribute toward the installation and maintenance of necessary bus shelters on the Hospital campus. The TDM program should include a ride sharing program and consideration should be given to programs that will facilitate employee use of public transportation;
 - Due to the importance of providing public transportation to the site, it is expected that the hospital will allow direct bus access through the site to provide convenient stops for visitors and employees;
 - Building height for the main hospital buildings and additions thereto shall be limited to a maximum of 100 feet. All other buildings shall be limited to a maximum of 60 feet in height to minimize visual impacts on the residential community;
 - Parking structures will be designed to minimize visual impacts on adjacent residential neighborhoods and the design and materials of the structures will be integrated with that of the buildings they serve. Recognizing the nuisance aspects of unfocused light emissions, efforts will be made to minimize light emissions that create sources of glare which may interfere with residents' and travelers' visual acuity. Landscaping will be provided on the parking structures and/or adjacent to them to make them more attractive and to soften their appearance. Opportunity for additional screening measures will be evaluated at time of rezoning. The applicant should, in consultation with the County's Urban Forester, determine appropriate species and types of native and noninvasive vegetation;

- All rooftop mechanical equipment is screened. In addition, no antennae will be located on building rooftops other than the main hospital building and additions thereto, except as may be required for public safety purposes;
- Monopoles are excluded from the hospital campus;
- Visual impacts are further minimized through building setback and site design features such as berms, fences and landscaping treatments;
- No additional parking, including above or underground parking structures, other than what existed in September, 1994 shall be located between the medical campus and Fair Oaks Estates; and
- A detailed traffic impact analysis should be done to determine any additional improvements required to mitigate the impacts of additional development on the street network in the vicinity of the development.

The southern 7.5-acre portion (Tax Map 45-2((1))42) of this site is owned by the Fairfax County Park Authority and is planned for a public park. Tax Map 45-2((2))38, 39A and 39B and 45-2((6))A1, K2 and L1 are also planned for a public park and should be dedicated to the Fairfax County Park Authority.

Density credit is appropriate for any land dedicated for right-of-way or public park use, as provided for in the Fairfax County Zoning Ordinance.

PLAN MAP: The Comprehensive Plan map will not change.

08-III-7UP, 08-II-11UP and 08-III-12UP

NOTE: The land units have been renamed as shown on the figure on page 33 of this Addendum. Recommendations for new Land Unit D and the Rock Hill Community will not change.

REPLACE: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, as amended through 3-9-2010; UP4 - Greater Herndon Community Planning Sector Land Use, Recommendation #6, page 113:

- “6. This area is located east of the Loudoun County boundary, north of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community and south of the Town of Herndon. A portion of the area is planned for transit oriented development (TOD) focused on the planned Route 28/Center for Innovative Technology (CIT) Metro Station. Land use options in support of TOD follow the baseline recommendations.

Baseline Recommendations for Land Units A, B and C

Land Unit A is developed as the Center for Innovative Technology, a State-supported research and development consortium of State universities and colleges. Land Unit A at the baseline is planned for this existing institutional use.

Land Units B and C are located west of Rock Hill Road and are planned at the baseline for office and research and development uses. Tax map parcels 15-2((1)) 3, 4, 5 and 16-1((1)) 4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Land Unit B (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR. A hotel or conference center use up to .50 FAR which would appropriately complement the CIT is also appropriate in Land Unit B. Community-serving retail use incorporated on the ground level of buildings is desirable and appropriate.

Land Unit C (Parcels 15-2((1))1, 2, 3 and 16-1((1))4, 4A) is planned for office and research and development use at a maximum intensity of .25 FAR at the baseline. Community-serving retail use on the ground level of office structures may be appropriate to serve employees.

Only a portion of the parcels that make up Land Units B and C are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. Proposed development should be part of a project that incorporates a substantial and contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development and is consistent with the recommendations of the Plan and at a minimum includes environmentally constrained land.

Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts. In addition, development of these land units should result in uses that are designed to be visually compatible with the residentially developed area of Land Unit D. Finally, active recreation areas for employees and residents should be provided.

Rail Transit Option for Land Units A, B and C

Consistent with TOD policy, this plan provides an option for a mix of uses ranging from .50 to 2.8 FAR, based on distance from the Metrorail station. The Route 28/CIT Transit Station Area (TSA) includes Land units A, B and C. The TSA is planned for a mixture of interrelated residential and non-residential uses. The rail transit option may be considered once the provisions pertaining to Phase 2 rail improvements contained in the "Agreement to Fund the Capital Cost of Construction of Metrorail in Fairfax County" are accepted by the Fairfax County Board of Supervisors. Specifically, the terms and conditions of the 100% preliminary engineering cost estimate for Phase 2 must be approved by the Fairfax County Board of

Supervisors, and the affirmative decision to participate in financing must be transmitted to MWAA.

This option is transit-supportive and includes multi-family residential, office, hotel, as well as retail uses designed to serve the TOD community. This mix of uses will allow the creation of a center of activity that is focused toward the planned Route 28/CIT Metro Station. In addition the recommendations take advantage of the proximity of the CIT complex, Dulles Airport, the Dulles Access and Toll Road, to provide future employment opportunities and housing in the vicinity of Route 28.

Within the Route 28/CIT 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. Existing residential communities in Fairfax County and the Town of Herndon create a transition to the planned higher intensity transit oriented development centered around the planned Metro station.

The goals for this area include the following:

- Achieve a compact, high-quality transit and pedestrian-oriented, mixed use community with the highest land use intensity focused within ¼ mile of the planned Route 28/CIT Metro Station.
- Create a safe pedestrian environment that is visually diverse and stimulating. Provide for public pedestrian access between the transit station and employment and residential destinations within and adjacent to the area. Any potential conflicts between non-pedestrian and pedestrian circulation are to be resolved in favor of the pedestrian right of way.
- Create functional, well coordinated, visually appealing roads, paths and trails that provide linkages within the TSA and to adjacent residential areas within Fairfax County, Loudoun County, and the Town of Herndon.
- Link future development to the provision of appropriate multi-modal transportation improvements for all land units in this area and as indicated in the Plan text and as shown on Figures 32 through 35.
- Provide open space for active recreation (including athletic fields), passive recreation and visual relief.
- Protect and enhance environmental resources.
- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles and environmental protection.
- Link development to the provision of needed public facilities.
- Protect adjacent residential neighborhoods from the visual impact of development through use of building tapering, and/or landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.

- Establish a mechanism for interjurisdictional collaboration to monitor and assure that a TOD land use, transportation, and public facilities balance is achieved and maintained in all development phases.

General TOD Guidance

The vision of the Route 28/CIT Transit Station Area is to create an interconnected 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.

The following urban design, transportation, noise, stormwater, and affordable and workforce housing recommendations apply to all development proposals.

Urban Design

The TSA guidance establishes an environment that thrives around mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. Compact, mixed-use development with the highest densities/intensities closest to transit station platforms, as well as opportunities to move safely, conveniently and enjoyably about the community by foot or bicycle are defining elements.

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.

Creating high-quality, built environments that result in a uniquely identifiable place is strongly encouraged. With respect to the CIT building, harmonious architectural and other design features to celebrate this iconic structure are encouraged throughout the TSA.

Buildings

Buildings should be designed at a scale that encourages pedestrian and street activity. The buildings should create an enjoyable, attractive, and safe environment to walk, bike, dine, relax and ride public transit. In order to accomplish these goals, building design placement and orientation should encourage activity both at the street level and in above-ground plazas. Architectural design features such as façade variations of window or building details are encouraged.

Ground-floor retail uses are encouraged in office, hotel and residential buildings, as well as parking structures to activate the street. These uses should be designed to complement the surrounding style. Free-standing or drive-through retail establishments are discouraged. Faux windows or storefronts should be used only when necessary, and long expanses of blank walls or facades should be avoided. If retail uses cannot be integrated into the first-floor facades, these façades should be decorated with store-front windows, awnings, and/or vegetated walls.

