



**A Publication of the County of Fairfax, Virginia
Department of Planning & Zoning**

For additional information about this amendment, call 703-324-1380
To request this information in an alternate format, call 703-324-1334, TTY 711



**STAFF REPORT
2008 – 2009 NORTH COUNTY AREA PLANS REVIEW**

SUPERVISOR DISTRICT(S): Hunter Mill & Dranesville **APR ITEM(S) :** 08-III-5UP

NOMINATOR(S): Faheem Darab, Department of Planning and Zoning

ACREAGE: NA

TAX MAP I.D. NUMBERS: NA

GENERAL LOCATION: Upper Potomac Planning District

PLANNING AREA: III

District: Upper Potomac

Sector: Greater Herndon (UP4)

Special Area: Reston-Herndon Suburban Center, Land Units A and B

ADOPTED PLAN MAP: See map on page 2

ADOPTED PLAN TEXT: Plan discusses Worldgate development as well as a broad mix of uses and options for areas south of the Dulles Toll Road and north of Fox Mill Road.

For complete Plan text see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf>

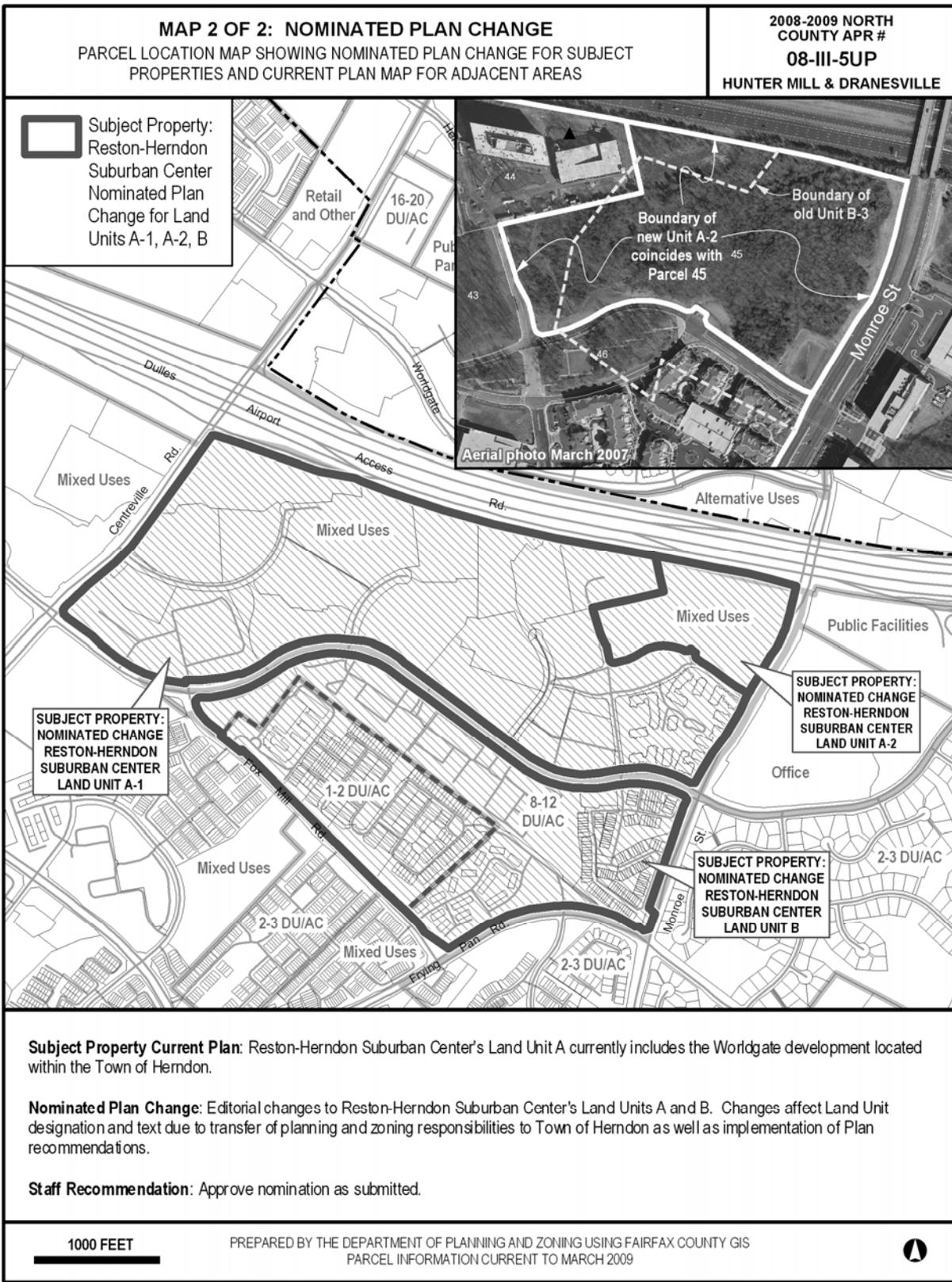
PROPOSED PLAN AMENDMENT: Changes to update recommendations and the Plan map for Reston-Herndon Suburban Center's Land Units A and B. Amendment will reflect transfer of planning and zoning responsibilities for Land Unit A in 2005 from Fairfax County to the Town of Herndon. (For summary of proposed Plan text see page 35 of 2008-2009 Hunter Mill APR Nomination book or see link below)

<http://www.fairfaxcounty.gov/dpz/apr/2008northcounty/nominations/5up.pdf> (page 9)

SUMMARY OF STAFF RECOMMENDATION:

- Approve Nomination as submitted
 - Approve Staff Alternative
 - Retain Adopted Plan
-

Staff recommends approval of this editorial nomination which clarifies and updates Plan text.



