



**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 AREA PLANS REVIEW

SUPERVISOR DISTRICT:Dranesville **APR ITEMS:** APR#08-III-7UP; 08-III-11UP; 08-III-12UP

NOMINATOR(S): 08-III-7UP: Brian J. Winterhalter
08-III-11UP: Francis A. McDermott
08-III-12UP: Richard D. Stout

ACREAGE: 08-III-7UP: 4.16 acres
08-III-11UP: 25.49 acres
08-III-12UP: 21.99 acres

TAX MAP I.D. NUMBERS: 08-III-7UP: 15-2((1))16
08-III-11UP: 15-2((1))15, 17
08-III-12UP: 15-2((1))1-5, 16; 16-1((1))4, 4A, 4B

GENERAL LOCATION: Generally located north of the Dulles Toll Road and east of the Fairfax County and Loudoun County boundary.

PLANNING AREA(S): III
District(s): Upper Potomac
Sector: Greater Herndon (UP4)
Special Area(s): n/a

ADOPTED PLAN MAP: 08-III-7UP: Mixed Use
08-III-11UP: Public Facilities, Governmental and Institutional
08-III-12UP: Mixed Use

ADOPTED PLAN TEXT: The subject property is part of the transit station area associated with the Route 28/CIT Metro station. This property is also part of the area characterized in the Comprehensive Plan as the Dulles Transition Area which is planned to create a transition to the nearby residential communities from more intensive development planned in Loudoun County. For each of the nominations, the Comprehensive Plan guidance is as follows:

APR 08-III-7UP: Office, research and development, hotel or conference center at an intensity up to .50 FAR with conditions and desirable to have ground floor retail; option for mixed use at higher intensity with conditions.

APR 08-III-11UP: Institutional use, option for residential and non-residential mixed use at intensity up to 1.0 FAR.

APR 08-III-12UP: Land Unit A: office, research and development, hotel or conference center at an

intensity 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 higher intensity with conditions including transit.

The Urban Design Guidelines in the Reston-Herndon Suburban Center and Transit Station Areas section apply to all of the subject areas.

See Attachment I and II for complete plan text including Design Guidelines.

PROPOSED PLAN AMENDMENT

08-III-7UP: Add an option for office and retail uses up to 2.0 FAR with conditions and a maximum height of 175 feet.

08-III-11UP: Add an option for office/residential/hotel/retail mixed use up to 2.17 FAR

08-III-12UP: Add an option for transit oriented development up to 2.0 FAR including residential, office, retail, and institutional uses.

SUMMARY OF STAFF RECOMMENDATION

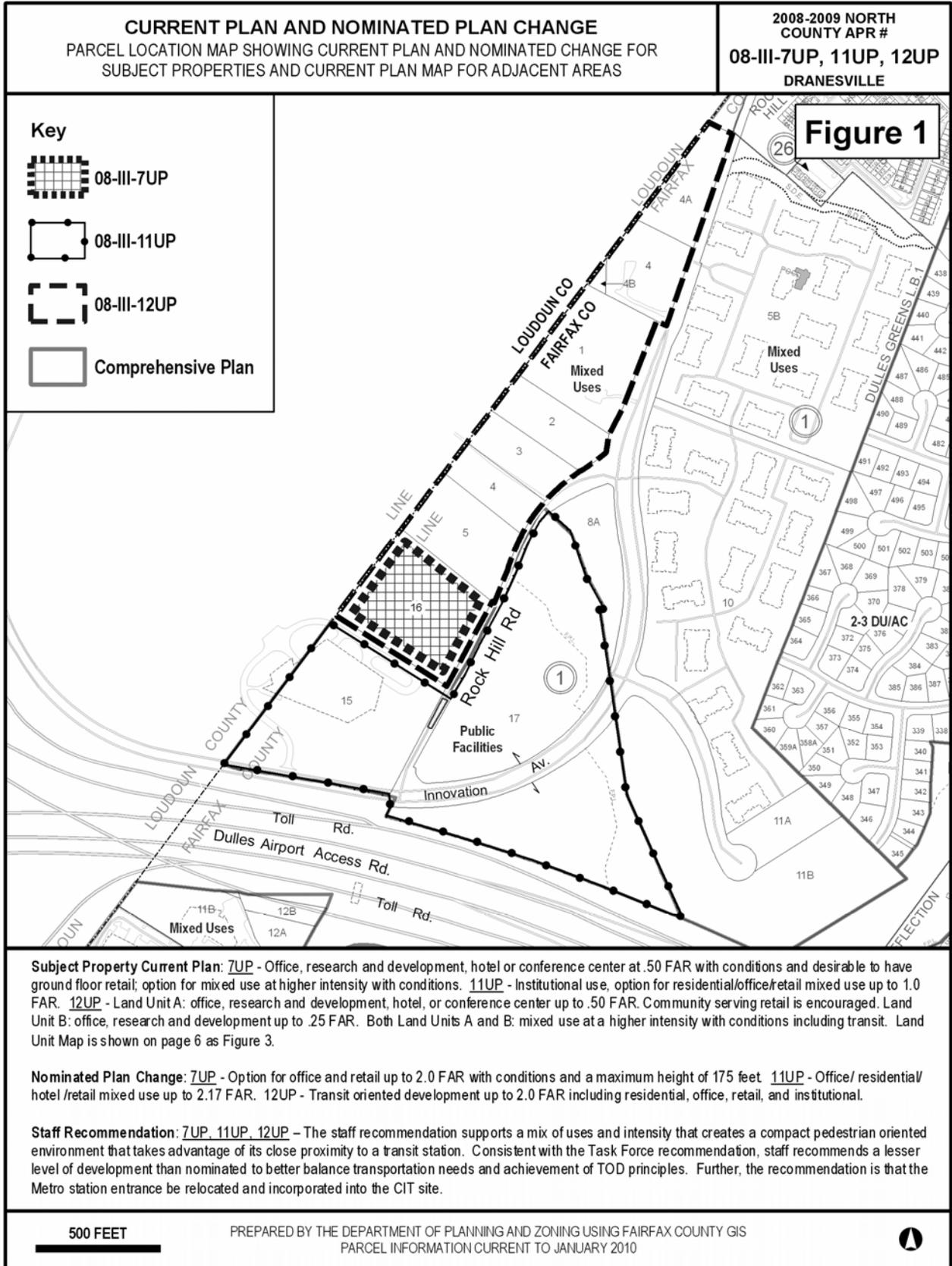
Approve Nomination as submitted

Approve Staff Alternative

Retain Adopted Plan

CONCLUSION

The staff recommendation supports a mix of uses and intensity that creates a compact pedestrian oriented environment that takes advantage of its close proximity to a future Metro station. Consistent with the Task Force recommendation, staff recommends a lesser level of development than nominated to better balance transportation needs and achievement of TOD principles. Further, the recommendation is that the Metro station entrance be relocated and incorporated into the CIT site.



BACKGROUND

The three APR nominations were submitted as a part of the 2008-2009 North County Area Plans Review (APR) process. In total, APR #08-III-7UP, 08-III-11UP and 08-III-12UP address almost 50 acres north of the Dulles Toll Road and east of the Loudoun County boundary. The property is currently developed with the Center for Innovative Technology (CIT) complex and four older residential structures along Rock Hill Road. The area is planned for mixed-use residential and non-residential uses with a maximum intensity of 1.0 FAR for the CIT property. The APR nominations propose Transit-Oriented Development up to 2.0 and 2.17 FAR, citing proximity to the future Metro station.

On February 19, 2009, the Dranesville APR Task Force considered this cluster of APR nominations and voted to recommend deferral to allow time for more citizen input, inter-jurisdictional coordination and further study of outstanding issues such as transportation and Metro station design. In consultation with the Town of Herndon, the Task Force was subsequently expanded to include additional representatives from the Herndon area. The expanded Task Force reviewed the three APR nominations over the summer and fall of 2009. On December 14, 2009 the Dranesville APR Task Force voted 14 to 1 in favor of an alternative to the APR nominations that was supportive of Transit Oriented Development, at a lesser development intensity than originally nominated.

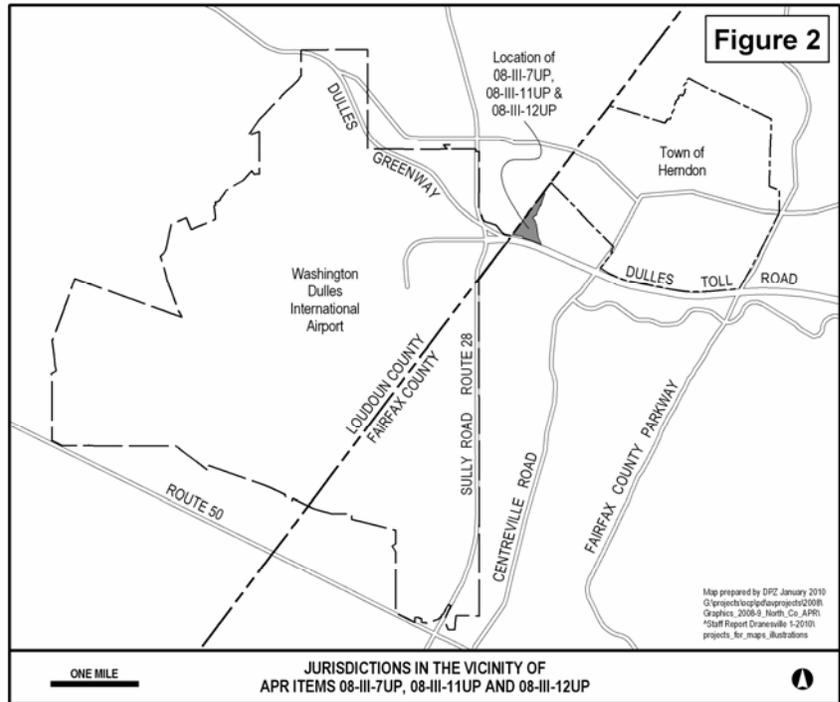
Included in the Task Force's consideration were the results of transportation studies prepared by the nominators of two APR nominations to comply with VDOT Chapter 527 regulations. These studies demonstrated that much of the future traffic affecting the area's transportation network is through traffic. The level of service for roads and intersections will deteriorate because there are limited road choices in this area even without a change to the Comprehensive Plan. The Transportation analysis demonstrates that with transportation improvements, multi-modal transportation measures, and reduced proposed development intensity, the transportation needs of the nominated area could be addressed. More information about the Transportation analyses is detailed in the Transportation section of this staff report. Transportation issues for the broader area are being addressed by an interjurisdictional working group which has developed a work program that continues well into 2010.

During review of these nominations, it became evident that the functionality of the Route 28/ CIT Metro station entrance on the north side of the Dulles Toll Road could be improved if the station could be relocated from where it is currently planned and moved to the CIT property. The proposed APR nominations present an opportunity to revise the Comprehensive Plan to recommend a location that will improve integration of the Metro station with future transit oriented development. Consideration of the Plan amendment by March 2010 is integral to informing the schedule for preliminary engineering of the station location.

Interjurisdictional Coordination

An Interjurisdictional Committee composed of elected officials and a second staff group was instituted to discuss the regional impact of the APR nominations, a significant Loudoun County rezoning application and on-gong studies that may affect Fairfax County, Loudoun County and the Town of Herndon. To date, the interjurisdictional group of elected officials has met on three occasions.