Buildings should be oriented to and frame the street or the plaza on which the building is located. Buildings should have minimal setbacks. Any building setback should be used for features that contribute to the pedestrian environment, such as plazas, or entrance features. High-rise buildings are envisioned to maximize open space and take maximum advantage of proximity to transit. However, given the proximity of Dulles International Airport, review by the Federal Aviation Administration may be required for high-rise buildings.

Urban Parks and Open Space

Urban parks in the form of plazas, courtyard or mini-parks should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of residents, local employees, and visitors. These parks should be highly visible and easy to access from areas with most of the pedestrian traffic. Features may include trail connections, water features and short-term informal activities and programmed events intended to foster social interactions among users. These open spaces should be appealing places to gather with seating, lighting, landscaping and other amenities. These spaces should be integrated purposefully into the overall design of the development, and not merely be residual areas left over after buildings and parking lots are sited. Public art/sculpture should be incorporated into all open spaces. Opportunities for passive open space are present adjacent to streams and wetlands located throughout the area.

Streetscape, Sidewalk, Trail and Road Features

A coordinated streetscape design should be developed to contribute to the identity of the CIT area. In addition to the roadway elements of on-street parking, bike lanes, travel lanes, and medians, the streetscape design should provide frontage of sufficient width to create a pedestrian zone to safely separate pedestrian activity from the roadway. Within the pedestrian zone, the space between the sidewalk and the building façade should be determined by the use of the adjacent building and should be used for outdoor cafés, seating, or browsing store windows. Wide sidewalks are encouraged to support the anticipated increase in pedestrian traffic and street furniture throughout the development area. The use of texture, pattern, and materials should be encouraged to make the setting interesting. Finally, a landscape amenity panel should be located next to the curb and may include streetlights, tree grates, planting beds, planters, paving, bus shelters, bicycle racks, public art, and benches.

This safe and attractive pedestrian and bicycle circulation system should unify the area, provide for well integrated connections to the Metro Station, adjacent residential neighborhoods, Fairfax County, the Town of Herndon, and adjacent Loudoun County. These sidewalks and trails should be integrated with active and passive open space and promote pedestrian access to all uses.

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner or business organization to maintain the streetscape area. In addition, when the sidewalk is not entirely within the right-of-way, a public access easement will need to be provided for the portion of the sidewalk located on private property.

Existing vegetation, especially the large specimen trees should be preserved and incorporated into the site as much as possible. Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.

Roads should include features that create a high quality, attractive, functional and safe environment for the pedestrian, bicyclist, transit rider, or other non-motorized vehicle user. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across streets. Safe and convenient pedestrian crossings such as raised crosswalks, mid-block crossings and sidewalks should be provided to enhance pedestrian movement, reduce pedestrian and vehicular conflicts and improve accessibility. The design should be employed continuously and contain uniform or similar elements to make a cohesive circulation network.

Parking

Parking should be consolidated into structures and integrated into the streetscape. Except for on-street parking, surface parking should be avoided other than as allowed and needed on an interim basis to support occurring development.

Parking structures should be designed as integrated building features. The treatment of the structures, which can include retail as a ground floor use, should contribute to the visual appeal and vitality of the streetscape. Façades should be attractive and inviting from both pedestrian and vehicular perspectives and should incorporate features such as architectural elements or trees and other landscaping to provide visual interest.

To encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction techniques and commitment to parking maximums are recommended. This will reduce trips and more efficiently organize and utilize the area.

Street Furniture, Bicycle Facilities, Lighting and Other Elements

Street furniture selections, such as benches, water fountains, bus shelters, covered trash receptacles and bike racks, should be included in a streetscape plan and be consistent with the area. This may include details such as the model, size, and finish of the street furniture. Bicycle features should be covered and security should be provided. Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof. A coordinated signage plan is essential to emphasize identity and provide a harmonious appearance.

Street lighting should maintain the overall character and quality of the area, providing adequate lighting levels that ensure public safety without creating glare or light spillage. Light fixtures should be full cutoff and use energy-saving technology in order to minimize the occurrence of glare, light trespass, and urban sky glow. Street lights should be located so as to not conflict with street trees at their projected maturity.

Street and Median Planting

Street trees and other landscaping in the planting strips should be planted in an environment that promotes healthy root growth. Vegetation within the planting strips could include ornamental shrubs, ground cover, flowering

plants, and grasses. These plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points.

Where medians are provided, they should be planted with attractive landscaping. Consideration should be given to the use of Low Impact Development techniques, and using native plants that are drought tolerant, low in maintenance, and resistant to disease, pollution and heat.

Transportation

The strategy to accomplish and maintain a transportation and land use balance is based on six components:

- Partnering with other jurisdictions to identify and implement regional solutions to multi-modal transportation issues.
- Cooperating with other jurisdictions to identify and implement a coherent pattern or grid of “walkable” streets and safe, attractive bicycle facilities throughout the areas.
- Phasing transportation infrastructure, including a grid pattern of streets in the TSA in addition to major road links to the west and north. Development should be phased in such a way that effective transportation measures will be in place or substantially completed before proceeding to future development phases.
- Providing a realistic transportation demand management (TDM) plan to reduce single occupant vehicle trips.
- Achieving vehicle trip reduction goals contained in the TDM plan.
- Monitoring the TDM plan outcome to ensure an adequate multi-modal transportation system.

Transportation solutions for the area are based on the timely provision of transit (including bus), pedestrian and bicycle ways, road improvements and TDM measures. Collaboration among Fairfax County, Loudoun County, the Town of Herndon, and the Metropolitan Washington Airport Authority (MWAA) can bring about the implementation of a regionally-oriented approach that will benefit residents, employees and through-travelers. This cooperative effort should involve representatives of Fairfax County, the Town of Herndon, Loudoun County, and MWAA that can share information on a timely basis and devise approaches and strategies to meet transportation needs.

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals.

Specific transportation recommendations are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community

Planning Sector (UP4). In addition, the following transportation recommendations should be addressed for any development proposal:

Rte. 28/CIT Metrorail Station Access

Direct pedestrian access from the Rte. 28/CIT station to any proposed development is encouraged. If public facilities (fire, police, recreation) are constructed on parcel 16-1((1))11B, then separate direct pedestrian and bicycle access to them is also encouraged.

Planned Roadway Improvements

The planned roadway improvements in and around the Rt. 28/CIT Transit Station Area must be phased as needed to support development. Within the Rt. 28/CIT Transit Station Area, it is critical to provide a grid system of streets that achieves internal connectivity and, if feasible, links to areas beyond.

Roadways in this area are congested and, in some cases, under severe strain. Increased vehicle trips to and from the TSA will compound traffic congestion within the 1/2 mile ring radius and, potentially, on vicinity roadways in Western Fairfax County and the Town of Herndon. At least four cumulative lanes will be needed from the station area north to Route 606 and at least six cumulative lanes will be needed west toward the Route 28/Innovation Avenue interchange to accommodate vehicle traffic attributable to the TSA.

As addressed under the Phasing and Monitoring section, these improvements are essential to ensure continued functioning of road networks in the TSA. Studies should be performed to identify the breadth of impact on vicinity roads.

Road improvements required to mitigate traffic impact on transportation facilities will extend beyond the Fairfax County Border. These improvements will be necessary to support each phase of development. To construct these roads will require multi-jurisdictional cooperation, and authorization as well as VDOT approval. The width, alignment and location of roads constructed to fulfill this requirement should complement the planned non-SOV-oriented character. Additional guidance about these major improvements is detailed next:

- North-South Road(s) –Four cumulative lanes are needed from the transit station area north to Route 606. They will serve as a major entrance to the area. A new four lane road should be constructed to the west of the existing Rock Hill Road. In addition, existing Rock Hill Road should be improved to a standard two-lane local access road. In its current alignment, Rock Hill Road should not serve as a primary access road to the TSA. The new four lanes to the west of Rock Hill Road should be the primary north-south access to the Route 28/CIT transit station area.