CONTEXT

General Location:

The nominated properties are located within the area bounded by Centreville Road to the west, Monroe Street to the east, Fox Mill Road to the south and Herndon Parkway to the north.

Existing and Planned Land Use and Zoning:

Subject Properties: The subject properties are located in Land Units A and B of the Reston-Herndon Suburban Center in the Upper Potomac Planning District. The properties are planned for multiple uses including retail uses, office uses, residential use at 8-12 dwelling units per acre and 1-2 dwelling units per acre. The subject properties also are zoned for multiple uses including; PDH-12 (Planned Development Housing), PDH-30, PDC (Planned Development Commercial), C-8 and I-4. The area is developed with a mix of uses including mid-rise and high-rise office use, low-rise multifamily, single family attached and single family detached uses. In addition, there are significant amounts of retail and hotel use at the far western and eastern portions of the subject properties.

Adjacent Area:

Northeast: The area to the northeast is within the Town of Herndon and is planned for a mix of uses including alternative uses, residential use at 3-4, 4-5 and 16-20 dwelling units per acre as well as public parks. Part of the area is zoned for office and light industrial and is developed primarily as low-rise offices. Another part of the area is zoned for R-10 and planned development residential and is developed primarily as single family attached and detached housing.

Northwest: The area to the northwest is planned for a mix of uses including commercial retail and public facilities and is zoned C-6, C-8 and R-3. The area is developed primarily as community retail as well as Hutchison Elementary School.

West: The area to the west is planned for mixed use and is zoned PDC. The area currently is vacant land but is part of the planned Arrowbrook Centre mixed use development.

South: The area to the south is planned for mixed use and residential use at 2-3 dwelling units per acre. The area is zoned C-6, PDH-3, PDH-5, PDH-8 and PDH-16. The areas is developed with a community retail shopping center, McNair Farms Elementary and single family attached housing.

East: The area to the east is planned for alternative uses and residential use at 2-3 dwelling units per acre. The area is zoned R-3, PDC and I-4 and is developed as single family detached homes, mid-rise offices and the Herndon-Monroe Parking Garage.

PLANNING HISTORY

The Reston-Herndon Suburban Center and its land unit boundaries were established on July 1, 1991 as a part of the Fairfax Planning Horizons. In 1993 the Town of Herndon annexed the area identified as Land Unit A of the Reston-Herndon Suburban Center which encompasses the Worldgate development. Under the annexation agreement, Fairfax County retained planning and zoning responsibilities for Land Unit A until 2005 at which time those responsibilities transferred to the Town of Herndon.

On May 21, 2001, Plan Amendment 2000-01 (resulting from OTPA S98-CW-4CP) was adopted and made changes to all land units in the Reston-Herndon Suburban Center. One of the changes adopted at that time was the creation of sub-units to facilitate the inclusion of more detailed Plan recommendations for transit station areas within the Suburban Center. The Suburban Center's Land Unit B was divided into three sub-units, B-1, B-2 and B-3. These new sub-unit boundaries followed parcel boundaries, some of which have changed in recent years.

On March 18, 2002, Plan Amendment 2000-20 (resulting from 2001 APR nomination 01-III-5UP) was adopted and added language to the Reston-Herndon Suburban Center's Sub-unit B-2 that references developments that were subsequently redeveloped or converted from apartments to condominiums.

ADOPTED COMPREHENSIVE PLAN TEXT

See Attachment 1 for the Reston-Herndon Suburban Center's Plan guidance for Land Units A and B.

NOMINATED PLAN AMENDMENT

The proposed editorial update is for clarification purposes as well as to correct out-of-date Plan guidance. For full proposed Comprehensive Plan text and graphics see Attachment 2.

ANALYSIS

The nomination is editorial in nature and proposes to maintain the adopted planned land uses and intensities/densities. The nomination proposes updates to the Comprehensive Plan land unit designation and text for Land Units A and B of the Reston-Herndon Suburban Center in the Upper Potomac Planning District. The following describes the proposed changes and the rationale for each change:

1. The Reston-Herndon Suburban Center's Land Unit A (Worldgate development) boundaries and accompanying Plan guidance are now out-of-date and no longer in agreement with the transfer of planning and zoning responsibility from Fairfax County to the Town of Herndon. The proposed updates involve removing the Reston-Herndon Suburban Center's existing Land Unit A (Worldgate development) from the Plan text and maps and reorganizing the sub-units in Land Unit B to reconcile the removal of Land Unit A.
2. The Plan makes multiple references to the Greg Roy subdivision which was redeveloped more than 15 years ago. The Greg Roy subdivision was a subdivision of older single family homes mostly built on one acre lots. Originally planned for 1-2 dwelling units per acre, in 2001 under a Plan option for 8-12 dwelling units per acre, the subdivision was fully consolidated and rezoned from the R-1 zoning district to the PDH-12 zoning district. The subdivision was redeveloped as the Great Oaks development consisting of more than 200 multi-family rental units along with almost 200 townhouse and single-family detached dwelling units. Due to these Plan options being implemented, some of the Plan guidance is now out-of-date. The nomination proposes updates to the area previously known as the Greg Roy subdivision.