On January 15th 2009, planning and transportation staff from the three jurisdictions met to exchange information and discuss each jurisdiction’s planning efforts. Since that time, staff from Fairfax County, Loudoun County, the Town of Herndon, VDOT and the Metropolitan Washington Airports Authority have met over a dozen times. This collaboration grew to address concerns beyond the immediate development proposals and to include seeking solutions for some of the broader area’s transportation problems. A work program has been developed which includes various transportation studies which aim to improve our collective understanding of the feasibility, benefits or limitations of the roadway network links in the area. The work program also includes coordination in review of transit accessibility. The timeline for these activities extends into late 2010.



CONTEXT

General Location

The subject property is located north of the Dulles Toll Road and east of the Fairfax County and Loudoun County boundary.

Existing, Planned Land Use and Zoning

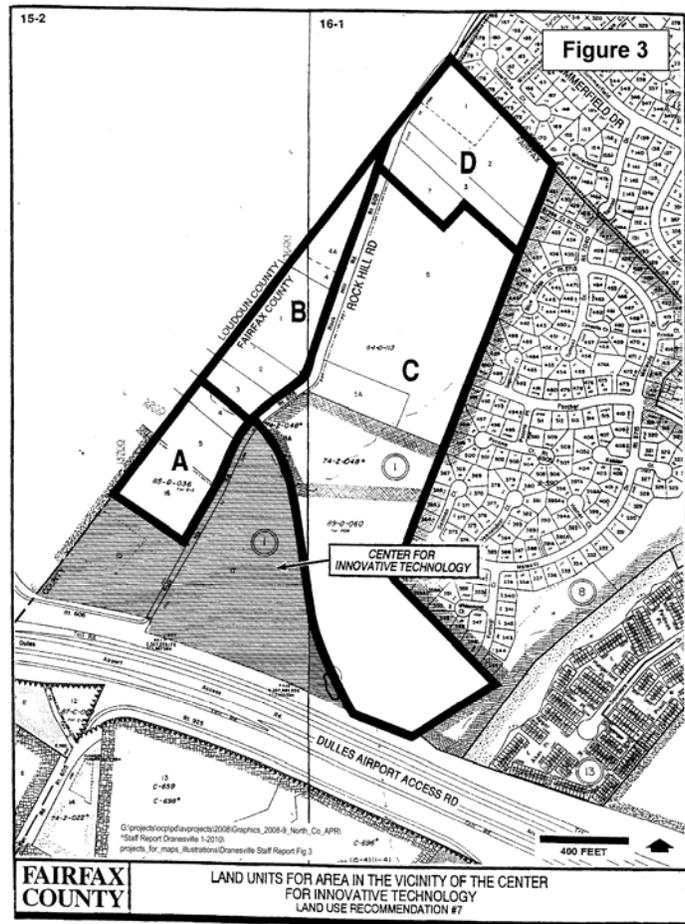
Subject Property: The subject property consists of 47 acres within the transit station area associated with the Route 28/CIT Metro station. In the Comprehensive Plan, this area is also designated as the Dulles Transition Area, which is planned to create a transition to the nearby residential communities from more intensive development planned in Loudoun County. The CIT complex area is planned for institutional use with an option for residential and non-residential mixed use up to 1.0 FAR. To the west in Land Unit A, the property along Rock Hill Road is planned for office, research and development, hotel or conference center up to .50 FAR. Community serving retail is encouraged. Land Unit B to the north is planned for office, research and development up to .25 FAR. Both Land Units A and B are planned for mixed use at higher intensity with conditions including transit. The Urban Design Guidelines in the Reston-Herndon Suburban Center and Transit Station Areas section apply to this area.

Adjacent Areas:

East and North: Along the east side of Rock Hill Road in Land Unit C, is the Dulles Greens community of multifamily housing which is zoned PDH-20, planned and developed at 16-20 du/ac. Immediately to the east of the CIT property is a 9.6 acre parcel owned by Fairfax County that is mostly constrained by a Resource Protection Area designation, with a portion planned for transit facilities associated with the planned Route 28/ CIT Metro Station

Land Unit D is developed with stable residential neighborhoods. The Rock Hill community is zoned PDH-12, is planned for residential intensity up to 12-16 du/ac and developed as townhouses at an intensity of 11 du/ac. To the north of the Rock Hill townhouses is the Town of Herndon boundary and a single family housing neighborhood.

North and West: The area to the north and west is largely undeveloped and is located in Loudoun County. Existing development includes the Chantilly Crushed Stone Quarry and two older residential structures. The area is zoned R-1 Single Family Residential and PD-RDP Planned Development – Research and Development Park and planned for Business Use.



In this area, land in Loudoun County is part of the Route 28 Tax District, which was created to finance Route 28 transportation improvements. Only property zoned or used for commercial and industrial purposes are assessed additional real property taxes for this district.

The proposed Dulles World Center project in Loudoun County is located directly west and adjacent to the APR subject areas. Submitted in November of 2008, the Dulles World Center rezoning application proposes a mix of uses that include 1,495 residential units, 2.7 million square feet of office development, 673,350 square feet of retail use and 451,100 square feet of hotel use on approximately 75 acres.

South: The Dulles Toll Road and Dulles Airport Access Road is located to the south. The nearest crossings to development to the south are located on Route 28 to the west and Centerville Road to the east. The land to the southwest is part of the Washington Dulles International Airport.

PLANNING HISTORY

The Comprehensive Plan for the subject area has evolved from protecting the residential neighborhoods from airport related uses and from the Dulles Toll Road to creating a transition from higher intensity commercial uses in Loudoun County to the residential neighborhoods. More recently, there has been consideration given to uses appropriate in a transit station area.

Until 1987, the nomination area was planned for low density residential uses with guidance to buffer houses from the Dulles Airport Access Road. On May 1, 1984 the Commonwealth of Virginia announced that the Center for Innovative Technology (CIT) would be located on a 34 acre site near the intersection of the Dulles Airport Access Road (DAAR) and Route 28 in both Fairfax and Loudoun Counties. What followed were requests to consider Plan changes from residential uses to industrial and office uses in the vicinity of the CIT site. These changes were considered during the 1984 APR Process (APR #84-III-1UP and #85-III-9UP). On June 1, 1987 the Board of Supervisors adopted a Plan amendment that retained the planned residential use at a density of 2-3 du/ac but added an option for office/light industrial use up to .45 FAR on Land Bay A and office/light industrial use up to .25 FAR for Land Bay B (Plan Amendment 86-A-16). Conditions for these options included full parcel consolidation within the Land Units A and B, minimizing of visual impacts on residential neighborhoods, realignment of Rock Hill Road into Loudoun County and integration with industrial park planned in Loudoun County. The CIT site was planned for institutional use.

During the Planning Horizon's process in the late 1980's and early 90's, several community suggestions to revise the planned land use were submitted. On December 6, 1990, the Board of Supervisors authorized an Out-of-Turn Plan Amendment (S91-III-UP1) to further explore planning options for the subject area. On April 8, 1991 the Board of Supervisors adopted Plan Amendment 86-50 which established the area as a transition between low density residential development in Fairfax County and high intensity uses in Loudoun County. This amendment acknowledged that the adjacent areas in Loudoun County were planned for high intensity industrial and office uses with intensities ranging between .60 FAR and 1.0 FAR. For example, the Kavar site in Loudoun County, located west of the CIT property, was approved for 2.9 million square feet of non-

residential development. The new Plan guidance for the area maintained the base level residential use, updated transportation recommendations, added environmental guidance and building height limits.

In January 1992, the Board of Supervisors voted to request the Commonwealth Transportation Board to locate a regional park-and-ride facility adjacent to the CIT site. Concurrent with this action, the Board also authorized an Out-of-Turn Plan Amendment to consider adding a planned Park-and-Ride facility to the existing Rail Station and Transit Transfer Center designations. On June 8, 1992 the Board of Supervisors adopted Plan Amendment 92-1 (S92-III-UP1) which reinforced previous guidance by specifically designating this area as the Dulles Transition Area. This update was meant to provide additional text to guide the creation of a transition between residential neighborhoods in Fairfax County and the Town of Herndon to the Urban Center planned in Loudoun County. Development was also planned to complement any future transit facilities. The Plan was changed to remove the base level low density residential use. The CIT site remained planned for institutional use. Non-residential planned uses were retained and Land Unit A was planned for office, research and development, hotel or conference center up to .45 FAR with ground level retail encouraged. Land Unit B was planned for office and research and development up to .25 FAR with ground level retail encouraged.

On September 8, 1997 the Board of Supervisors again revisited the Comprehensive Plan recommendations for this area. Plan Amendment 95-23 (APR 94-CW-12T) changed the transportation recommendations in the Comprehensive Plan to extend Rock Hill Road to the south over the Dulles Toll Road. As noted on transportation recommendation maps, the final alignment is subject to completion of appropriate engineering studies.

On November 16, 1998, the Board of Supervisors authorized a special study of the Dulles Corridor to examine areas around proposed transit stations including the station near the CIT site. The Reston-Herndon Transit Station Study resulted in land use recommendations intended to support the proposed transit system. The Board of Supervisors adopted the current Comprehensive Plan for this area on May 21, 2001 as a part of Plan Amendment 2000-01 (S98-CW-4CP). This amendment added higher intensity mixed use options for the CIT property and Land Units A and B, updated Plan guidance for more urban transit oriented uses and added urban design guidelines.

ADOPTED COMPREHENSIVE PLAN MAP AND TEXT

The Comprehensive Plan Map designates the CIT property 15-2((1))15 and 17 for Public Facilities, Governmental and Institutional use and the remainder of the area in Land Units A and B for Mixed Use.

Comprehensive Plan Text for the subject area is located in the Greater Herndon Community Planning Sector (UP4) in the Upper Potomac Planning District. The area is generally planned for a variety of non-residential uses including institutional, office, research and development, hotel and conference center. The current Plan includes options for higher intensity mixed use development including some residential use. Urban Design Guidelines for the Reston-Herndon Suburban Center

and Transit Station Areas apply to development in this area. Guidelines for Transit Oriented Development from the Policy Plan apply to the CIT property and Land Units A, B and C. The following are Plan citations and links to the specific Plan text, which are also included as attachments.

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended Through 9-10-2007, Greater Herndon Community Planning Sector, Land Use, recommendation #7, pp 100-104:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf>

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, Urban Design Guidelines for Transit Station Areas, pp 63-69:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/area3/upperpotomac.pdf>

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Amended Through 9-22-2008, Land Use Section, Appendix 11, Guidelines for Transit Oriented Development, pp 33-38:

<http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/landuse.pdf>

PROPOSED PLAN AMENDMENT

In general, the three APR nominations propose Transit Oriented Development at an increased intensity. APR nomination #08-III-7UP proposes to add an option for office and retail uses up to 2.0 FAR with conditions including a maximum building height of 175 feet. APR nomination #08-III-11UP proposes to add an option for office/residential/hotel/retail mixed use up to 2.17 FAR. APR nomination #08-III-12UP proposes to add an option for transit oriented development up to 2.0 FAR including residential, office, retail, and institutional uses.

The following chart compares existing development in the subject area to the development potential under the current zoning, current Comprehensive Plan and the APR nomination proposals. Currently the CIT is developed with about 123,000 square feet. A few older residential structures also exist. The development potential for the current Comprehensive Plan is estimated at 1.2 million square feet of residential and commercial uses. The maximum development potential of the nominations would result in an estimated 4.1 million square feet of residential and non-residential uses.