If only two lanes can be constructed at this western access point, improved Rock Hill Road could serve as a second two lane north-south access to the transit station area.

It is the intent of this Plan that the existing Rock Hill Road should not be improved to four lanes. However, in the event that Loudoun County does not authorize other alternatives for north south access and these alternatives are determined to be infeasible, then as a last resort, existing Rock Hill Road could be improved to four lanes as a north-south access. This last alternative should only be considered provided that the neighborhood character of the existing communities along Rock Hill Road is protected. All manner of providing new access lanes to the west of Rock Hill Road should be pursued to avoid this alternative.

- East-West Road(s) – This road(s) will serve as a primary route for traffic arriving from and going to Route 28. Six lanes are needed to support the transit station area. The lanes should be configured to create a non-SOV-oriented environment, and divided into smaller roads, with at least two connection points on the west side of the transit station area. A feature to be considered is signalization to balance vehicular and pedestrian flows. In addition, pedestrian and bicycle safety and connectivity enhancements should be addressed through applying urban design guidelines such as narrowed travel lanes, the addition of bike lanes and providing at-grade pedestrian crossings.
- Grid of Streets – A grid of streets should be implemented in the area that connects future and existing development in Fairfax County and if feasible, to adjacent future development in Loudoun County. The grid should create multiple points of access to Innovation Avenue to lead traffic to the west to Route 28 or north along the new north-south road(s) to Route 606. A hierarchy of streets should be delineated to lead traffic exiting and entering the transit station area to higher capacity roads intended to handle the traffic. To the extent that Innovation Avenue establishes a grid of streets across the County line, the road should be realigned.
- East-West Connector Parallel Road to the Dulles Toll Road – A road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the transit station area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/ Elden Street corridor to the TOD area.
- North-South Connector Bridge – Land for right-of-way should be reserved and contributions for construction should be apportioned until a new alignment is adopted. The right-of-way that is reserved north of the Dulles Toll Road should be to the west and outside the core TOD area and could cross the County line. The bridge should be coordinated with adjacent development areas so that all multi-modal connections are maintained within the TOD. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transportation studies.

Traffic Level of Service

Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, shall demonstrate that the transportation system is kept in balance throughout the phasing of development. Consistent with adopted policy on Transit Oriented Development (TOD), a lower level of service may be acceptable within this TOD area. This performance-based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split or trip reduction objectives.

Remedies should be considered at locations where an acceptable level of service cannot be attained or maintained, as described below.

Circulation and Access

As stated in the urban design section, an interconnected network of local streets with wide sidewalks on both sides of streets, delineated pedestrian pathways, and pedestrian crossings should be provided. Logical pathways should connect to external crossing points. Pedestrian movement and safety should be facilitated, in association with implementation of a wayfinding signage plan.

A coordinated pedestrian circulation system plan should be developed that demonstrates how interior portions of the transit station area will be connected to destinations and places within and surrounding the property.

Transit, Pedestrian, and Bicycle Connectivity

Transit, pedestrian, and bicycle connectivity improvements are major elements of the transportation guidance supporting this Plan option. Transportation modes, other than single-occupancy vehicles, are preferred to support the increased density and mix of uses at the optional level of development. Transit, pedestrian, and bicycle connectivity will achieve the objectives of increasing transit usage, and creating a walkable and bike-able area. Pedestrian and bicycle enhancements relating to streets might include delineated crosswalks, bicycle lanes, signal re-timings, intersection sidewalk extensions (bulb-outs), mid-block crossings, street medians, reduced turning radii and other features designed into the street section with the goal of reducing conflicts with vehicles and improving safety, as allowed by VDOT.

Transportation Demand Management (TDM)

The establishment of a Transportation Demand Management (TDM) program to encourage the use of transit (including bus), and non single occupancy vehicle transportation, will be needed. This program should utilize a variety of measures (see below) to achieve essential reductions in automobile trips to the TSA. TDM measure originating from commitments at rezoning will be components of the overall TDM program for this TDA. TDM recommendations adopted by the interjurisdictional program will be given favorable consideration as possible components.

The goal of the TDM program will be to achieve specified trip reduction targets attached to various phases of development. It should ultimately be maintained and funded by residents and business owners once development is completed. The TDM program should be designed to work in conjunction with, and enhance, the transit, pedestrian and bicycle connectivity improvements. TDM measures employed should facilitate and complement these physical improvements and urban design features.

The TDM program adopted should identify a full set of measures that could be implemented including alternative transportation services, support facilities and/or programs, and pricing measures. It should include enforcement, evaluation and penalty provisions in the event trip reduction thresholds are not achieved.

Transit ridership, in combinations with the TDM program should result in specified trip reduction levels identified for phases of development. The following minimum levels of trip reductions should be achieved:

- Within ¼ mile – minimum 30 percent trip reduction for residential and office
- Within ½ mile – minimum 25 percent trip reduction for residential, 20 percent for office
- Beyond ½ mile – to be determined with a TDM study

These reductions should occur in the peak hour at site build out, with lower levels of trip reduction expected in the interim phases of development. In addition to the goal of achieving the minimum trip reductions stated above, a TDM study and a parking study should be done at the time of rezoning. The intent of the parking study is to determine if parking reductions can be applied to help achieve the overall TDM trip reduction goal.

Further, the County should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies. The implementation of a successful comprehensive interjurisdictional TDM program will require cooperation so that property owners in the greater RT28/CIT area also participate, not just those within the transit station area. Precautions should be taken to ensure that inappropriate use of residential parking areas, including neighborhood street parking, in the adjacent areas does not occur. An interjurisdictional program may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. A fuller list of TDM measures that could be considered are shown next.

EXAMPLES OF TRANSPORTATION DEMAND MANAGEMENT (TDM) MEASURES

Individual Employer TDM Measures

Alternative Transportation Services

- Shuttle Bus(es)
- Company Vanpools
- Telecommuting

Support Facilities/Programs

- On-Site Transportation Coordinator
- Employer Ridematching Services
- Preferred HOV Parking Locations
- Flexible Work Hours
- Guaranteed Ride Home Program

Pricing Programs

- Parking Management/Pricing Programs
- Subsidies for Use of HOV Modes

Implementation

- CEO and Board of Directors Commitment
- Proffers/Negotiated Agreements
- Participation in Transportation Management Association

Areawide TDM Measures

Alternative Transportation Options/Services

- Expand Transit Services (peak hours)
- Expand Transit Services (off peak & midday)
- Carpools
- Vanpools
- Shuttle Bus(es)

Support Facilities/Programs

- Transit Center
- Park & Ride Lots
- HOV Lanes
- Preferred Parking Locations
- Multi-Employer Ridematching Services
- Guaranteed Ride Home Program

Mixed-Use Development

- Mixed-use developments to include residential, commercial, support retail, hotel and institutional uses
- Development design should maximize pedestrian convenience and accessibility to on-site services

Pricing Programs

- Road/Congestion Pricing Programs
- Parking Management/Pricing Programs
- Transportation Allowances

Implementation

- Employer Trip Reduction Ordinance
- Parking Management Ordinance
- Site Design Controls
- Proffers/Negotiated Agreements
- TMA Coordination

Phasing and Monitoring

As stated in the Transportation Strategy section, “Development should be phased in such a way that effective transportation measures will be in place or

substantially completed before proceeding to future development phases.” Although phasing of the ultimate development should be flexible, a grid of local streets should be established in the initial phase of each development. The design should create a dynamic streetscape and promote pedestrian safety and activity. The initial phase should begin to substantially create multi-modal and pedestrian connections to the metro station landing. Establishing this grid pattern in the early phases of redevelopment should establish the identity of the place as a walkable, pedestrian-scaled, mixed-use area. In addition to establishing a grid of local streets, major road improvements should be phased to mitigate the impacts of each level of development

To ensure the transportation impacts of proposed development are fully addressed, the satisfactory preparation of an overall transportation study by the developer as part of a rezoning application is required. The study should demonstrate that impacts to traffic could be mitigated by phasing development in such a way that effective transportation improvements will be approved and funded including TDM measures, bus, Metro rail service and road improvements before proceeding with proposed development. The study should include alignment and phasing of an internal circulation system and submission of detailed transportation studies. The transportation study should evaluate existing transportation conditions and analyze the impacts of the traffic associated with the overall development. The recommendations of this study should include a TDM program to reduce trips. The results will be taken into consideration by the County in determining the timing of construction of improvements, initiation of TDM measures and/or contributions for off-site improvements. Additional roadway improvements in Fairfax County, Loudoun County or the Town of Herndon may be required based on the findings of the development’s traffic study. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plans for Loudoun County, Town of Herndon or Fairfax County.