3. The Plan boundary between sub-units B-1 and B-3 and their accompanying Plan guidance are no longer in agreement with the development on the ground. The boundary of Sub-unit B-3 followed the boundaries of three parcels, 016-4((01))36, 37 and 38. In 2000 the three parcels within Sub-unit B-3 were part of rezoning case number 2000-HM-044. This rezoning case consolidated the three parcels as part of a larger development and subdivided the parcels. As a result, a portion of Sub-unit B-3 was developed as multi-family residential. Another portion of the sub-unit became a private road, connecting to the local roadway network, as well as private open space. The northernmost portion of the sub-unit remains undeveloped. The undeveloped portion of the sub-unit became parcel 16-4((01))45, which spills over into adjacent Sub-unit B-1. This new parcel 45 is approximately the same size as the original Sub-unit B-3 that was comprised of the three parcels. The proposed update addresses this disagreement between Plan boundaries and development on the ground by adjusting the boundary between the original Sub-unit B-1 and B-3 to follow the boundary of parcel 45.
4. The Plan references two developments that have since been renamed.
 - The Plan references the Woodland Park Apartments several times. Woodland Park, the area south of Sunrise Valley Drive and north of Great Oaks was planned for 8-12 dwelling units per acre. At this planned density, 144 townhouse units were built under approvals for a portion of the Woodland Park area under RZ 94-H-065. In 1999 under a plan option, the area developed under RZ 99-HM-011 with residential use at 16-20 dwelling units per acre as garden apartment-style housing. Due to this Plan option being implemented, the proposed update will edit the old references to the Woodland Park Apartments to recognize the implementation of a Plan option.
 - The Plan references the old Avalon Fox Mill Apartments multiple times. In 2005, Avalon Fox Mill underwent a conversion to condominium units. The newly converted condominium development was renamed Fox Mill Station Condominiums. This proposed update will reflect the new status and name of this development.
5. Finally, the nomination proposes deleting the Greater Herndon Community Planning Sector's (UP4) Character description which references the Reston-Herndon Suburban Center's Land Unit A (Worldgate development) due to the transfer of planning and zoning responsibility for this area from Fairfax County to the Town of Herndon.

RECOMMENDATION

Staff recommends approval of the nomination as submitted because it clarifies the transfer of planning and zoning responsibilities for the Worldgate development from Fairfax County to the Town of Herndon as well as updates out-of-date Plan guidance. See Attachment 2 on pages 11-19 for the recommended Plan text and map changes.

Attachment 1

ADOPTED COMPREHNSIVE PLAN TEXT

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended through 6-30-2008, Reston-Herndon Suburban Center and Transit Station Areas, pages 29-33:

“Land Unit A

This land unit is located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east and is planned for medium to high intensity office uses up to .70 FAR. Figure 9 illustrates the boundaries of Land Unit A. Fairfax County retains planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities revert to the Town of Herndon. The Worldgate development and the Marriott Suites hotel are major developments in the land unit. Residential uses have been incorporated into the Worldgate development, in the land area north of Worldgate Drive.

For mixed-use projects, the residential component should be developed in a style that is compatible with existing and future office development. The residential component should be of sufficient size to create a viable residential community that is an integral part of the overall Worldgate development. Provision for active recreation should be part of any residential development. The residential area to the north of the development should be well-buffered from either office or residential development. Building heights should taper down toward the existing residential community.

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 portion of this land unit that is south of Worldgate Drive near Monroe Street is appropriate for either office or hotel. Appropriate buffering and screening to the Dulles Airport Access Road must be provided. When rail is extended through the Dulles Corridor, this site may be within walking distance of a rail station. High density office or hotel is the preferred use on this site because they will best support the development of rail.

Although Land Unit A is located within the Town of Herndon, Fairfax County currently retains planning and zoning responsibilities. Future development decisions for Land Unit A should be closely coordinated with the Town to ensure compatible planning and land use for the area.

Land Unit B

This land unit is located on the south side of the Dulles Airport Access Road, between Centreville Road on the west and Monroe Street on the east (see Figure 9). Fox Mill Road is the southern boundary of this land unit. The land unit contains several office buildings and the Greg-Roy residential subdivision. There is a substantial amount of vacant land remaining in this land unit (as of 1996).

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.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit B should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

Sub-unit B-1 (North of Sunrise Valley Drive)

The area which is located north of Sunrise Valley Drive is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition. This area along the Dulles Airport Access Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreational facilities and other amenities for residents. Residential development should be sited away from the Access Road and towards Sunrise Valley Drive. Support retail and service uses may be appropriate in non-residential or mixed-use development if they are located within office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to possible rail transit service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future if rail service is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common areas such as urban parks and plazas to provide visual focus and pleasant outdoor spaces for employees.