Figure 4 Development Potential Comparison Chart

APR Nomination #	Acres	Existing	Zoning	Current Plan	Proposed APR Nominations
08-III-7UP	4.16	Vacant	81,528 sf office ¹	90,605 sf office or hotel	326,113 sf office 36,235 sf Retail
08-III-11UP	25.49	122,945 sf Office	421,930 sf office ²	345 high-rise multifamily units ³ 539,687 sf office ³ 34,521 sf retail ³	1,000 high rise multifamily units 1,210,000 sf office 150,000 sf hotel (300 rooms) 40,000 Retail
08-III-12UP	21.99	4 single family detached units ⁴ Remainder vacant	17 single family detached houses 81,528 sf office ⁵	332,123 sf office OR 185,348 sf hotel & 146,775 sf office	800 multifamily residential units 766,656 sf office 134,165 sf retail 38,333 sf Institutional
Total Maximum Development Potential ⁶	47.48	4 single family detached units ⁴ 122,945 sf Office Remainder vacant	503,458 sf office 17 single family detached houses	345 high-rise multifamily units ³ 686,462 sf office 185,348 sf hotel	1,800 multifamily residential units 1,976,656 sf office 150,000 sf hotel (300 rooms) 174,165 sf retail 38,333 sf Institutional

¹85-D-036 approved for 6 story office with 81,528 sf. SE 94-D-025 extended to 1/22/2010 is for increase in height to 157 feet and waiver of barrier requirement.

²RZ 93-D-37 approved for a maximum .38 FAR on 25.49 acres resulting in a development potential of 421,930 sf of office. SE 93-D-055 for parcel 15-2((1))15 is for an increase in height to 157 feet.

³For current Comprehensive Plan, assume that parcel 15-2((1))15 is planned for office at .70 FAR. Assume parcel 15-2((1))17 is planned for mixed use at 1.0 FAR with 50% Residential, 45% office and 5% Retail.

⁴ Appears to be single family houses with commercial uses.

⁵85-D-036 approved for 6-story office with 81,528 sf. SE 94-D-025 extended to 1/22/2010 is for increase in height to 157 feet and waiver of barrier requirement.

⁶Totals account for overlap in nominations APR 08-III-7UP and APR 08-III-12UP and assume that parcel 15-2((1))16 is developed as proposed by nomination 08-III-12UP.

ANALYSIS

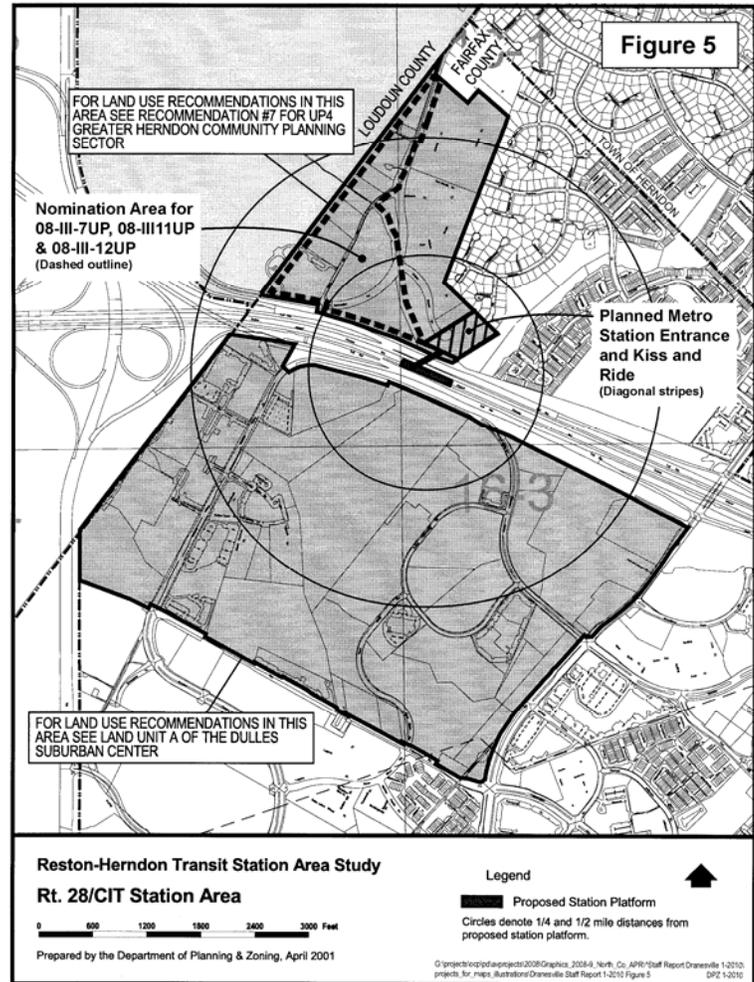
Transit Oriented Development

Nominations 08-III-7UP and 08-III-12UP propose mixed-use development intensity up to 2.0 FAR and nomination 08-III-11UP proposes mixed-use development at an intensity up to 2.17 FAR at the CIT location. All cite as a part of their justifications proximity to the planned Route 28 Metro Station which is estimated to be completed mid to late 2016. Policy Plan guidance for Transit Oriented Development (TOD) is to:

“Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.”

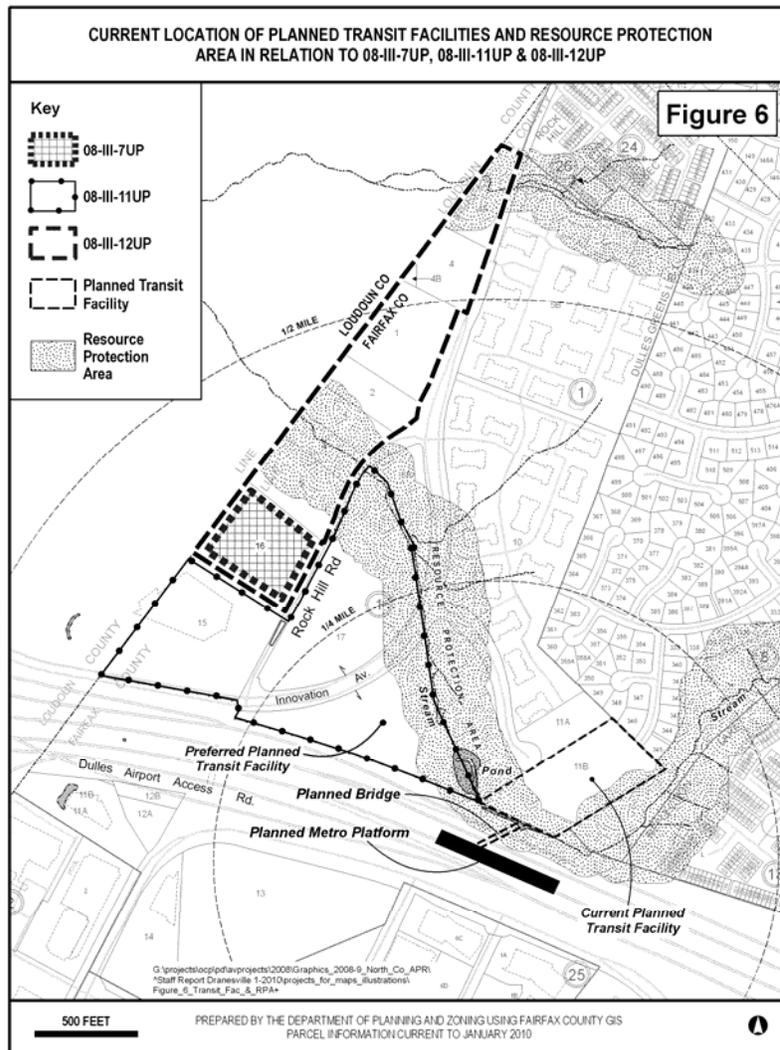
The Policy Plan goes on to generally define the TOD area as ¼ mile radius from the station platform with density and intensity tapering down to within a ½ mile radius. The Route 28/CIT Station Area map, Figure 5, shows the ¼ mile and ½ mile radii from the planned Metro Station platform. A portion of the CIT area (APR 08-III-11UP) is located within the ¼ mile radius. Most of the remaining nomination areas are within the ½ mile radius, with the exception of the northernmost section of the 08-III-12UP area along Rock Hill Road. The radius indicates a general distance considered proximate to transit. The policy, however, also indicates that:

“Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be



appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit.”

The location currently identified by the Metropolitan Washington Airports Authority (MWAA) for the transit facilities and Metro station entrance is a site that was proffered to the County as part of a rezoning more than a decade ago. The 9.6 acre parcel of land is mostly comprised of Resource Protection Area (RPA) and is located adjacent to existing low density housing as shown on Figure 6. Although a large portion of the APR nomination area is a relatively short distance to the platform, the indirect path to the station entrance would nevertheless reduce usage. The presence of a stream valley and RPA between the nomination areas and the proposed entrance to the Metro station further constrains potential access to transit facilities. Together, the distance and quality of the walk would discourage pedestrians from using the station, undermining a central feature of transit oriented development.



During the course of the APR process, the CIT presented a development concept that integrates transit facilities associated with Metro with the nominated site. The concept shows the pedestrian pavilion and entrance to the station as well as 4 bus bays and 13 Kiss and Ride spaces within the CIT site (APR #08-III-11UP). A further benefit of this concept is that the station entrance becomes oriented to other areas of TOD potential in Fairfax County and Loudoun County. Improved integration would support Transit-Oriented Development Guidelines and could realize an efficient pattern of growth that concentrates development around existing and planned rail stations.

Transportation

The nomination area and environs consist of largely undeveloped or underdeveloped land with substantial planned or approved development potential. As noted in Figure 4, about 1 million square feet more development is possible under the current Comprehensive Plan than what exists today. The APR nominations propose almost 3 million square feet more development potential than the current Comprehensive Plan. More development potential exists in Loudoun County both on the Dulles World Center property and surrounding areas. A major issue is the need to balance the goal of planning for TOD near transit stations with the traffic impacts resulting from that new development.

The Code of Virginia (Chapter 527 §15.2-2222.1) requires localities to submit comprehensive plans and amendments to comprehensive plans that will substantially affect transportation on state-controlled roads to the Virginia Department of Transportation (VDOT) for review. Nominations 08-III-11UP and 08-III-12UP required additional VDOT review and submission of traffic impact studies. The studies evaluated the cumulative impacts of the proposed developments on all forms of transportation from the APR nominations and from the Dulles World Center rezoning application in Loudoun County. Transportation improvements in Loudoun County were examined as well. Mitigation of the transportation impacts from development proposed in the APR nominations within Fairfax County is recommended. In addition, because the transportation network extends into Loudoun County and the Town of Herndon, interjurisdictional coordination and review is on-going.

Existing Conditions

Access to the subject area and planned Route 28/ CIT Metro Station is limited to Innovation Avenue to the west and Rock Hill Road to the north. Innovation Avenue connects to Route 28 via a partially constructed interchange in Loudoun County. Rock Hill Road is a two lane road, with some substandard segments, that connects to Old Ox Road (Route 606) to the north. There are physical barriers which constrain the opportunity for additional points of access. These include the Dulles Toll Road to the south, the active quarry in Loudoun County, Route 28 to the west and lack of access to the existing residential neighborhoods to the east.