If the development is phased, detailed studies of development proposed for each subsequent phase should be provided at specified intervals (for example with each Final Development Plan) and follow the methodology described above. In any event, assurances will be expected that the transportation facilities and services assumed to be operational in the study will in fact be provided as stated. The transportation monitoring and evaluation program will be conducted at specified intervals acceptable to the Fairfax County Department of Transportation. The monitoring and evaluation program will include an analysis of the success of the transportation demand management program. Items will include evaluation of trip reduction and mode split; and secondly, an assessment of the performance of site entrances and signalized intersections, as determined by the Fairfax County Department of Transportation in cooperation with Loudoun County and the Town of Herndon.

If it is determined by the County during interim review that adverse impacts have not or cannot be successfully mitigated, the amount of development should be reduced to a level that can be adequately supported by transportation infrastructure. Should development phases be delayed or halted because the impacts have not been mitigated based on the TDM program targets, the developer will be responsible for providing other necessary transportation improvements. Failing that, appropriate contributions to a fund

for eventual mitigation may be requested. The total level of development may be restored upon demonstrating that adequate infrastructure capacity is available.

Noise

Proposed residential uses, outdoor activity areas and other noise sensitive areas may be affected by proximity to the Dulles Toll Road. Portions of the area are also located within one-half mile of the DNL 69 noise contour for Washington Dulles International Airport. Furthermore some of the area may be affected by noise from the quarry located to the northwest in Loudoun County.

Noise studies may be required to demonstrate that these impacts will be addressed. Provision should be made to notify future residents of the area that they may be impacted by quarry operations. The use of planted terraces, maintenance of tree canopy through the areas under consideration, the use of planted roof gardens and planted sound absorption walls have been found effective management techniques for developments near airports.

Stormwater Design

Environmentally-friendly stormwater design should be an integral design principle that should be part of the conceptual stage of site development for all projects, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner.

Stormwater management and water quality controls for development and redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed, to the extent practicable. Reduction of stormwater runoff volume is an important stormwater design objective. Reduction could occur through techniques that use plants and soils via landscaping measures, through techniques that reuse harvested rainwater in a variety of ways, and/or through approaches that infiltrate water into the ground to replenish aquifers and provide summer base flows to local streams, where soils and infrastructure allow.

The following are recommended for all new development and redevelopment:

- Stormwater quantity and quality control measures should be optimized with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. The emphasis should be on Low Impact Development (LID) techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.
- LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

- At a minimum, stormwater management measures should be provided that are sufficient to attain both the stormwater design-quantity control and
- Stormwater design-quality control credits[1] of the most current version of the LEED-NC or LEED-CS rating system (or the equivalent of these credits should be provided). If, on a given site, the attainment of the stormwater design LEED credits (or equivalent) is demonstrated to not be achievable, all available measures should be implemented to the extent possible in support of this goal.

Green Buildings

All new buildings should receive green building certification under an established rating system such as the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) program. The green building rating system used should be based on individual building certification, such as LEED-NC (New Construction) or LEED-CS (Core and Shell). LEED Silver certification, or the equivalent, is the minimum expectation for non-residential development. Residential development should be guided by the Policy Plan objectives on Resource Conservation and Green Building Practices.

Affordable Housing and Universal Design

All development should conform to County policies on affordable and workforce housing to encourage a diverse population of residents. Per County policy, any residential use should provide at least 12 percent of new units as affordable housing. The residential components should accommodate a variety of age groups, interests, and needs. The units should be accessible for those without cars, meet ADA requirements, and accommodate universal design.

1. These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

SS Credit 6.1: Stormwater Design-Quantity Control:

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2-year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.
- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

SS Credit 6.2: Stormwater Design-Quality Control:

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.
- Equivalent approaches may incorporate coordinated stormwater management on multiple development sites and/or off-site controls. Additional stormwater management efforts should be encouraged.

Parks and Recreation

A more compact, urban style of development is planned within ½ mile of the planned Route 28/ CIT Metro Station. As such, the urban parkland service level standards adopted by the Fairfax County Park Authority Board apply a service level standard of 1.5 acres of land per 1,000 new residents and 1 acre per 10,000 employees. The maximum level of redevelopment will generate the need for approximately 6 acres of publicly accessible urban parkland which should be integrated with development on this site.

Urban parks within the Transit Station area support the goals of creating a critical mass of pedestrian activity centered around the planned Metro station. Urban park facilities such as pocket parks could include gathering areas, outdoor cafes, fountains or other focal points of interest and small performance spaces. The inclusion of other urban parks, such as off-leash dog areas, community garden plots, water features, tot lots, fitness courses and trails and plazas would allow a greater range of recreational facilities and amenities. Urban park sites should be publicly accessible and within walkable distance of most residential and mixed use areas.

The Upper Potomac Planning District is highly deficient in active recreation facilities, especially athletic fields. Little public parkland is available to support active recreation facility development. To offset the impacts of development on park and recreation service levels, land development projects should contribute land, facilities and/or funds to provide active recreation facilities, preferably on-site or near the development.

The area includes large sections of RPA and other natural resources, whose preservation and protection are Fairfax County goals. Dedication of these areas to the Fairfax County Park Authority or other conservation entity as part of a zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

Information and Communications Technology (ICT)

The Route 28/CIT TSA should include ICT infrastructure. Strategies and programs should be developed to ensure that all residential, commercial and public use structures in the TSA are designed and equipped to enable such information and communications networking.

Land Use

Development should be guided by the TOD guidance set forth in the Policy Plan volume of the Comprehensive Plan. Consistent with that guidance, appropriate intensity should be governed by the distance from the rail transit platform based on concentric rings:

- ¼ mile: mixed use including office, research and development, hotel, retail and residential uses at an intensity up to 2.8 FAR
- ¼ to ½ mile: mixed use including office, hotel, retail and residential uses at an intensity up to 1.6 FAR
- beyond ½ mile: 16-20 dwelling units per acre, at an overall intensity of approximately .50 FAR.

Maximum intensity within each ring will be evaluated based on the considerations that development proposals give to TOD principles, road improvements, recreational facilities, and public service facilities, such as fire and police. Intensities apply to residential and non-residential (retail commercial, office, institutional) uses. Projects that include areas of different intensity recommendations should have an overall intensity that is based on

the proportion of land area associated with each intensity recommendation. The resulting development pattern should generally conform to the goal of locating the highest intensities closest to transit. Proposed intensities should be consistent with the urban scale and character that is envisioned for the area.

Tax map parcels 15-2 ((1)) 3, 4, 5 and 16-1((1)) 4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. As an incentive to preserve open space, the planned development potential associated with these parcels may be applied as bonus intensity to a developable parcel within the TOD area as part of a zoning action, provided the entire encumbered parcel is dedicated to the Fairfax County Park Authority or another conservation entity. For example, assuming a parcel has a planned development potential of 10,000 square feet, this amount of development would be the bonus to be added to the receiving parcel provided that the resulting development demonstrates that building scaling, massing and open space are in accord with underlying site specific plan guidance and TOD principles and respect Resource Protection Areas, Environmental Quality Corridors and floodplain.