The development of this sub-unit should incorporate recreational amenities for future employees (and residents if residential development is included) such as jogging paths, exercise stations and volley ball courts that are appropriate to the mix of employees/residents and their needs. The development of this area should incorporate a vehicular circulation system that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The portion of the sub-unit that is adjacent to the Herndon-Monroe TSA is subject to the ***Pedestrian/bicycle access*** guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit B-2 (South of Sunrise Valley Drive)

The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Avalon Fox Mill Apartments, and the Greg Roy subdivision. Woodland Park Apartments are located north and west of the Greg-Roy subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, 16-4((17)) 45-49, and 16-4((17))110-204 within Woodland Park, are planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Development may include a mix of unit types that are compatible with surrounding development. Effective buffering and screening should be provided along the area abutting the Greg-Roy subdivision. Active recreation facilities with usable open space to serve the residents should be provided. As an option, this area may also be developed in multi-family, residential use such as garden apartments at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets Zoning Ordinance requirements should be provided along the area adjacent to the Greg Roy subdivision. Enhanced vegetation within this buffer is recommended.

Tax Map 16-3((1))24A, and 16-4((1))30 located to the east of the Greg Roy subdivision (Avalon Fox Mill), are planned for residential use at 8-12 dwelling units per acre. Effective

buffering and screening should be provided along the area abutting the Greg Roy subdivision if the Greg-Roy subdivision does not redevelop. Active recreation facilities to serve the residents should be provided on-site.

The Greg-Roy subdivision and the adjacent residential parcel (Tax Map 16-3((1))14B) are planned for residential use at 1-2 dwelling units per acre. As an option, the Greg-Roy subdivision and the adjacent residential parcel are appropriate for residential use at 8-12 dwelling units per acre contingent upon complete parcel consolidation.

Mixed-use development up to .50 FAR is appropriate for Sub-unit B-2 upon the complete consolidation of parcels in this area, including the entire Greg Roy subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

All development proposed for Sub-unit B-2 should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.

Sub-unit B-3 (part of Herndon-Monroe Transit Station Area)

Sub-unit B-3 is located in the southwest quadrant of the DAAR and Monroe Street. It is a part of the Woodland Park development, a large mixed-use development.

This land unit is planned for mixed-use, with any combination of office, hotel, residential and support retail uses up to .70 FAR.

For development in this sub-unit, including all baseline recommendations and options, 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. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit B-3 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- 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.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 12 acres within Sub-unit B-3 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Grade-separated pedestrian access (bridge or tunnel) across Monroe Street should be provided to facilitate access to the rail station;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible;
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.”

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended through 6-30-2008, UP4-Greater Herndon Community Planning Sector, page 97:

“The Worldgate site within the Town of Herndon is planned and zoned by Fairfax County as part of an annexation agreement. This site is located in the Reston-Herndon Suburban Center and recommendations are contained in that section of this document (Land Unit A).”

ADOPTED COMPREHNSIVE PLAN MAP

The adopted Comprehensive Plan map shows the Reston-Herndon Suburban Center’s Land Units A and B planned for multiple uses including office use, alternative uses, residential uses at 1-2 and 8-12 du/ac.

Attachment 2

PROPOSED COMPREHENSIVE PLAN TEXT

Sections to be amended:

- I. Proposed Changes to the Reston-Herndon Suburban Center's Land Unit A and B, Including Related Maps
- II. Proposed Changes to the Greater Herndon Community Planning Sector (UP4), Character Section

Staff nominates the following amendments to the Comprehensive Plan. To identify changes from the previous adopted Plan, text proposed to be added is shown as underlined and text to be deleted is indicated by ~~strikethrough~~.

I. Proposed Change to the Reston-Herndon Suburban Center's Land Unit A and B Including Related Maps

MODIFY: The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, Reston-Herndon Suburban Center and Transit Station Areas, page 29:

"Land Unit A

~~This land unit is located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east and is planned for medium to high intensity office uses up to .70 FAR. Figure 10 illustrates the boundaries of Land Unit A. Fairfax County retains planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities revert to the Town of Herndon. The Worldgate development and the Marriott Suites hotel are major developments in the land unit. Residential uses have been incorporated into the Worldgate development, in the land area north of Worldgate Drive.~~

~~For mixed-use projects, the residential component should be developed in a style that is compatible with existing and future office development. The residential component should be of sufficient size to create a viable residential community that is an integral part of the overall Worldgate development. Provision for active recreation should be part of any residential development. The residential area to the north of the development should be well-buffered from either office or residential development. Building heights should taper down toward the existing residential community.~~

~~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 portion of this land unit that is south of Worldgate Drive near Monroe Street is appropriate for either office or hotel. Appropriate buffering and screening to the Dulles Airport Access Road must be provided. When rail is extended through the Dulles Corridor, this site may be within walking distance of a rail station. High density office or hotel is the preferred use on this site because they will best support the development of rail.~~

~~Although Land Unit A is located within the Town of Herndon, Fairfax County currently retains planning and zoning responsibilities. Future development decisions for Land Unit A should be closely coordinated with the Town to ensure compatible planning and land use for the area.~~