Trip Generation (estimated Net New Trips)

A preliminary assessment of these nominations used trip generation estimates from the ITE (Institute of Traffic Engineers) industry standard rates based on the information submitted in the original nomination. From this assessment it was estimated that 4,868 to 22,994 new trips would be created should one or more of the nominations be approved. While trip estimates are on a general

order of magnitude and do not include any reductions for retail pass-by, internal capture, and transit use, they do provide a preliminary assessment of the total trip impacts. Nomination APR #08-III-12UP geographically overlaps with APR #08-III-7UP and proposes the same intensity of development. Therefore, proposed development from APR #08-III-7UP is assumed to be included in APR #08-III-12UP. Individual trip generation charts for all three nominations are included in Attachment IV.

Figure 7: Cumulative Trip Generation Estimates for APR 08-III-11UP & III-12UP

Current Comprehensive Plan

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average	
		In	Out	In	Out	Daily	
Res. High Rise (222)	345	26	78	0	75	48	1,556
Office (710)	871,810	1,067	146	0	193	941	8,247
Retail (820)	34,521	<u>50</u>	<u>32</u>	<u>0</u>	<u>153</u>	<u>159</u>	<u>3,402</u>
Total		1,143	256		420	1,148	13,206

Proposed Amendment

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Res. Apts (220)	1,800	78	224	216	196	8,736
Office (710)	1,976,656	2,055	280	403	1,968	15,499
Retail (820)	174,165	<u>166</u>	<u>106</u>	<u>548</u>	<u>571</u>	<u>11,964</u>
Total		2,300	611	1,168	2,735	36,200

Net Impact of Proposed

					Trips
Amendment Above Comp Plan	2,274	533	1,093	2,687	22,994

¹⁾ Trip formulas are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of transit.

Results of Transportation Studies

Due to the geographic clustering of the APR nominations and the Dulles World Center proposal, two types of analyses were performed for the transportation studies. The first was an individual analysis focusing on 08-III-11UP and 08-III-12UP separately. The second was a cumulative analysis. Both nominators' cumulative Chapter 527 Traffic Impact Analysis took into account all three nominations and the Dulles World Center proposed development in Loudoun County. Trip reductions were considered in the transportation studies as follows: 15% Internal Capture rate; Transit Reductions for residential 33%, retail 0%, hotel 10%, and office 10%. The studies also assumed implementation of the Constrained Long Range Plan. The CLRP is a tool used to identify and prioritize highway, transit, bicycle and pedestrian projects that can be realistically completed by

2030 to improve mobility in Northern Virginia.

A significant finding is that based on the traffic forecasts of the current land use plan, by the year 2030, intersections outside of the nomination area will fail, even assuming that improvements recommended by the CLRP transportation network are in place. Much of the forecast traffic affecting the area's transportation network is background or through traffic which has limited road choices in this area resulting in traffic congestion at certain points in the network. The studies suggested transportation improvements to mitigate the increase in traffic. Suggestions included signal retiming, the addition of lanes on Rock Hill Road and Innovation Avenue or improvements to intersections in addition to implementation of TDM programs.

The transportation analyses demonstrate that if multi-modal transportation measures and transportation improvements are coupled with a reduction in proposed intensity, then the transportation needs of the nomination area could be addressed. The following transportation measures are suggested:

Transportation Demand Management

Most of the nomination area falls within a ¼ mile or ½ mile radius from the planned Route 28/ CIT Metro Station platform. If transit facilities are integrated into the CIT site, there is optimal opportunity for major trip reductions due to close proximity to the Metrorail station, synergy and other Transportation Demand Management (TDM) measures. A TDM program must be established and include Fairfax County Department of Transportation (FCDOT) approved TDM measures that encourage the use of transit and non- single occupant vehicles (SOV) transportation. The TDM program should achieve specified trip reduction targets identified for phases of development. The TDM program should achieve the following minimum levels of trip reductions:

- within ¼ mile – minimum 30% trip reduction for residential and office
- within ½ mile – minimum 25% trip reduction for residential, 20% 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. The staff recommendation lists other TDM measures to be considered to achieve the necessary reductions. The programs should ultimately be maintained and funded by residents and business owners once development is completed.

Transportation Improvements

If amended as proposed, significantly higher traffic generating uses would be introduced on the subject properties and would affect the surrounding roadway network. The Transportation Plan Maps (Figures 8 and 9) identify some of the transportation improvements that directly affect the nominated sites. A discussion of additional recommended improvements follows.

Rock Hill Road is recommended to be improved to function as a 4-lane collector. Additionally, this road is also recommended as shown on the Map to be realigned, ideally it would connect to Davis

Drive in Loudoun County. A proposed cul-de-sac is shown on the current Transportation Plan approximately adjacent to parcel 15-2((1))1 on Rock Hill Road. Should existing Rock Hill Road be realigned as shown on the Map, the cul-de-sac recommendation should be removed and the connection to Route 606 should be maintained. The Loudoun County Transportation Plan Map does not show Rock Hill Road being realigned with the extension of Davis Drive. Continued coordination will be necessary among the interjurisdictional groups to achieve this realignment or a parallel road. Regardless of the ultimate realignment, existing Rock Hill Road north of Biltmore Drive and Innovation Avenue should be improved prior to any development beyond current approvals. The road in its current condition cannot support the magnitude of development being proposed by the three APR nominations. The potential development of the Dulles World Center site in Loudoun County would exacerbate this situation.

Innovation Avenue is recommended to be widened to 6 lanes to serve as the primary access to the area for proposed development in Fairfax County. The road (or multiple connections to the west) may need to be wider in Loudoun County to support development in Loudoun County. The reconfiguration of the existing alignment should be pursued to establish a grid of streets to support a pattern of TOD development.

The proposed Route 28 Metrorail Station is shown slightly to the southeast of the subject areas in the median of the Dulles Toll Road. As mentioned in the section discussing Transit Oriented Development, the pedestrian link to the platform is currently planned in a location not easily accessible or close to most of the nominated subject areas. Transit facilities should be integrated into the CIT property in order to achieve the higher intensity TOD development options.

An overpass (bridge) is shown directly to the south of the nominations traversing Dulles Toll Road, as shown on Figures 8 and 9. Currently no funding (local, state or federal) is designated for the construction of the bridge. The construction of the bridge presents serious engineering obstacles due to the construction of the Route 28/CIT Metrorail Station which includes the location of the bridge piers, tie down into existing streets and the fact that the height of the bridge would need to clear existing structures such as ramps and/or the Metro Station. Options are still being studied for the location of the bridge, assuming it is feasible to construct. Based on the outcome of this work, right-of-way and contribution for the bridge will be expected unless a determination is made that the bridge is not feasible or desirable and should be removed from the Plan.

Trails and Pedestrian Connections are essential components in TOD development. A sidewalks and trail system should include building such improvements along Innovation Avenue and Rock Hill Road. In addition connections need to be established to the existing residential development and other planned development. The Countywide Trails Plan shows a major regional trail system along the Dulles Toll Road.

The Route 28 / Innovation Avenue interchange needs to be completed to accommodate development levels recommended by staff.

Development Intensity and Mix of Uses

A significant constraint on future development is the capacity of the planned transportation system. In an effort to plan for reasonable transportation improvements, the trips associated with the proposed APR nominations should be reduced. Consistent with the Task Force recommendation, staff recommends a reduced level of development. The staff recommendation is for lesser intensity than what was proposed by the original APR nominations to better balance transportation needs and land uses that support TOD. Staff evaluated the original APR nominations which proposed about 4.1 million square feet of development as well as a reduced amount of development totaling 3.7 million square feet.

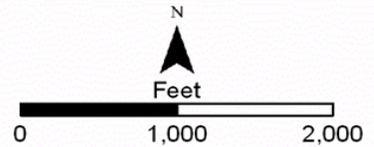
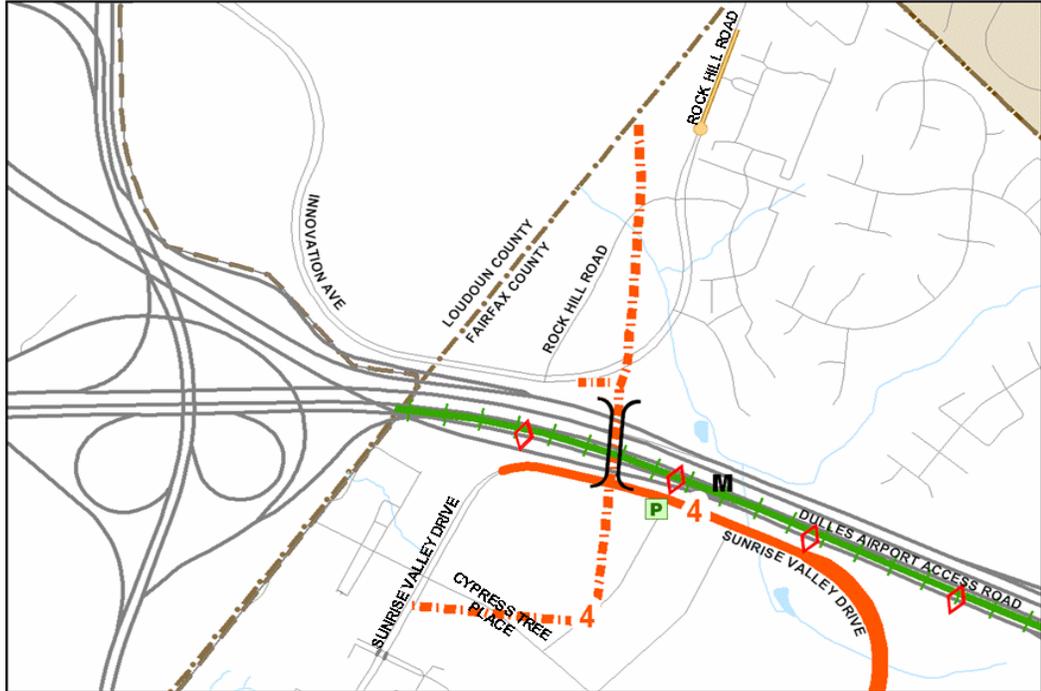
Although the evaluation of the transportation system's future capacity assumed trips reduced due to transit and TDM programs, it was also determined that the mix of uses should optimize the transportation capacity. Residential and non-residential uses perform differently in the peak hours of daily traffic. The mix of residential and non-residential uses should be balanced to optimize the planned transportation capacity.

Phased Development

Each development phase should be accompanied by TDM goals which need to be met in order to proceed with subsequent phases. To ensure this, a transportation study should be provided by the developer as part of a rezoning. The study should demonstrate that impacts to traffic can be mitigated and identify the phasing of transportation improvements.