Ring 1: Within ¼ mile: Mixed residential and non-residential uses at an intensity up to up to 2.8 FAR

The Center for Innovative Technology, a State-supported research and development consortium of State universities and colleges, constitutes this area. The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for non-residential use. Development under this option is subject to the following conditions:

- Bus bays, the Kiss and Ride and pedestrian bridge pavilion associated with the northern portion of the Metro station should be implemented and integrated into the development
- Public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.
- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail and other activity generating uses located along the street.

- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 35 percent but no more than 45 percent of the total gross floor area of the development. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The non-residential component of the area within the ring should include office, hotel, and support retail uses. The current institutional use (CIT) is planned to remain and serves as a focal point for future development. The office component, which may include space for research and development activities should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should be at least 2 percent, but not exceed 5 percent of the total gross floor area. Retail should support the residents' daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and should be at least 5 percent but not exceed 15 percent of the total gross floor area.
- Consistent with the Transportation recommendations for the Rail Option, vehicular access is provided through Loudoun County.
- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity.
- Total parcel consolidation should be achieved.

Ring 2: Within ¼ -½ mile: Mixed residential and non-residential uses at an intensity up to 1.6 FAR

Ring 3: Beyond ½ mile: Residential use at 16-20 dwelling units per acre, at an overall intensity up to .50 FAR

The proposed development in Ring 2 and Ring 3 should be oriented toward the transit station area. In addition, appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and other techniques as necessary.

Tax map parcels 15-2 ((1)) 3, 4, 5 and 16-1((1)) 4A contain extensive Resource Protection Areas, Environmental Quality Corridors and floodplain. The development potential of these parcels is severely constrained. The restoration, as may be needed, and dedication of these properties to the Fairfax County Park Authority or other land conservation entity as part of a zoning action would address several goals, including preservation of environmentally fragile and valuable land and habitat, and providing open space amenities.

Only a portion of the parcels in these areas are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County.

Proposed developments should be part of a project that incorporates a contiguous area in Loudoun County and is compatible with the uses and intensities planned by Loudoun County. All development proposals should demonstrate that any unconsolidated parcels within a land unit can be developed in a manner that complements the proposed development in Loudoun County, is consistent with the recommendations of the Plan, and at a minimum includes environmentally constrained land.

The mixed-use recommendations that follow seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an institutional use recommended in the Plan may not be able to achieve the minimum percentage of office use or may exceed the maximum for non-residential use. Development under these options is subject to the following conditions:

- Although phasing of the ultimate development should be flexible, establishment of the pedestrian-scaled, mixed use character of the area should be established in the initial phase of development. This phase should include a grid street pattern, plazas and usable open space vertically-integrated land uses with ground-floor retail or other activity generating uses located along the street.
- A high quality living environment should be created through the provision of well-designed mixed-use projects that provide active recreation, entertainment and other site amenities. The mixed-use development should have a residential component that is at least 50 percent but no more than 60 percent of the total gross floor area in total, with residential becoming the primary use as distance from the platform increases. Each residential development should include on-site affordable housing that is well integrated and dispersed.
- The non-residential component of the area within the ring should include office, hotel, and support retail uses. The office component should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 percent of the total gross floor area. Retail should support the residents' and employees daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and may comprise between 5 to 15 percent of the total gross floor area.
- Consistent with the Transportation recommendations for the Rail Options, vehicular access is provided through Loudoun County.
- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity
- Development should result in uses that are designed to be visually compatible with the residentially developed area east of Rock Hill Road.

- Active recreation areas should be provided for employees and residents.

In addition, public facilities analyses, including fire, police, schools, recreation, and transportation are performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new development, and appropriate measures to mitigate other impacts.

Area East of Rock Hill Road (Land Unit D)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit D, is planned for multi-family residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

Land Unit D

Land Unit D is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These non-residential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned Countywide Trails system.

The southern portion of Land Unit D has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location, development of Land Unit D should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

Once a site for a park-and-ride facility has been dedicated to the County, opportunities for joint public-private development of the site for transit parking and support retail uses should be explored. Pedestrian walkways should be provided to facilitate circulation from the transit station area and parking facility to adjacent uses and should connect to existing or planned walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit. The development should be in conformance with the Urban Design Guidelines for the Transit Station Areas in the Dulles Corridor, located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Site-specific development conditions for Land Unit D include the following:

- All parcels within the land unit are consolidated and developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;
- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;
- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening. Garden apartment structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise structures should not exceed 65 feet in height and should be located to front on Rock Hill Road and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single family homes;
- A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single family detached houses. If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;
- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;
- Active recreation uses should be provided to adequately serve the residents of the development;
- Preservation and protection of the Environmental Quality Corridors;
- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and
- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 34. No connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.

Upon completion of the extension of Rock Hill Road across the Dulles Airport Access and Toll Road, mixed-use development up to a 1.0 FAR may be appropriate for the area within ¼ mile of the transit station platform, subject to the following conditions:

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.
- In the non-residential component of the development, office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.
- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.
- The development should be in conformance with the Urban Design located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.”

NOTE: Comprehensive Plan Guidance for the Rock Hill Subdivision will not change but will be relocated and become Land Use Recommendation #7.

REPLACE: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, UP4 Greater Herndon Community Planning Sector as amended through 3-9-2010; Land Use Recommendation #7, page 113:

“7. **Rock Hill Subdivision**

The Rock Hill subdivision, 16-1((24)) and ((26)), is planned for residential use at 12-16 dwelling units per acre for low-rise garden style structures or at 8-10 dwelling units per acre for single family attached structures. Residential units should be limited to low-rise garden style structures or single family attached structures. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with usable open space and

promote pedestrian access to all uses and elements of the area and provide for connections to the planned Countywide Trails system.

Site-specific development conditions for the Rock Hill subdivision include the following:

- Most parcels are consolidated and developed as part of a unified development plan. All development proposals should demonstrate that any unconsolidated parcels can be developed in a manner that is consistent with the recommendations of the Plan;
- Development should result in well-designed, high quality uses and should be integrated with the adjacent land units;
- Visual impacts on existing low density residential neighborhoods are minimized through height control, building setbacks, and transitional screening. Heights of low-rise garden style residential structures should not exceed 40 feet. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single family homes;
- A substantial buffer, preferably 75 feet wide but at least 50 feet wide, should be provided for low-rise garden style structures next to existing low density residential communities to the north and east. For single family attached structures, the buffer may have an average width of 50 feet. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single family detached houses;
- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;
- Active recreation uses must be provided to adequately serve the residents of the development;
- Measures to preserve and protect the Environmental Quality Corridors should be taken;
- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and
- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue, as shown on Figure 34. No connection from Rock Hill Road shall be made to Bryce Court, Snowflake Court or Summerfield Drive. A vehicle turn around may be appropriate at the terminus of Bryce Court.”

ADD: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, UP4 Greater Herndon Community Planning Sector as amended through 3-9-2010, Overview, Transportation, page 122:

“Transportation

Transportation recommendations for this sector are shown on Figures 32, 33, 34, and 35. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals. Wiehle Avenue extension is planned from Dranesville Road to Crestview Drive. Further study needs to be done to determine whether the extension should be two lanes or four lanes.

Should only two lanes be required, the additional right-of-way could be used for non-vehicular improvements such as pedestrian paths, bike trails, or landscaping.

An East-West connector road within the existing Dulles Toll Road right-of-way that would connect Centreville Road to the Route 28/CIT Transit Station Area should be studied for feasibility and implementation. If the road cannot be accommodated within the existing Dulles Toll Road right-of-way, other connections could be examined that would also contain other modes of transportation. Regardless, multi-modal connections should be implemented from the developments to the east of the transit station area and the Centreville Road/Elden Street corridor to the TOD area.”