Land Unit B

This Land Unit is located on the south side of the Dulles Airport Access Road, between Centreville Road on the west and Monroe Street on the east (see Figure 9). ~~Fox Mill Road Sunrise Valley Drive is the southern boundary of this Land Unit. The Land Unit contains several office buildings, and the Greg Roy residential subdivision. There is a substantial amount of vacant land remaining in this land unit (as of 1996).~~

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.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit ~~B-A~~ should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

*Note: At the time the Reston-Herndon Suburban Center's plan text was adopted in 2001, Land Unit A was located within the Town of Herndon, north of the Dulles Airport Access Road with Centreville Road on the west and Monroe Street on the east. Under an agreement reached in 1987 between Fairfax County and the Town of Herndon, this Land Unit A was annexed by the Town as part of a larger Town boundary adjustment. As part of this agreement Fairfax County retained planning and zoning responsibilities for this land unit until 2005, at which time those responsibilities reverted to the Town of Herndon. Under the Town of Herndon's Draft 2030 Land Use Map dated January 07, 2008 the area is planned for regional corridor mixed use.

Sub-unit ~~B-1~~ A-1 (North of Sunrise Valley Drive) (west of Herndon-Monroe Transit Station Area)

The area which is located ~~north of Sunrise Valley Drive~~ west of the Herndon-Monroe Transit Station Area is planned for commercial office, hotel or mixed-use development up to .70 FAR. Mixed-use projects should be at least one-third residential in composition. This area along the Dulles Airport Access Road has high visibility and is appropriate for high quality development including corporate headquarters, hotels and office buildings. Mixed-use developments should create a viable, quality living environment with active recreational facilities and other amenities for residents. Residential development should be sited away from the Access Road and towards Sunrise Valley Drive. Support retail and service uses may be appropriate in non-residential or mixed-use development if they are located within office, hotel or residential buildings.

Pedestrian connections throughout the area and to transit facilities should be provided. Clustering of buildings in a transit friendly design is encouraged, whereby development that is built prior to possible rail transit service can be clustered on a portion of the area so as not to preclude additional buildings and intensity in the future if rail service is extended to this area. The overall design should seek to concentrate open space, to the extent possible, into common

areas such as urban parks and plazas to provide visual focus and pleasant outdoor spaces for employees.

The development of this sub-unit should incorporate recreational amenities for future employees (and residents if residential development is included) such as jogging paths, exercise stations and volley ball courts that are appropriate to the mix of employees/residents and their needs. The development of this area should incorporate a vehicular circulation system that is appropriate to the type and intensity of the ultimate uses and the pattern of subdivision.

The portion of the sub-unit that is adjacent to the Herndon-Monroe TSA is subject to the *Pedestrian/bicycle access* guidelines in the Suburban Center Areawide Recommendations shown at the beginning of the Suburban Center text.

Sub-unit B-2 (South of Sunrise Valley Drive)

~~The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Avalon Fox Mill Apartments, and the Greg Roy subdivision. Woodland Park Apartments are located north and west of the Greg Roy subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, 16-4((17))45-49, and 16-4((17))110-204 within Woodland Park, are planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Development may include a mix of unit types that are compatible with surrounding development. Effective buffering and screening should be provided along the area abutting the Greg Roy subdivision. Active recreation facilities with usable open space to serve the residents should be provided. As an option, this area may also be developed in multi-family, residential use such as garden apartments at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets Zoning Ordinance requirements should be provided along the area adjacent to the Greg Roy subdivision. Enhanced vegetation within this buffer is recommended.~~

~~Tax Map 16-3((1))24A, and 16-4((1))30 located to the east of the Greg Roy subdivision (Avalon Fox Mill), are planned for residential use at 8-12 dwelling units per acre. Effective buffering and screening should be provided along the area abutting the Greg Roy subdivision if the Greg Roy subdivision does not redevelop. Active recreation facilities to serve the residents should be provided on-site.~~

~~The Greg Roy subdivision and the adjacent residential parcel (Tax Map 16-3((1))14B) are planned for residential use at 1-2 dwelling units per acre. As an option, the Greg Roy subdivision and the adjacent residential parcel are appropriate for residential use at 8-12 dwelling units per acre contingent upon complete parcel consolidation.~~

~~Mixed-use development up to .50 FAR is appropriate for Sub-unit B-2 upon the complete consolidation of parcels in this area, including the entire Greg Roy subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.~~

~~All development proposed for Sub-unit B-2 should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.~~

Sub-unit B-3 A-2 (part of Herndon-Monroe Transit Station Area)

Sub-unit ~~B-3~~A-2 is located in the southwest quadrant of the DAAR and Monroe Street. It is a part of the Woodland Park development, a large mixed-use development.

This land unit is planned for mixed-use, with any combination of office, hotel, residential and support retail uses up to .70 FAR.

For development in this sub-unit, including all baseline recommendations and options, 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. All proposed developments should be in conformance with the Urban Design Guidelines, located after the land unit recommendations.

Transit-oriented Residential Mixed-Use Option – At such time as a funding agreement for Bus Rapid Transit (BRT), as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.0 FAR may be considered for Sub-unit ~~B-3~~A-2 provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 35% but no more than 50% of the total gross floor area of the development. Office use may not exceed 50% of the total gross floor area and support retail, to be located in office, hotel or residential buildings may not exceed 15% of the total gross floor area. In addition, the following condition should be met:

- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate vehicular drives and/or streets.