UP4 - GREATER HERNDON COMMUNITY PLANNING SECTOR
TRANSIT FACILITY RECOMMENDATIONS

Figure 8



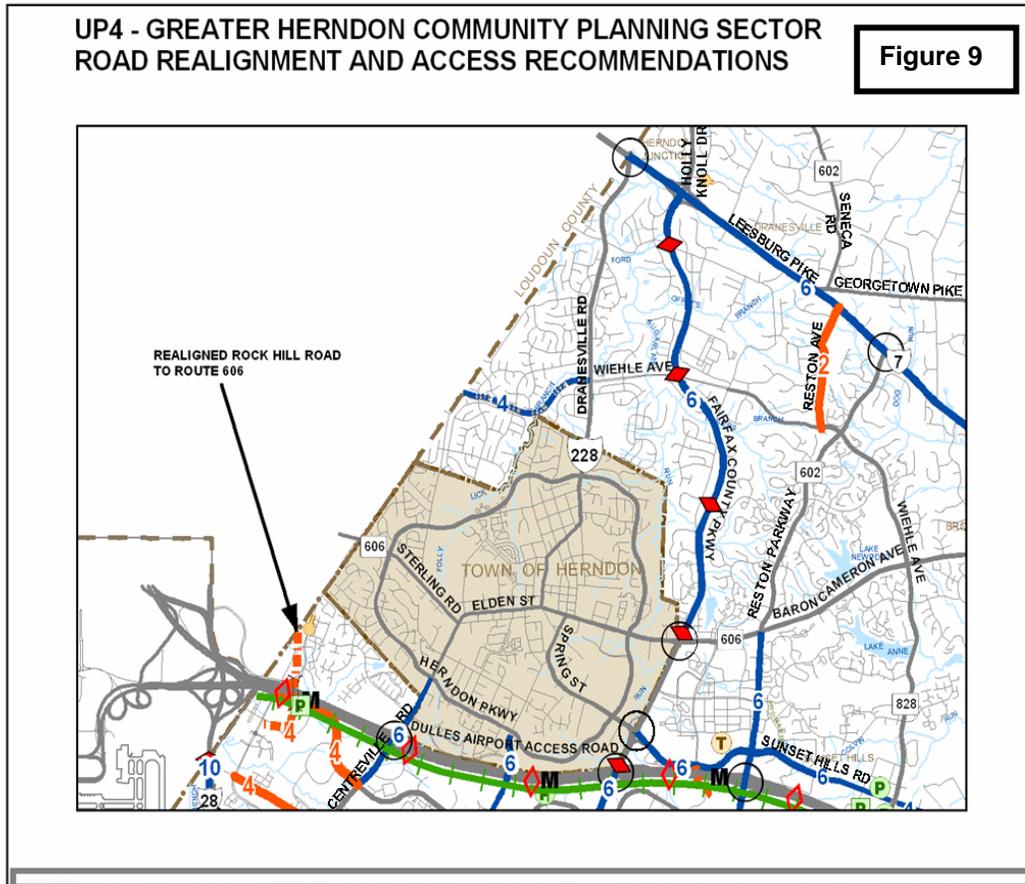
TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL	COLLECTOR LOCAL	
		WIDEN OR IMPROVE EXISTING ROADWAY
		CONSTRUCT ROADWAY ON NEW LOCATION
	2 4 6 8	TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)
	10 12	
EXISTING	PROPOSED	
		METRORAIL STATION
		COMMUTER PARKING LOT
		TRANSIT TRANSFER CENTER (NO PARKING)
		COMMUTER RAIL STATION
		RAIL STATION
		HIGH OCCUPANCY VEHICLE LANES
		PLANNING SECTOR OR DISTRICT

	CONSTRUCT FULL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
	CONSTRUCT PARTIAL GRADE-SEPARATED INTERCHANGE OR INTERCHANGE IMPROVEMENTS
	HIGH OCCUPANCY TOLL LANES
	HIGHWAY OVERPASS
	CUL-DE-SAC
	RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.



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 suggest that 6 acres of publicly accessible urban parkland should be integrated with development in this area based on recommended maximum development potential.

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 rectangle 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

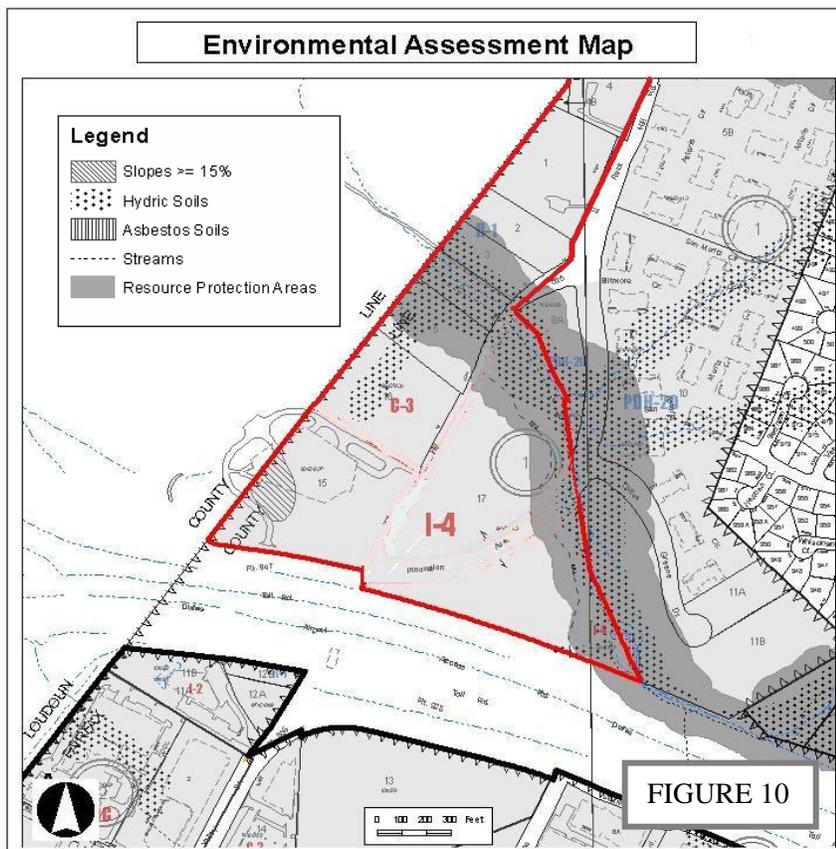
development projects should contribute land, facilities and/or funds to provide active recreation facilities, preferably on-site or near the development.

The area includes large sections of RPA and other natural resources which should be preserved and protected. Dedication of these areas to the Fairfax County Park Authority or other conservation entity at part of zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

Environment

The nomination area is located in the Horsepen Creek Watershed and a significant portion of the subject area includes Resource Protection Area (RPA), which is protected under the Chesapeake Bay Preservation Act. The RPA accounts for approximately 12.5 acres of the subject parcels. There are also associated areas designated as Environmental Quality Corridor (EQC) and floodplain. Outside of the RPA, particularly on the 08-III-7UP property, there appears to be almost one acre of hydric soils which indicate the possible presence of wetlands. RPA and hydric soils are shown in Figure 8, the Environmental Assessment Map.

Proposed residential uses, outdoor activity areas and other noise sensitive uses may be affected by proximity to the Dulles Toll Road. Portions of the nomination area are also located within one half mile of the DNL 60 dB noise contour for Washington Dulles International Airport and residential uses may be subject to disclosure requirements as set forth in the Policy Plan. Furthermore, some of the nomination area may be affected by noise from the quarry located to the northwest in Loudoun County.



Fire and Rescue

The Policy Plan, Public Facilities Sections states as an objective to “Establish and maintain at a minimum, a seven-minute total response time coverage for fire and rescue emergencies to at least 95 percent of the County’s population.” Fire and Rescue stations in the County are located to provide maximum coverage based on a total response time of seven minutes, which is further defined as a five-minute travel response and two-minute preparation time from the time the emergency call is received. This response goal is critical to providing effective fire suppression as well as emergency medical services. The nearest Fairfax County facility, the Herndon Fire and Rescue Station, is not able to accommodate a ladder truck, that would be needed to serve high rise buildings which are planned for the transit station area. However, in the long-term this Herndon facility is planned to be expanded and relocated. Currently, stations to the south or east, Frying Pan and Reston Fire and Rescue Stations, would respond to this site in instances where a ladder truck may be needed.

The uncertain nature of future transportation improvements and the timing of such improvements make it difficult to analyze either facility improvements or road improvements that would be needed to meet stated emergency response objectives. Further analysis will be required as outstanding transportation questions are answered.

Schools

The subject areas are served by Hutchison Elementary, Herndon Middle School and Herndon High School. Currently, there is sufficient capacity at the elementary and middle school; however, there is a capacity deficit for 2010-2011 at the high school level as shown in the chart below.

School	Capacity	Enrollment (9/30/09)	2010-2011 Projected Enrollment	Capacity Balance 2010-2011	2014-15 Projected Enrollment	Capacity Balance 2014-15
Hutchison ES	850	709	736	114	757	93
Herndon MS	1108	1004	920	188	1055	53
Herndon HS	2084	2211	2220	-136	1993	91

Using the County-wide student yield ratio, the charts below shows that a total of 157 additional students would be anticipated if the APR nominations are adopted. This potential increase is within the capacity balance projected for 2014-2015 for Elementary, Middle and High School levels. This analysis uses a timeline horizon of 2010-2015. It is likely that most of the residential development will be phased to coincide with operation of the planned Metro station, which is anticipated to be 2016 at the earliest.

Current Comprehensive Plan				APR Nomination Proposal: 08-III-11UP			
School level	High-rise multi-family ratio	Number of units	Maximum student yield	High-rise multi-family ratio	Number of units	Maximum student yield	
Elementary	0.047	345	16	0.047	1000	47	
Middle	0.013	345	4	0.013	1000	13	
High	0.027	345	9	0.027	1000	27	
			30 total				87 total

APR Nomination Proposal: 08-III-12UP			
School level	Mid/High-rise multi-family ratio	Number of units	Maximum student yield
Elementary	0.047	800	38
Middle	0.013	800	10
High	0.027	800	22
			70 total

Sanitary Sewer

Currently the CIT complex receives sanitary sewer service from Loudoun Water which is a Water and Waste Authority created by the Loudoun County Board of Supervisors. New development in Fairfax County would be served by Fairfax County by way of the existing 18-inch sanitary sewer lines nearby which have adequate capacity to accommodate the proposed development. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

Water

Currently the CIT complex receives water service from Loudoun Water which is a Water and Waste Authority created by the Loudoun County Board of Supervisors. New development in Fairfax County would be able to be served by Fairfax Water which is a non-profit Water Utility that serves Northern Virginia. Fairfax Water currently serves the residential neighborhoods in the Transit Station Area. Individual developers would be responsible for extending lines to their development and would make these commitments during the rezoning and development process.

CONCLUSION

Consistent with the Task Force recommendation, the staff recommendation supports a mix of uses and intensity that creates a compact pedestrian oriented environment that takes advantage of its close proximity to a transit station. The mix of non-residential and residential uses promotes efficient use of the transportation network during peak periods and encourages different types of activity throughout the day. Consistent with TOD policy and the Task Force recommendation, staffs supports a tapering of planned intensity based on the distance from the station platform with the highest intensity closest to Metro.

In an effort to plan for reasonable transportation improvements, the trips associated with the proposed APR nomination should be reduced. Consistent with the Task Force recommendation, staff recommends a lesser level of development than nominated to better balance transportation needs and achieve TOD principles.

To establish a pattern of transit oriented development at the Route 28 Metro Station, it is critical that transit facilities be planned as integrated elements of pedestrian oriented mixed use development. An important first step is to amend the Comprehensive Plan to show the revised location of transit facilities and to continue with the current public hearing schedule for the APR

nominations. This would allow for the determination of transit facility locations that are consistent with the target date for MWAA's preliminary engineering anticipated in March of 2010.