**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Figure 31, "Land Units for Area in the Vicinity of The Center for Innovative Technology, Land Use Recommendation #7," page 116, to reflect the new land units as shown below:

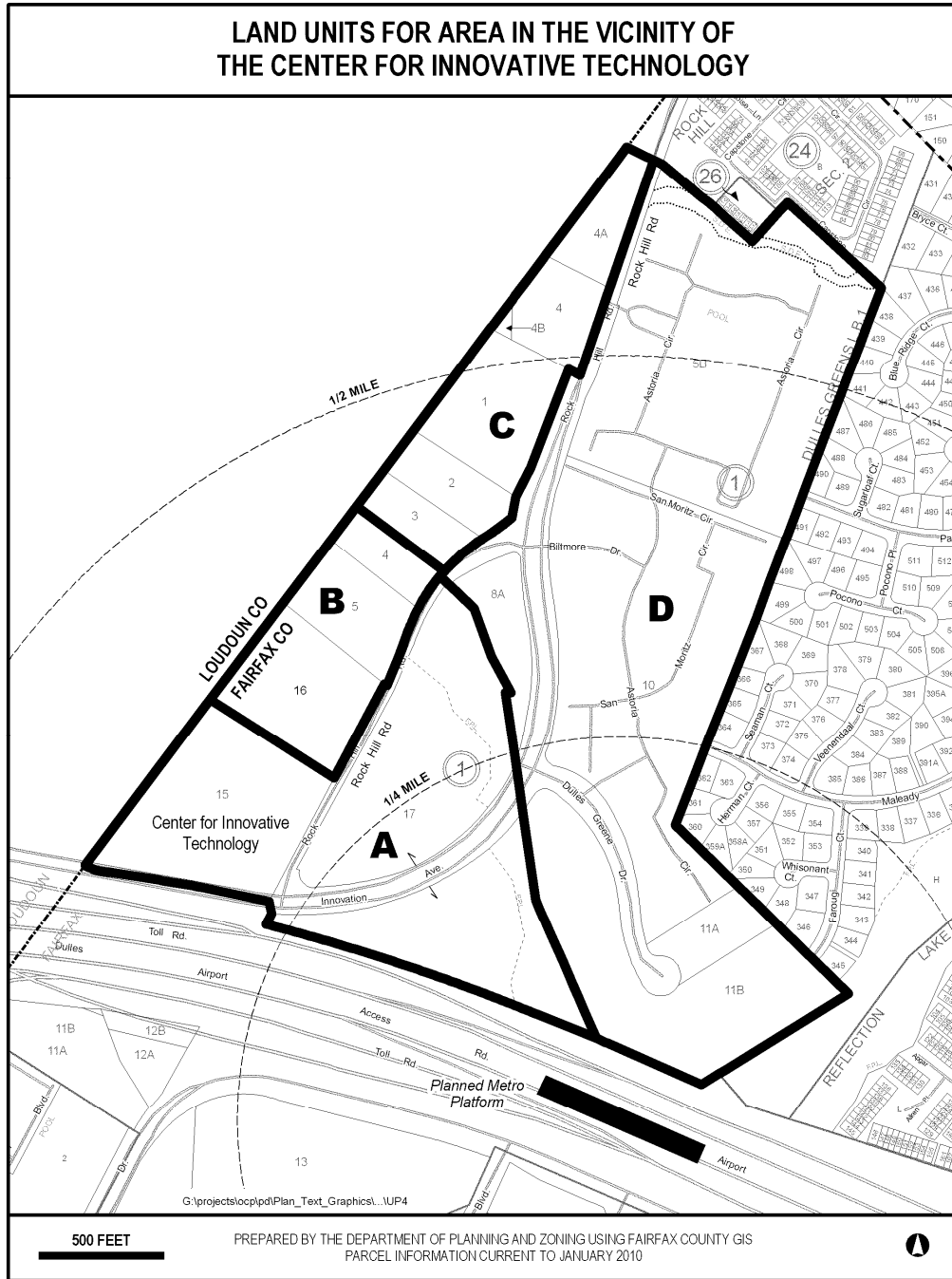


FIGURE 31

**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Figure 30, "UP4-Greater Herndon Community Planning Sector, Land Use Recommendations, General Locator Map," page 112, to reflect that recommendation #6 now encompasses Land Units A, B, C, and D of the Rt. 28 CIT Transit Station Area, and recommendation #7 as the Rock Hill subdivision, TM 16-1((24)) and ((26)), as shown below:

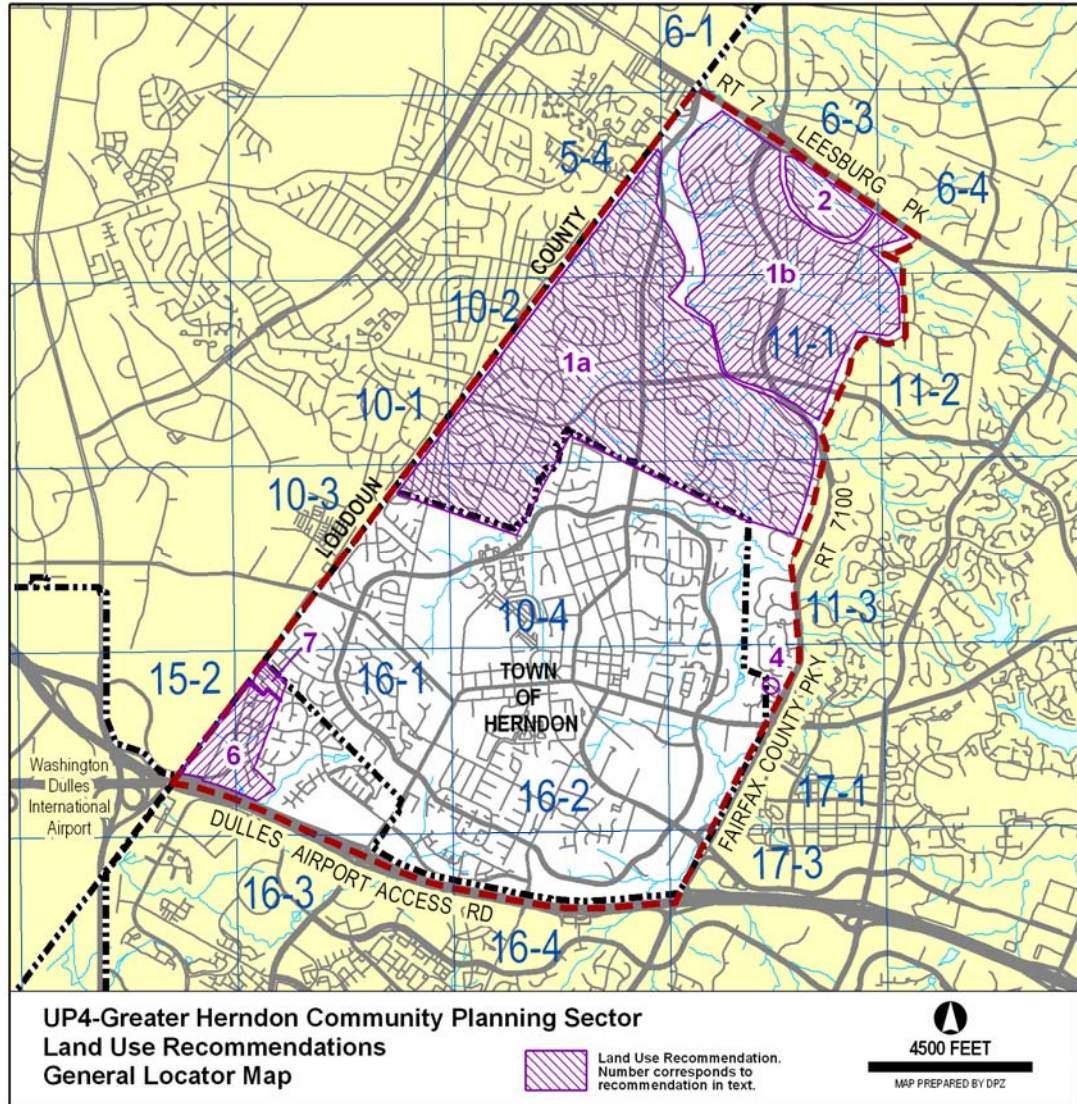
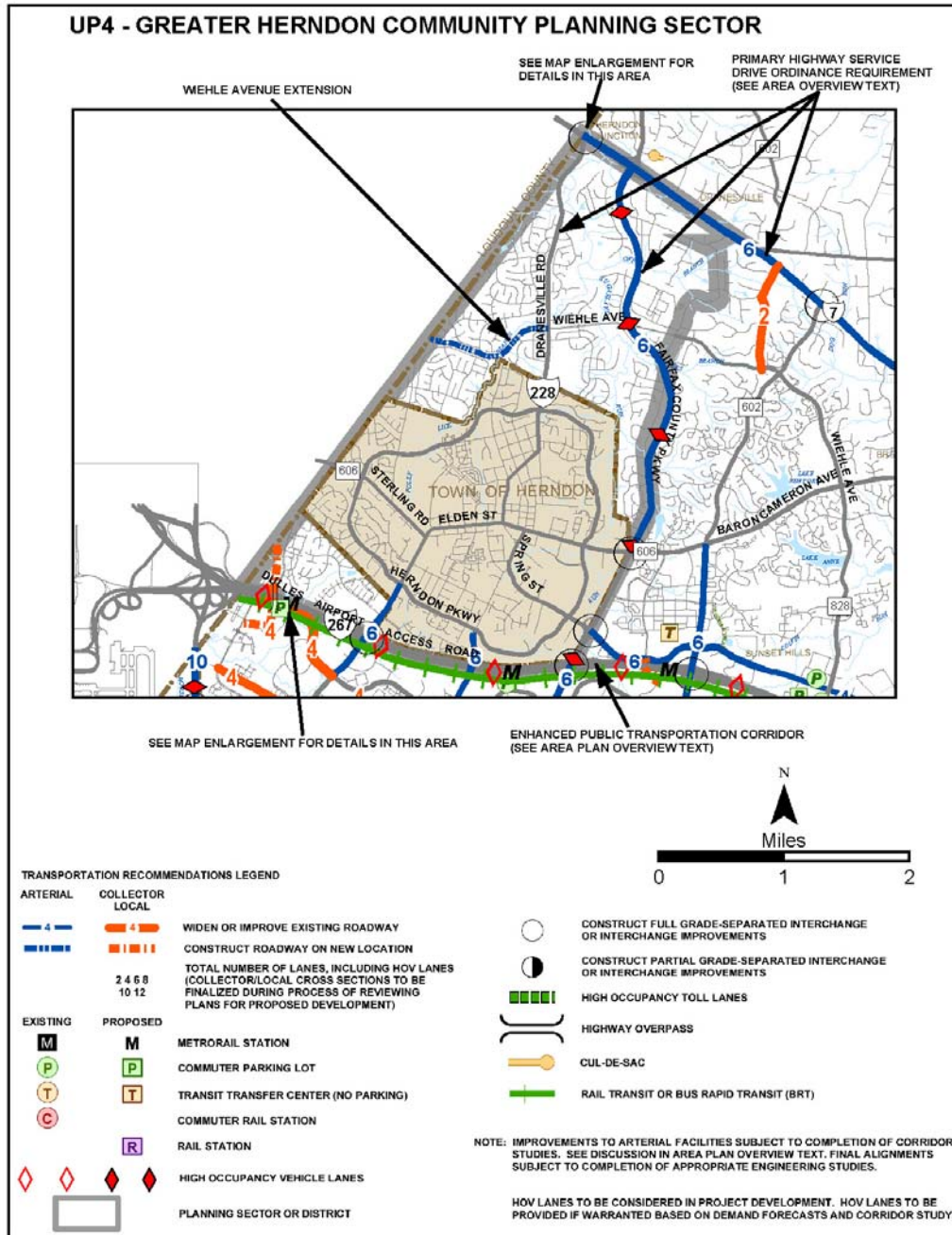


FIGURE 30

**MODIFY
FIGURE:**

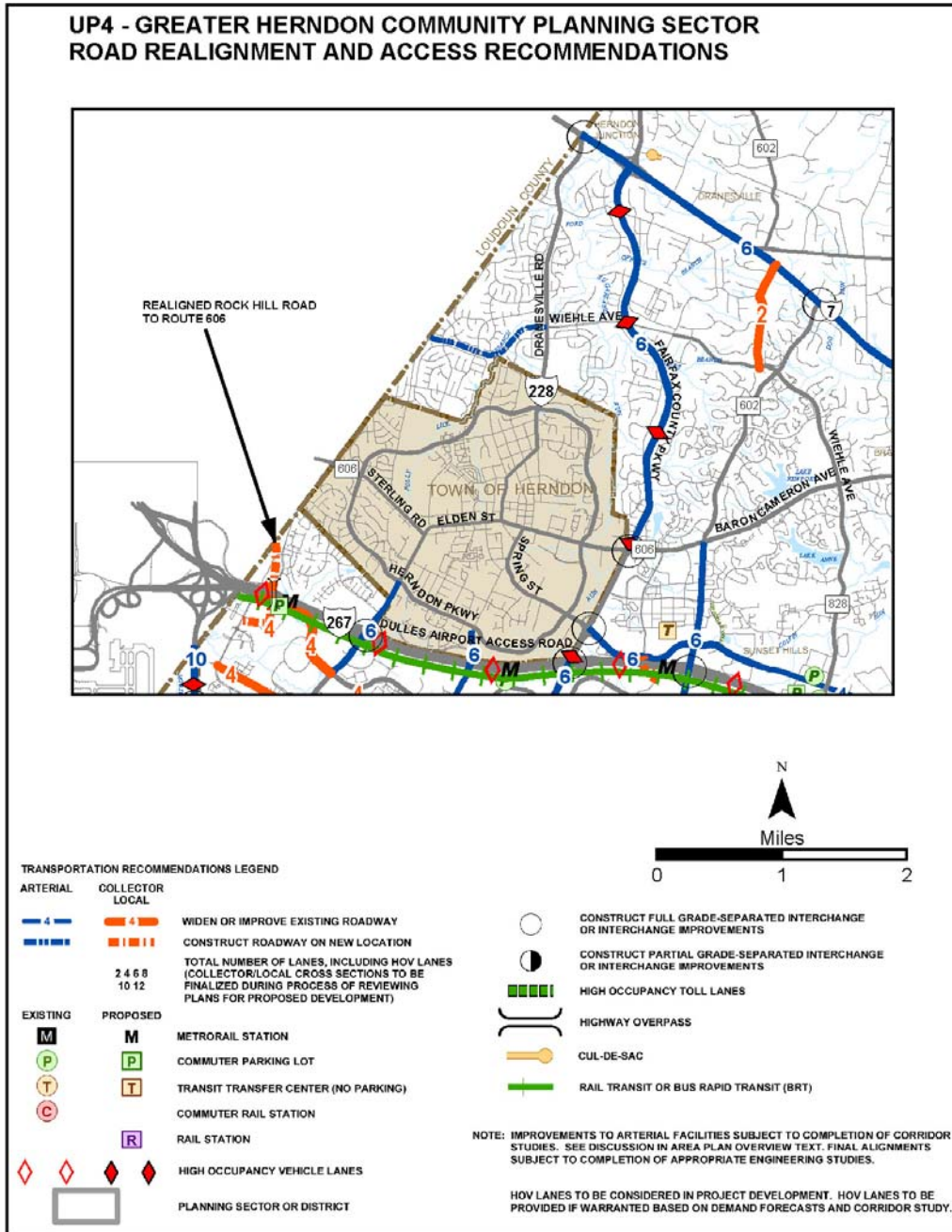
Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Figure 32, "UP4-Greater Herndon Community Planning Sector, Transportation Recommendations," page 123, to remove the cul-de-sac on Rock Hill Road, as shown below:



TRANSPORTATION RECOMMENDATIONS FIGURE 32

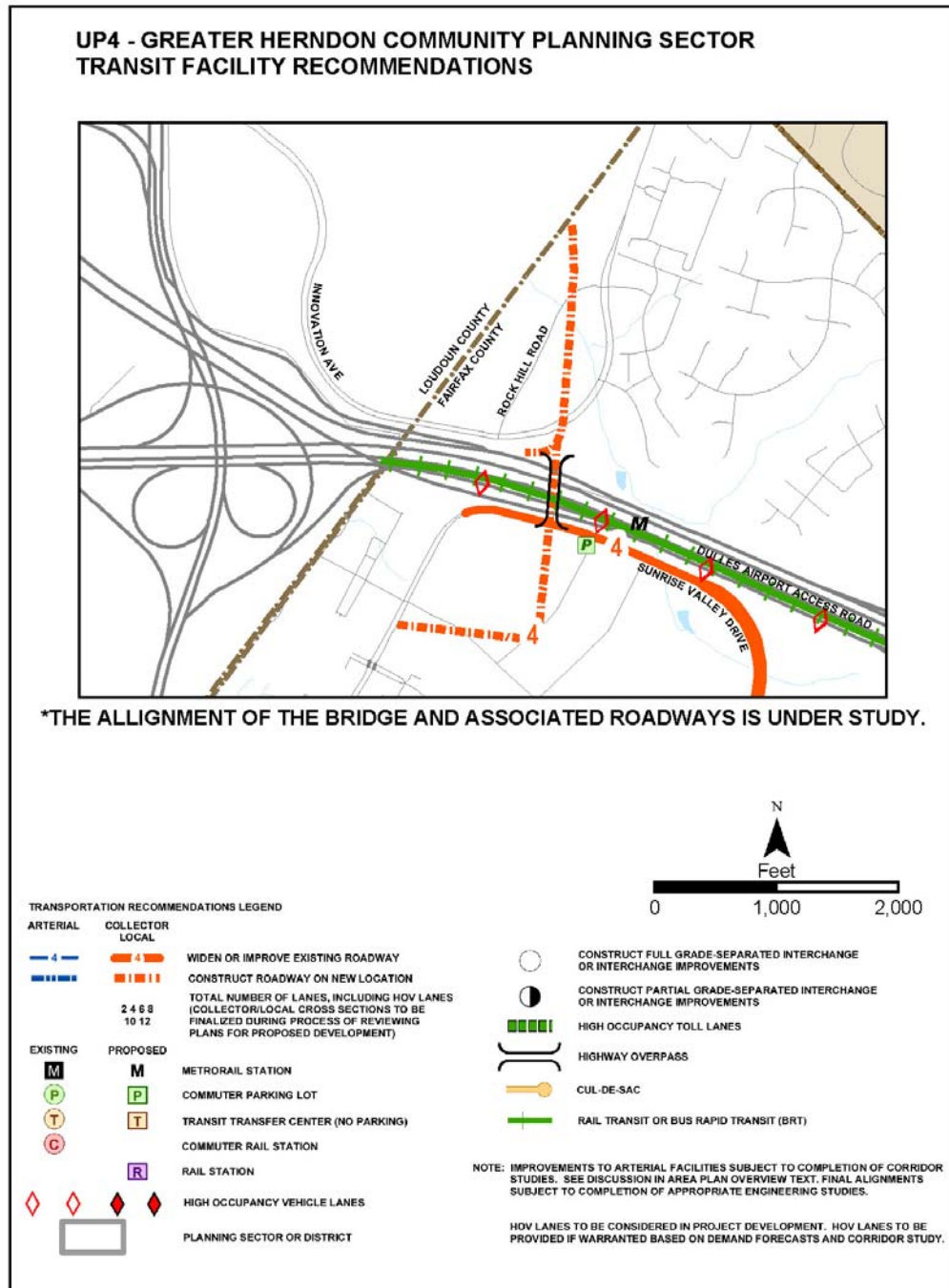
**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Figure 34, "UP4-Greater Herndon Community Planning Sector, Road Realignment and Access Recommendations," page 125, to remove the cul-de-sac on Rock Hill Road, as shown below:



**MODIFY
FIGURE:**

Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Figure 35, "UP4-Greater Herndon Community Planning Sector, Transit Facility Recommendations," page 125, to remove the cul-de-sac on Rock Hill Road, and to add the note referring to the alignment of the bridge and associated roadways as shown below:



**TRANSIT FACILITY RECOMMENDATIONS
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR** **FIGURE 35**

PLAN MAP: The Comprehensive Plan map will not change.

08-III-25UP

MODIFY: Fairfax County Comprehensive Plan, 2007 Edition Area III, Upper Potomac Planning District as amended through 7-13-2009; Reston-Herndon Suburban Center and Transit Station Areas, Land unit Recommendations, Sub-unit D-1, page 44:

“Sub-Unit D-1 (part of Reston Parkway Transit Station Area)

Sub-unit D-1 is mostly developed with a diversity of uses including housing, retail, institutional facilities such as a county government center, police station, medical-oriented facilities, regional library and social services. It is planned and approved for a mix of uses including office, retail, residential, institutional and community-serving uses at intensities between .50 and .70 FAR. Within this sub-unit is the Reston Hospital Center and associated medical office buildings, the North County Government Complex, and a regional library, which are all excluded from the total 8.4 million square feet planned in the Reston Town Center.

As an option, the Reston Hospital Center campus (approximately 30 acres in size) located northwest of the intersection of New Dominion Parkway and Town Center Parkway may be developed with a mix of medical office and hospital uses at up to a 1.0 FAR. This additional development will be focused in the area to the south and east of Town Center Drive, provided that the following conditions are met:

- A quality site layout should be provided, with consolidated vehicular access, appropriate pedestrian connections linking the medical campus to existing sidewalks, transit amenities such as bus shelters, landscaped seating and picnic areas for employees and visitors to the hospital, and appropriate screening and buffering against neighboring residential uses;
- A Transportation Demand Management (TDM) program consistent with the traffic management system for the Reston Town Center should be formulated and implemented to mitigate traffic associated with additional development on the property. The TDM program should include the following elements:
 - a) Installation and maintenance of on-site bus stops, bus shelters or other similar facilities associated with bus and shuttle service to, through and from the property;
 - b) Financial or other incentives to facilitate employee use of alternative modes of transportation, including incentives to utilize ride sharing programs;
 - c) Contributions for any increased bus service demand that results from additional development on the property;
 - d) Any other elements necessary to mitigate the traffic impact of additional development on the property;

- Expansions of or additions to the existing hospital facility should be completed within or adjacent to the building footprint of the existing structure to the extent feasible;
- Building heights should be limited to 120 feet, and utilize architectural treatments or designs that minimize the mass and bulk of those structures located closest to existing residential uses north of the property;
- New above-grade parking structures should be designed and/or screened to minimize the appearance of mass and bulk;
- Medical office use should not exceed 50 percent of the development's total square footage, unless it can be demonstrated that the traffic impact of a higher percentage of medical office uses can be appropriately mitigated; and
- Within the Reston Hospital Center campus, individual parcels may exceed 1.0 FAR provided the entire Reston Hospital Center campus does not exceed the 1.0 FAR intensity.

Sub-unit D-2 (part of Reston Parkway Transit Station Area)

Sub-unit D-2 is the Town Center Urban Core...”

PLAN MAP: The Comprehensive Plan Map will not change.