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.5 FAR may be considered for the 12 acres within Sub-unit ~~B-3~~A-2 located closest to the rail station, provided that the mix of uses includes a residential component and a non-residential component that includes office, hotel, and support retail. The residential component should be at least 40% but no more than 50% of the total gross floor area of the development. Some combination of office, hotel and support retail uses may comprise 50-60% of the total gross floor area of the development. In addition, the following conditions should be met:

- Grade-separated pedestrian access (bridge or tunnel) across Monroe Street should be provided to facilitate access to the rail station;
- Transportation Demand Management measures as discussed on page 6 should be utilized to the maximum extent possible;
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways, and where appropriate to vehicular drives and/or streets.

Land Unit B

This Land Unit is located on the south side of Sunrise Valley Drive between Fox Mill Road and Monroe Street, north of Frying Pan Road (see figure 9). The Land Unit contains the Great Oak subdivision, a development consisting of townhomes and single family detached houses. Previously the Great Oak subdivision was developed as the Greg Roy residential subdivision, an area that was planned at 1-2 dwelling units per acre.

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.

To achieve full capacity of the roadway network in the area, Centreville Road between Frying Pan Road and West Ox Road should be improved as soon as possible in order to maximize the benefits of the road improvements constructed to date. Development proposals in Land Unit B should dedicate needed right-of-way and/or construct or contribute toward the construction of these roadway segments on a pro rata basis unless these proposals are on properties that have previously built part of the existing roadway network.

The area located south of Sunrise Valley Drive contains The Woodland Park Apartments, The Fox Mill Station Condos, and the Great Oak subdivision. Woodland Park Apartments are located north and west of the Great Oak subdivision. Tax Map parcels 16-3((1))25D1, 25D2, 25D3, 25D4, 16-4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B,C,D,F, F1, 16-4((17)) 45-49, and 16-4((17))110-204 within Woodland Park, were planned for residential use at 8-12 dwelling units per acre (du/ac) with full consolidation. Under an option for the entire area occupied by the Woodland Park Apartments, tax map parcels 16 3((1))25D1, 25D2, 25D3, 25D4, 16 4((1))32B, 16-4((16))1-44, 16-4((16))A, 16-4((17))B, C, D, F, F1, 16-4((17))45-49 and 16-4((17))110-204 were developed in multi-family, residential use, including garden apartments, at 16-20 dwelling units per acre to provide a transition from the mixed use development along the Dulles Airport Access Road to the residential development to the south. A vegetated buffer that, at a minimum, meets Zoning Ordinance requirements should be provided along the area adjacent to the Great Oak subdivision. Enhanced vegetation within this buffer is recommended.

Tax Map 16-3((18))1-165 located to the east of the Great Oak subdivision (Fox Mill Station Condos), are planned and developed for residential use at 8-12 dwelling units per acre. Active recreation facilities to serve the residents should be provided on-site.

The Great Oak subdivision and the adjacent residential parcel to the northwest (Metropolitan of Fairfax Apartments) were planned for residential use at 1-2 dwelling units per acre. Under an option, the Great Oak subdivision and the adjacent residential parcel (Metropolitan of Fairfax Apartments) were developed for residential use at 8-12 dwelling units per acre after complete parcel consolidation.

Mixed-use development up to .50 FAR is appropriate for Land Unit B upon the complete consolidation of parcels in this area, including the entire Great Oak subdivision. For mixed-use projects, the residential component should be at least one-third of the total development. Residential development should provide for the active recreation needs of the community.

All development proposed for Land Unit B should provide high quality site and architectural design, an integrated pedestrian circulation system and active recreation facilities.”

MODIFY: The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, Reston-Herndon Suburban Center and Transit Station Areas, page 28:

“Figure 8”