With respect to the ongoing interjurisdictional work, elected officials from Fairfax County, Loudoun County and the Town of Herndon have expressed a commitment to continue this collaboration as each jurisdiction undertakes its own planning activities. Adopting the APR nominations provides a framework for establishing TOD in the Route 28/CIT Station area and to add guidance in the Comprehensive Plan about the analyses and interjurisdictional cooperation that should take place prior to considering any development plans.

STAFF RECOMMENDATION

Staff recommends approval of the Task Force recommended text except where staff alternatives are noted. It is staff's view that these alternatives are consistent with the Task Force recommendation. Differences are generally intended as clarification or refinement of the Task Force recommendation.

REPLACE: Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, UP4 Greater Herndon Community Planning Sector as amended through 7-13-2009; Land Use Recommendation #6, page 110:

Note: The land units have been renamed as shown on the figure on page 48. Recommendations for new Land Unit D and the Rock Hill Community will not change.

“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

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 facility, including fire police schools and recreation, transportation and infrastructure analyses should be 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 or visually compatible with the residentially developed area of Land Unit D. Finally, active recreation areas for employees and residents should be provided.

Task Force

Land Unit D is planned to be retained as developed as a transition between low density residential areas to the east and planned higher intensity uses to the south and west.

Staff Alternative

Land Unit D is planned and developed as multi-family residential use that is a transition between low density residential areas to the east and planned higher intensity uses to the south and west.

Rationale

Clarify how Land Unit D is planned and developed.

Rail Transit Option

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 includes Land units A, B and C. The Transit Station Area 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:

Task Force

- Achieve a compact, high-quality transit and pedestrian-oriented, mixed use community with the highest land use intensity focused around the planned Route 28/CIT Metro Station;

Staff Alternative

- *Achieve a compact, high-quality transit and pedestrian-oriented, mixed use community with the highest land use intensity focused within 1/4 mile of the planned Route 28/CIT Metro Station;*

Rationale

- *Specify that 1/4 mile is the focus for highest land use intensity.*

- 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 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 Transit Station Area 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 and 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 the Route 28/CIT Transit Station Area is to create an inter-connected multi-modal place that benefits surrounding areas. The proximity of a mix of uses to one another should be combined with easy access to multiple modes of transportation, particularly transit, 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 Transit Station Area 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 encouraged. 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 hard and natural landscapes.

Creating high-quality, built environments that contribute to the creation of a uniquely identifiable place that complements the existing viewshed of the CIT building from Washington Dulles International Airport (DIA) and the Dulles Airport Access Road (DAAR) is also encouraged. With respect to the CIT

building, harmonious architectural and other design features to celebrate this iconic structure are encouraged throughout the Transit Station Area.

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.

Task Force

However, given the proximity of Dulles International Airport, review by the Federal Aviation Administration may be required.

Staff Alternative

However, given the proximity of Dulles International Airport, review by the Federal Aviation Administration may be required for high-rise buildings.

Rationale

Specify that high-rise buildings may require FAA review.

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, 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 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. If surface parking is unavoidable, trees and other landscaping features should be provided.

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 architectural elements 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 the model, size, and finish. Bicycle features should be covered preferably, 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 encouraged 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.

Task Force

Consideration should be given to the use of a broad palette of native and drought tolerant species. 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.

Staff Alternative

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.

Rationale

Remove redundancy regarding use of native and drought tolerant plants.

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.

Task Force

- Partnering with other jurisdictions to identify and implement a coherent pattern of “walkable” street grids throughout the areas.

Staff Alternative

- *Cooperating with other jurisdictions to identify and implement a coherent pattern or grid of “walkable” streets throughout the areas.*

Rationale

Refine “grid of streets” guidance.

- Phasing transportation infrastructure, including a grid pattern of streets in the transit station area 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.

Task Force

- Monitoring the TDM plan outcome to ensure an adequate multi-modal transportation network.

Staff Alternative

- *Monitoring the TDM plan outcome to ensure an adequate multi-modal transportation system.*

Rationale

Staff prefers the word “system” which refers to more than roads.

Transportation solutions for the area are based on the timely provision of transit, pedestrian and bicycle ways, and road improvements. 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:

Task Force**Rte. 28/CIT Metrorail Station Access**

Direct pedestrian access from the Rte. 28/CIT station to any proposed development is encouraged. To the extent that public facilities (fire, police, recreation) are constructed on the currently designated bridge access pad, separate direct pedestrian access to them is also encouraged.

Staff Alternative**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 access to them is also encouraged.

Rationale***Clarification*****Planned Roadway Improvements**

The planned roadway improvements in and around the Rt. 28/CIT Transit Station Area should be completed as needed to support development. Within the Rt. 28/CIT Transit Station Area, a grid system of streets should be designed and constructed to provide internal connectivity and link to areas beyond.

Improvements to mitigate the impacts of traffic on transportation facilities providing access to and from the Transit Station Area are also critical and should be evaluated and achieved to support development. Specifically, at least four cumulative lanes will be needed north to Route 606, and at least six cumulative lanes will be needed from the Transit Station Area west toward the Route 28/Innovation Avenue interchange.

These improvements are necessary to ensure the continued functioning of the road network in the vicinity of the transit station area. 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) (Rock Hill Road) This road will serve as a major entrance to the area for traffic arriving from the east and west. The relocation of the road should be studied and, if appropriate, be relocated to the west. The new road improvements should include construction of at least a four-lane road or the construction of at least two (2) two-lane roads to link the Rt. 28/CIT area with Route 606. 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 utilizing best practice urban design guidelines such as narrowed

travel lanes, the addition of bike lanes and providing at grade pedestrian crossings.

- East-West Road(s) (Innovation Avenue connections) – This road will serve as a primary route for traffic arriving from Route 28 to the west as well as Rock Hill Road to the north. 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.

Task Force

- North-South Connector Bridge - Right-of-way and apportioned costs for construction should be reserved until the engineering study and a new alignment is completed, or a determination is made that the bridge is not needed. Such right-of-way should be positioned to avoid the core TOD areas and be coordinated with adjacent development areas so that all multi-modal connections are maintained. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transit studies and trip estimates.

Staff Alternative

- *North-South Connector Bridge – Land for right-of-way should be preserved and contributions for construction should be apportioned until a new alignment is adopted, or a determination is made that the bridge is not needed. Such right-of-way should be positioned to avoid the core TOD areas and be coordinated with adjacent development areas so that all multi-modal connections are maintained. Other transportation improvements should be re-evaluated if this bridge is implemented as it may impact transit studies and trip estimates.*

Rationale

This is clarification that ROW should be preserved until adoption of a new recommendation about the bridge.

Task Force

- East-West Connector Parallel to the Toll Road – Right-of-way should be reserved for multi-modal connections between the existing stable neighborhoods and for a road from the Centreville Road / Elden Street corridor to the TOD development area.

Staff Alternative

- *East-West Connector Parallel to the Toll Road – Right-of-way should be preserved for multi-modal connections from the Centreville Road / Elden Street corridor to the TOD development area.*

Rationale

Clarification.

Traffic Level of Service

Applicants requesting consideration of the rail-oriented options, which allows the highest intensities of the optional recommendations, should 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 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. To support the increased density and mix of uses at the optional level of development, multimodal access to the area should be maximized by all means available in preference over single-use vehicles. 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)

Both individual TDM measures, as administered through commitments that are made as part of the zoning process, as well as working toward the establishment of a multi-jurisdictional TDM program, are components of the recommendations for this transit station area. A transportation demand management (TDM) program should be established that encourages the use of transit and non-SOV transportation, and utilizes a variety of measures to reduce automobile trips. The TDM program should achieve specified trip reduction targets identified for phases of the 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 complement 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 complement of measures that could be implemented, including alternative transportation services, support facilities and/or programs, and pricing measures, and should include enforcement, evaluation, and penalty provisions in the event trip reduction thresholds are not achieved.

Task Force

Commensurate with the trip reduction levels identified in the traffic impact study, the TDM program should achieve a minimum level of 25 percent reduction in peak hour trips at site build out, with lower levels of trip reduction expected in the interim phases of development, to be determined at the time of rezoning. The TDM program should be provided by the applicant, and implemented during the early phases of development.

Staff Alternative

The TDM program should achieve specified trip reduction targets identified for phases of development. The TDM program should achieve the following minimum levels of trip reductions:

- *Within ¼ mile – minimum 30% trip reduction for residential and office*
- *Within ½ mile – minimum 25% trip reduction for residential, 20% 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.

Rationale

The Task Force gave staff direction to develop the strongest possible TDM guidance. The Task Force did not review this specific language; however it was developed based on Task Force direction.

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

Although phasing of the ultimate development should be flexible, in addition to improvements to Innovation Avenue and Rock Hill Road 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.

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, 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 may be required based on the findings of the traffic study. These improvements may be in addition to the transportation improvements currently cited in the adopted County Transportation Plan.

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.

If it is determined by the County during interim review that adverse impacts have not or cannot be successfully mitigated, the amount of development may be reduced to a level that can be adequately supported by transportation infrastructure. The total level of development may be restored upon demonstrating that adequate infrastructure capacity is available. Should subsequent development be delayed or halted, the developer will be responsible for providing the necessary transportation improvements. If at the completion of the project, established trip reduction targets for development are not met, additional TDM program measures and funding will be necessary until trip reduction targets are achieved. Failing that, appropriate contributions to a fund for eventual mitigation may be requested.

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.

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

Low Impact Development Stormwater Techniques

Innovative stormwater management techniques should be utilized, which may include retention and detention and infiltration measures, or other means to reduce the impacts of stormwater run-off. These techniques should exceed the requirements for the baseline level in the areas of stormwater management and should complement other “green” and sustainable features within this redevelopment.

Affordable Housing & 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% of new units as affordable housing. The residential components should accommodate a variety of age groups, interests, and needs and be clustered within, or as close as possible, to the ¼ mile radius from the metro. The units should be accessible for those without cars, meet ADA requirements, and accommodate universal design.

Task Force

Parks and Recreation

Residents and employees of the development need access to recreational amenities. Cooperative public/private sector strategies should be pursued to locate outdoor recreation facilities. This should include monetary or in-kind contributions towards construction of recreational facilities and urban parks within walking distance of the development.

Staff Alternative

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 rectangle 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 which should be preserved and protected. Dedication of these areas to the Fairfax County Park Authority or other conservation entity at part of zoning action would address the goals of preserving environmentally valuable land and providing open space amenities.

Rationale

This is more detailed Parks and Recreation guidance that was developed after the Task Force had developed their recommendation. This is consistent with the Task Force recommendation.

Land Use

Excluding Land Unit D which is planned to be retained in its existing form, 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 from the rail station platform: 16-20 dwelling units per acre, at an overall intensity of approximately .50 FAR.

Task Force

A development proposal may result in a portion of the development site with an intensity greater than the maximum recommended for the “ring” if it is part of a consolidated development plan that spans the rings. The total intensity may not exceed the average maximum of the rings in which it is located. 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.

Staff Alternative

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.

Rationale

There may be different interpretations of how to determine the intensity that applies to a project that overlaps the intensity rings. The staff alternative is meant to clarify how overlapping intensity is to be resolved.

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. The resulting development should demonstrate 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.

The mixed-use recommendations 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 a hotel use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.

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. 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 facility, including fire police schools and recreation, transportation and infrastructure analyses should be 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% but no more than 45% 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.

Task Force

- The non-residential component of the development 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% of the development, but not exceed 50% of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should be at least 2%, but not exceed 5% 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% but not exceed 15% of the total gross floor area.

Staff Alternative

- *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% of the development, but not exceed 50% of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should be at least 2%, but not exceed 5% 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% but not exceed 15% of the total gross floor area.*

Rationale

The staff alternative makes it clear that the land use balance is meant to be achieved in the area and not necessarily by one project.

Staff Addition

- *The mixed-use recommendations in the Plan 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.*

Rationale

This additional bullet point adds flexibility in cases where it would further planning objectives for the area.

- The proposed development should provide additional vehicular access 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 with additional vehicular access provided through Loudoun County. 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 following recommendations for Ring 2 and Ring 3 should also be addressed with any development proposal:

- 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.

Task Force

- The non-residential component of the development should include office, hotel, and support retail uses. The office component should be at least 40 % of the development, but not exceed 50% of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 % 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 % of the total gross floor area.

Staff Alternative

- 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 % of the development, but not exceed 50% of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 % 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 % of the total gross floor area.

Rationale

The staff alternative makes it clear that the land use balance is meant to be achieved in the area and not necessarily by one project.

Staff Addition

- *The mixed-use recommendations in the Plan 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.*

Rationale

This additional bullet point adds flexibility in cases where it would further planning objectives for the area.

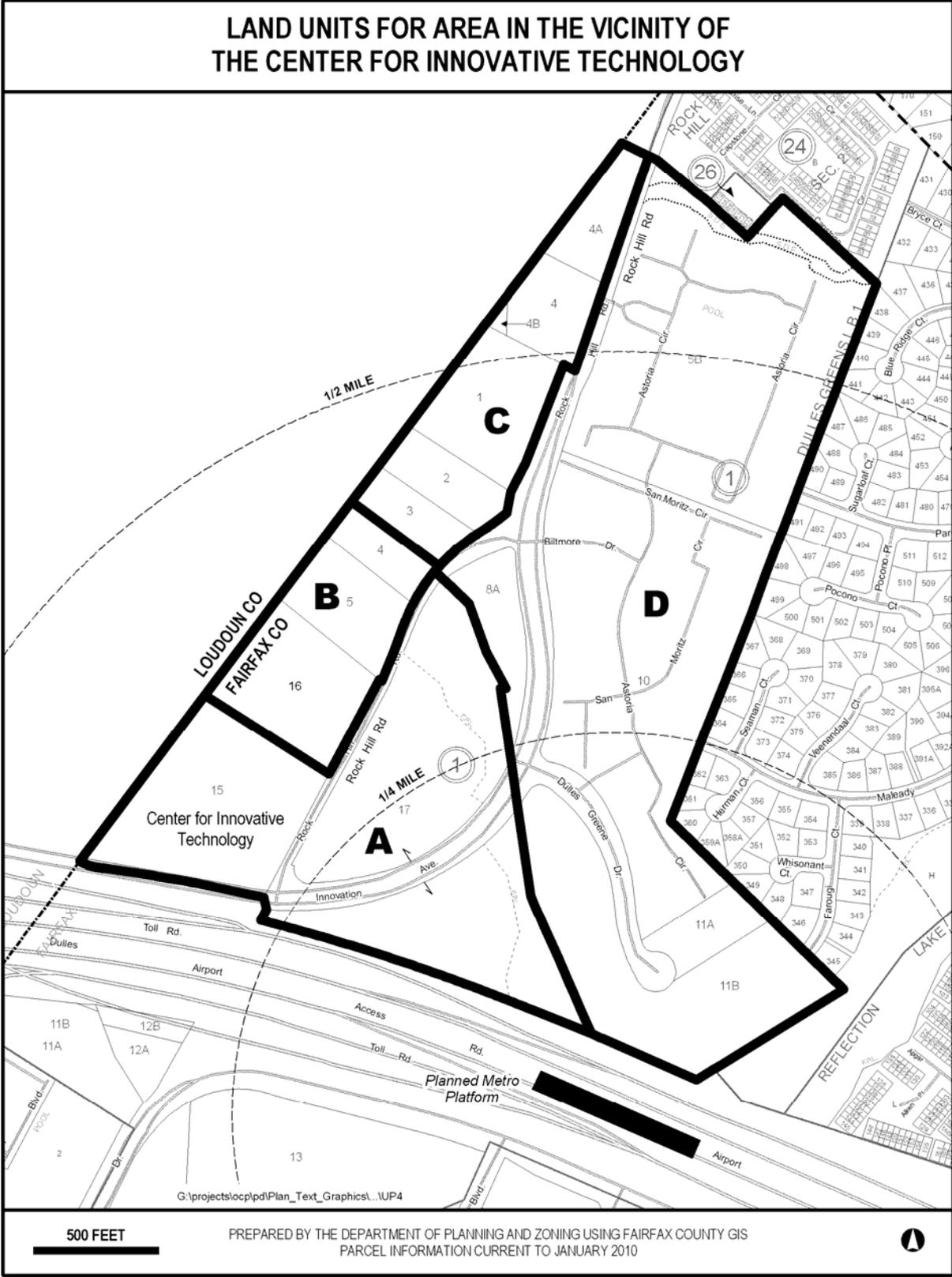
- The proposed development should provide additional vehicular access provided through Loudoun County.
- Environmental Quality Corridors should be dedicated to the Fairfax County Park Authority or other land conservation entity
- Development should result in uses that are designed to be visually compatible with the residentially developed area east of Rock Hill Road.
- Active recreation areas should be provided for employees and residents.

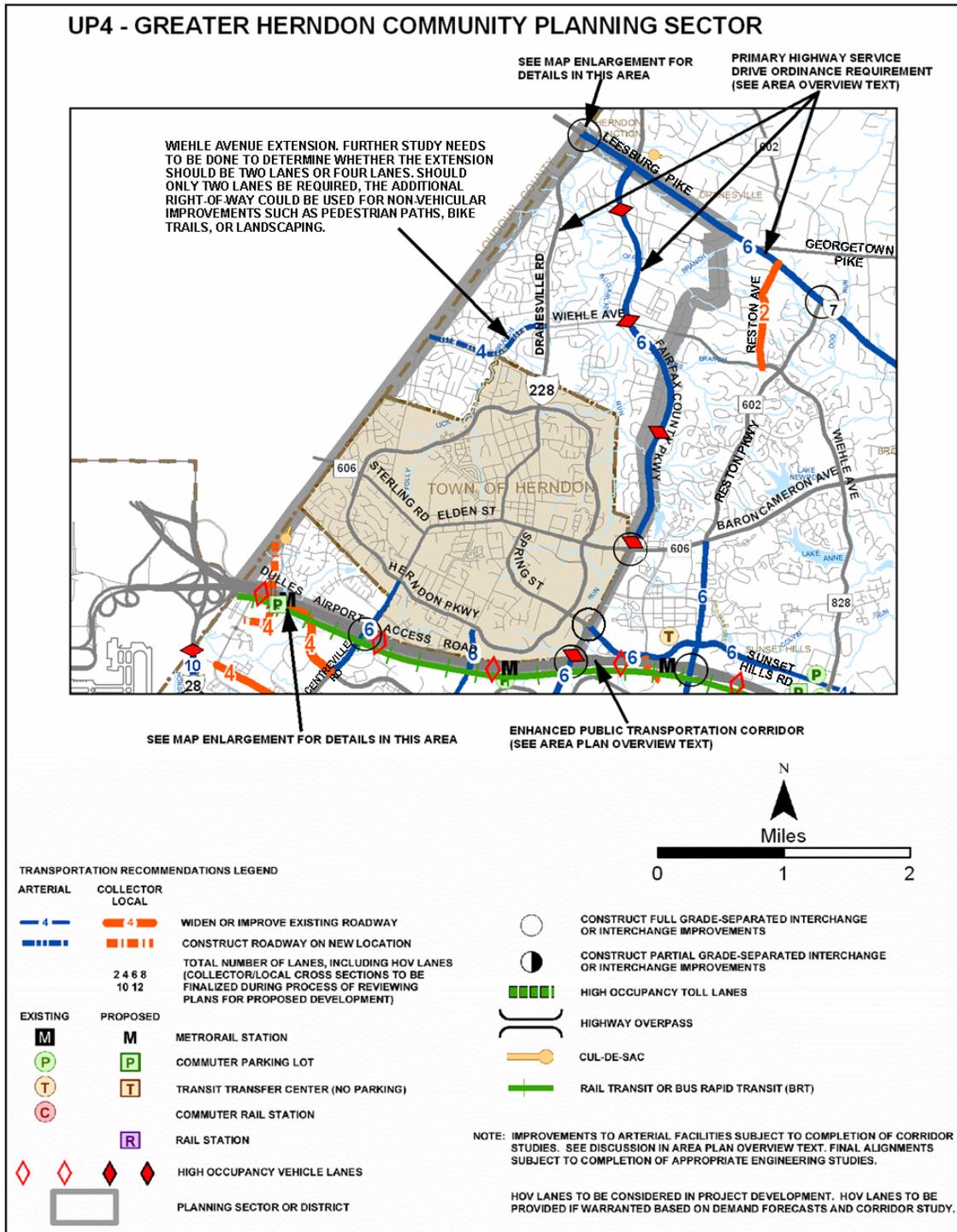
In addition, public facility, including fire police schools and recreation, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new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

NOTE: Area East of Rock Hill Road (Land Unit D) The area shown as Land Unit D will be renamed in the Comprehensive Plan. Land Use guidance for Land Unit D will not change. Comprehensive Plan Guidance for the Rock Hill Subdivision will not change but will be relocated and become Land Use Recommendation #7.

NOTE: In the maps that follow, staff is recommending a change to Figure 35 that adds a note indicating that the planned bridge over the Dulles Toll Road is under study and may be moved or eliminated from the Plan