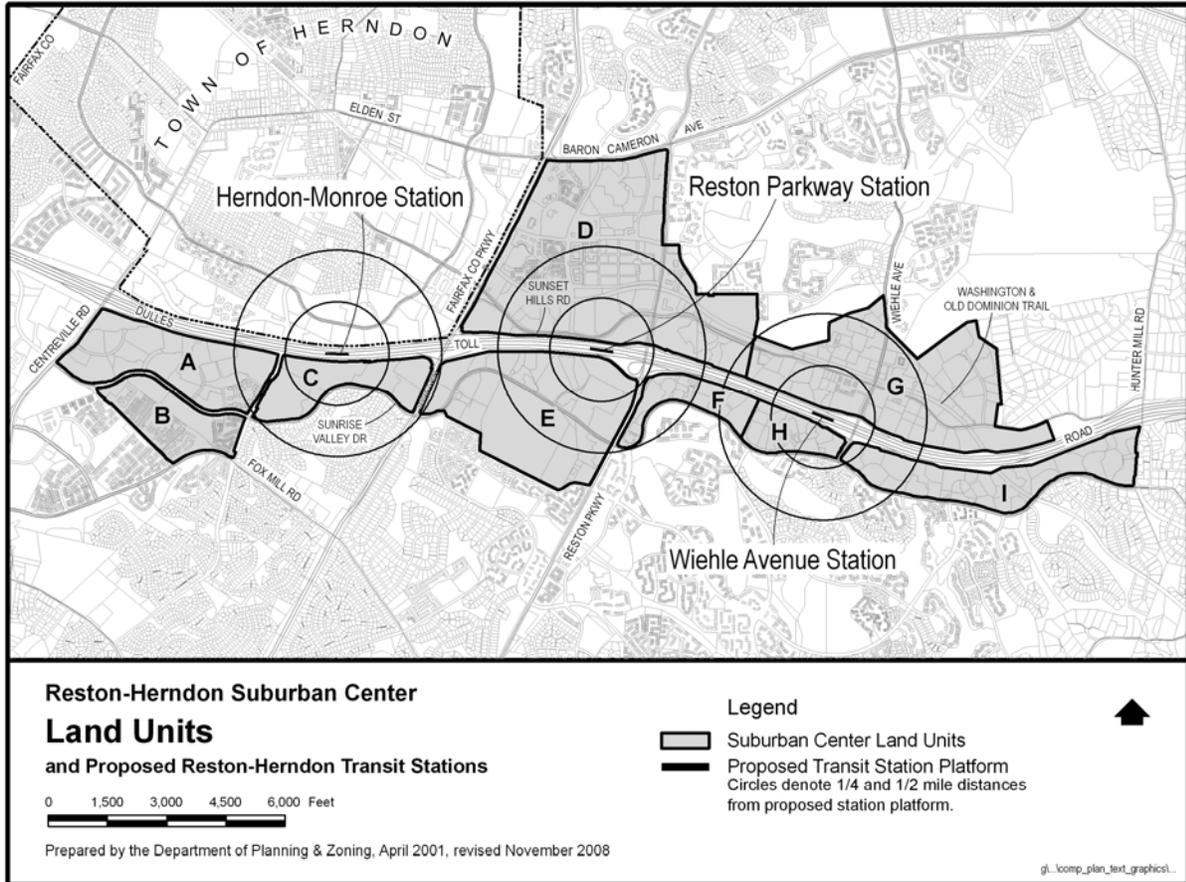


FIGURE 8 revised for North County APR # 08-III-5UP

MODIFY: The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, Reston-Herndon Suburban Center and Transit Station Areas, page 30:

“Figure 9”

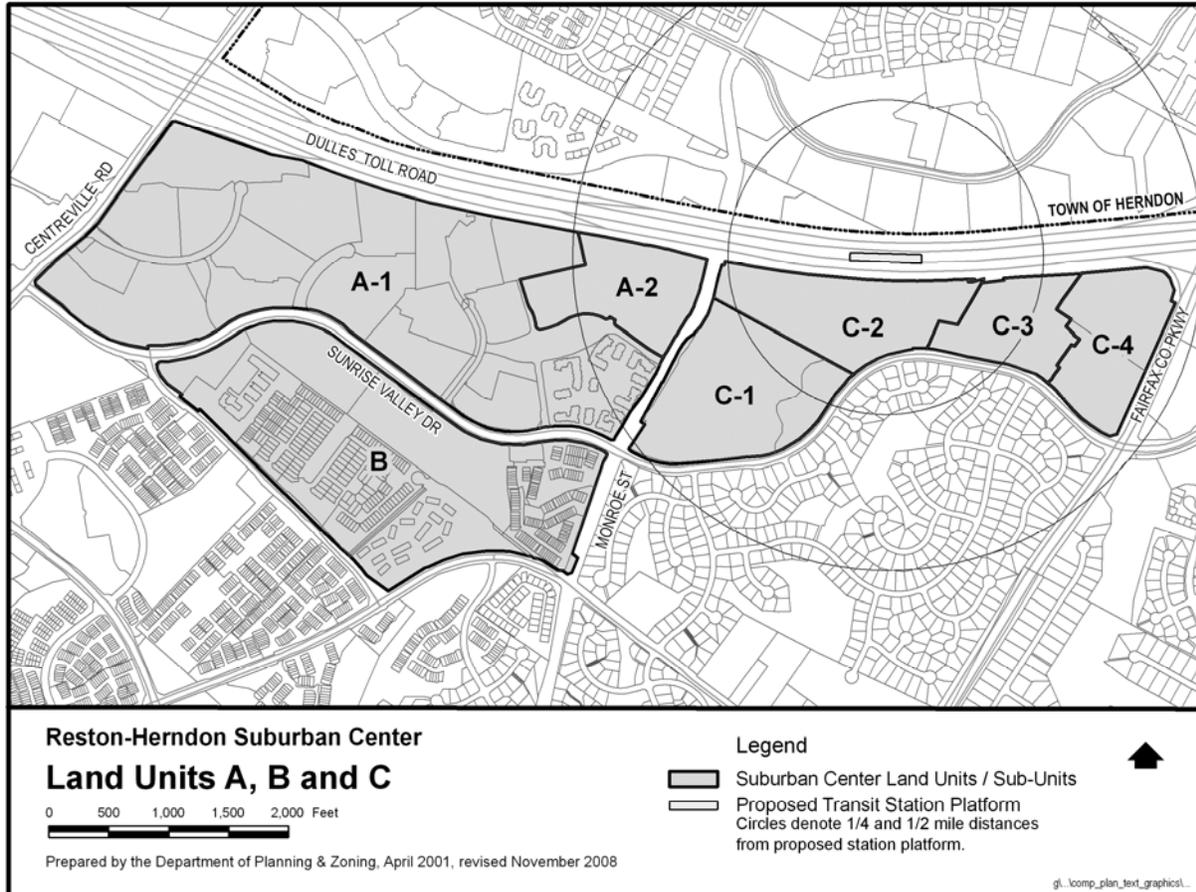


FIGURE 9 revised for North County APR # 08-III-5UP

**II. Proposed Changes to the Greater Herndon Community Planning Sector (UP4),
Character Section**

DELETE: The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, UP-4, Greater Herndon Community Planning Sector, page 97:

~~“ The Worldgate site within the Town of Herndon is planned and zoned by Fairfax County as part of an annexation agreement. This site is located in the Reston Herndon Suburban Center and recommendations are contained in that section of this document (Land Unit A).”~~

MODIFY: The Fairfax County Comprehensive Plan, Area III, 2007 edition, Upper Potomac Planning District amended through September 10, 2007, UP-4 Greater Herndon Community Planning Sector, page 99:

“Figure 28”

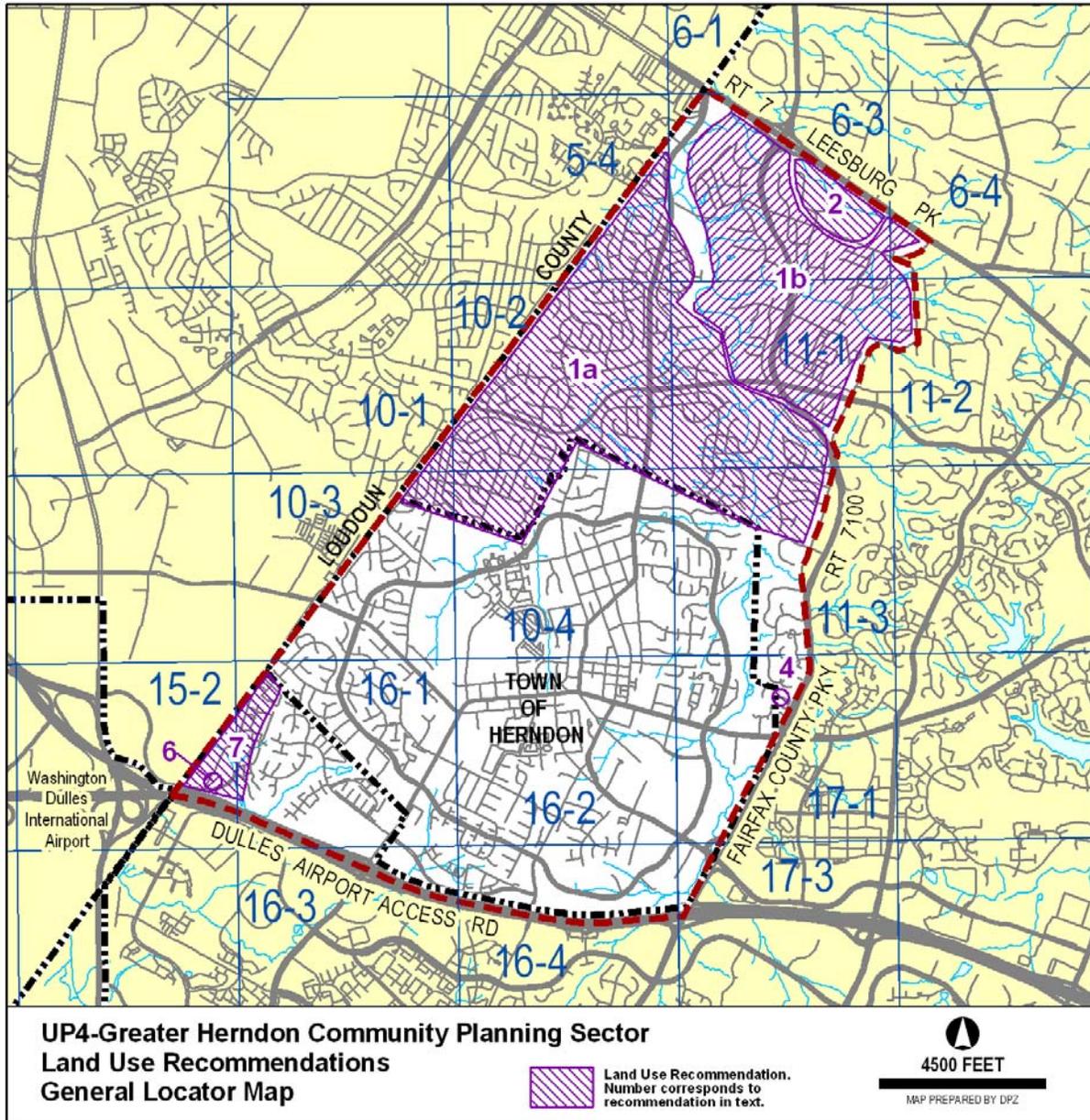


FIGURE 28 revised for North County APR # 08-III-5UP