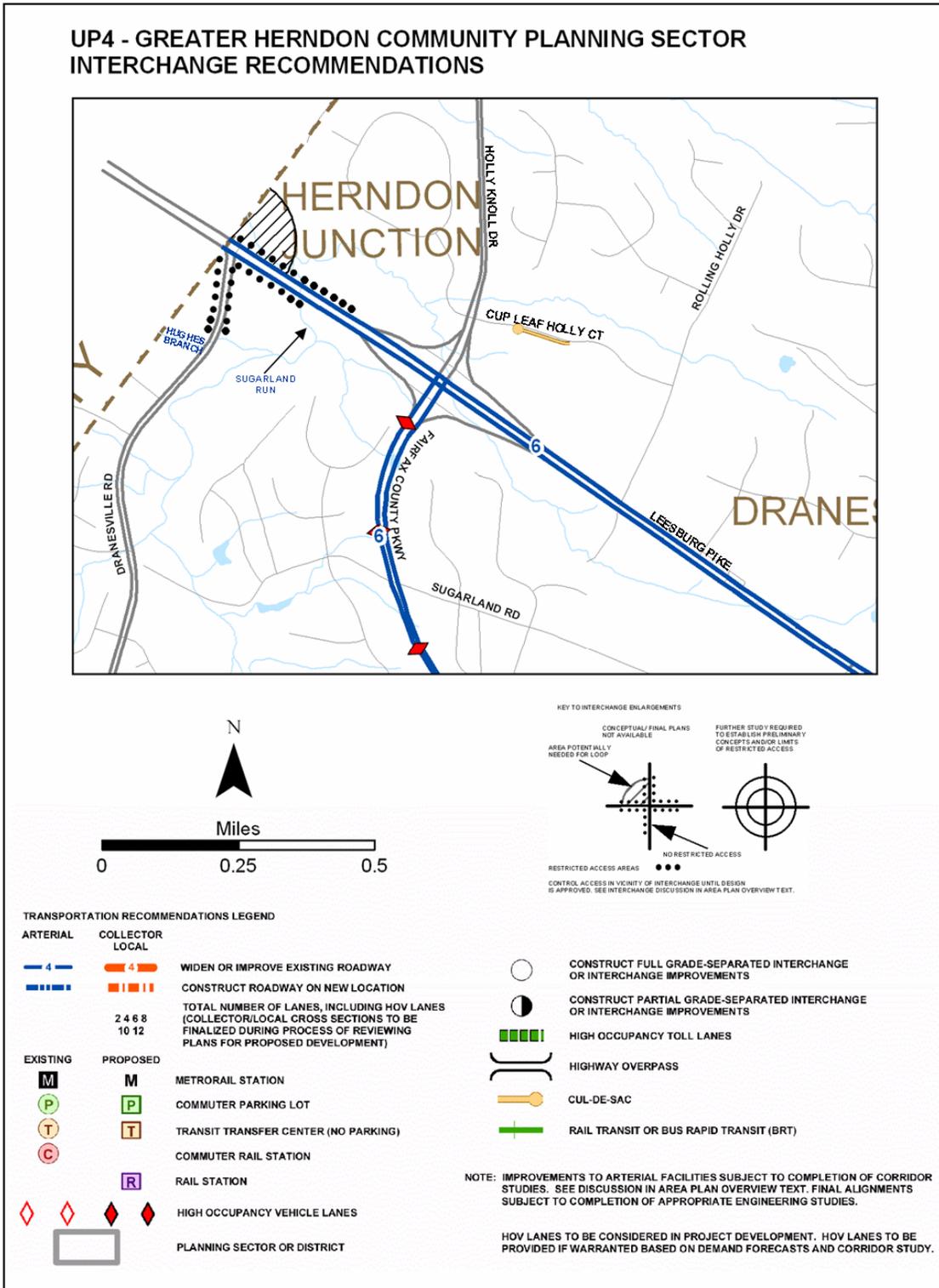
PLAN MAP: The Comprehensive Plan map will not change.





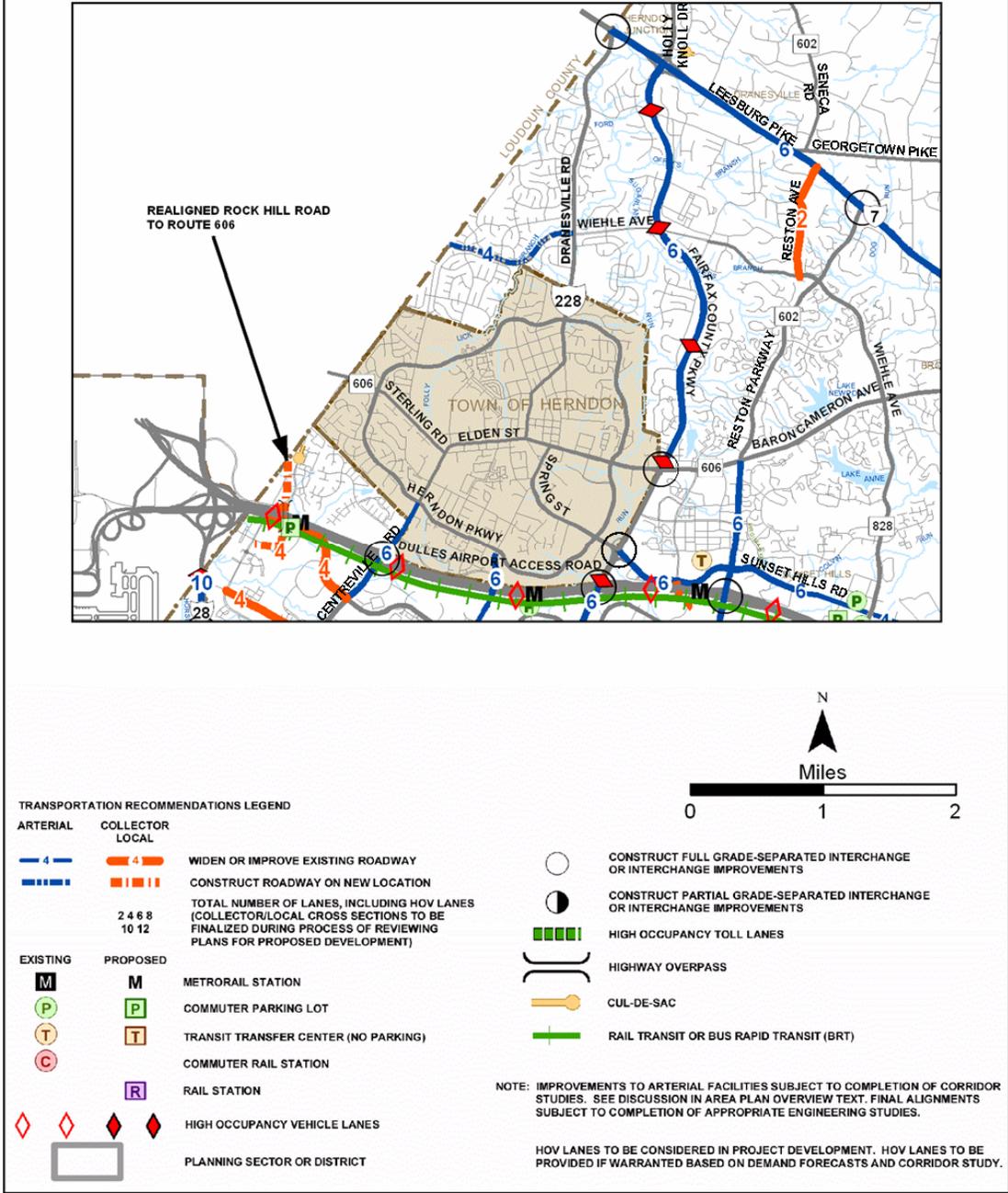
TRANSPORTATION RECOMMENDATIONS

FIGURE 32



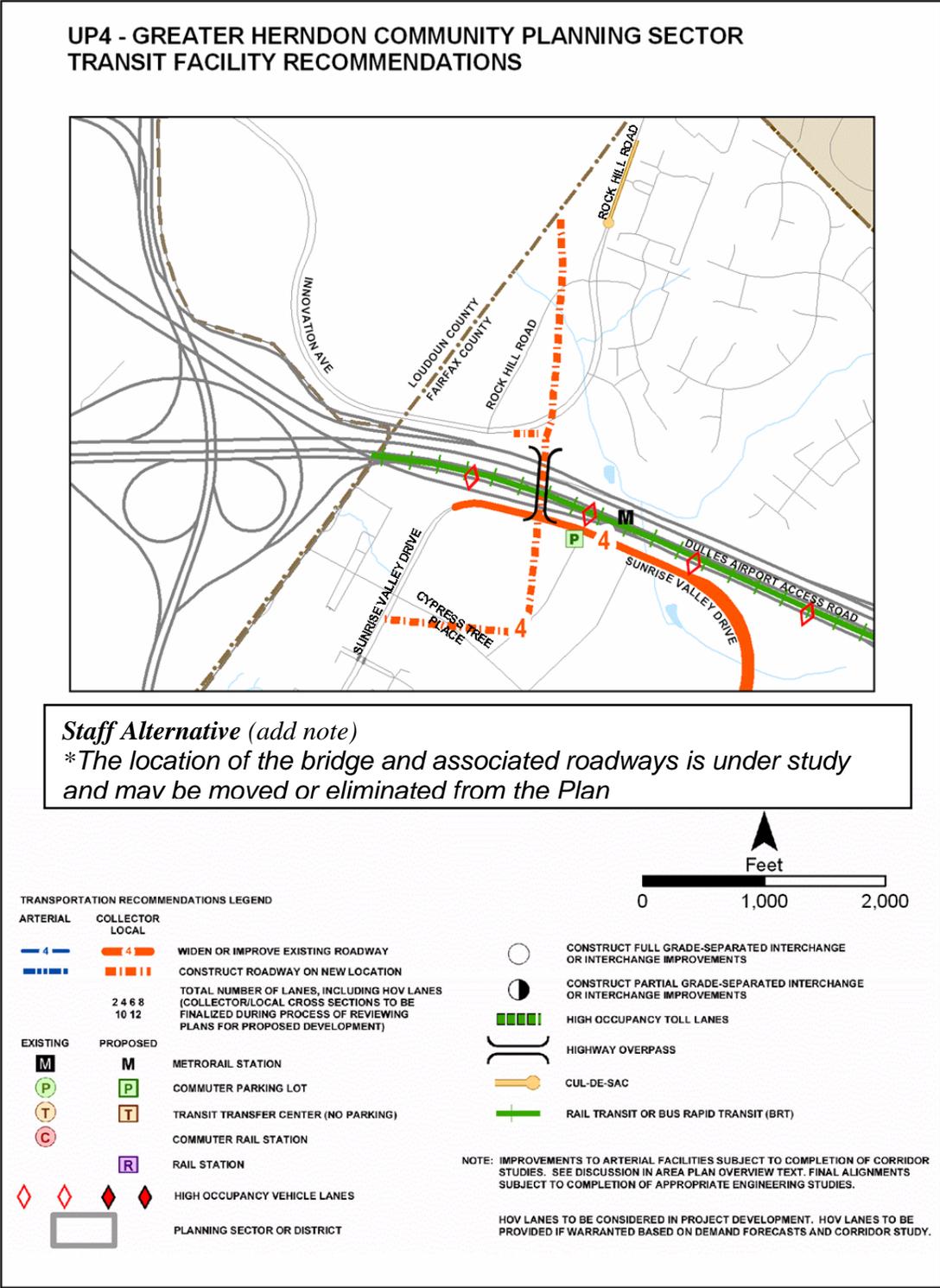
INTERCHANGE RECOMMENDATIONS **FIGURE 33**
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

**UP4 - GREATER HERNDON COMMUNITY PLANNING SECTOR
ROAD REALIGNMENT AND ACCESS RECOMMENDATIONS**



**ROAD REALIGNMENT AND ACCESS RECOMMENDATIONS
UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR**

FIGURE 34



TRANSIT FACILITY RECOMMENDATIONS **FIGURE 35**

UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR

ATTACHMENT I**Adopted Comprehensive Plan Text**

Fairfax County Comprehensive Plan, 2007 Edition, Area III, Upper Potomac Planning District, Amended Through 9-10-2007, Greater Herndon Community Planning Sector, Land Use, recommendation #7, pp 100-104:

“7. The area east of the Loudoun/Fairfax County Line, north of the Dulles Airport Access Road (DAAR), west of the Reflection Lake community, and south of the Town of Herndon is planned to provide for land uses that will create a transition between the existing low density residential communities in Fairfax County, the Town of Herndon and the higher intensity Urban Center Community that is planned in Loudoun County. Planning for this area should also complement the Center for Innovative Technology and any future transit facilities that might be designated for this area. This "Dulles Transition Area" should achieve the following:

- Protect the integrity of nearby residential communities that make up Greater Herndon;
- Provide an effective transition to the Greater Herndon community, the Loudoun Urban Center and the CIT, avoiding a disparate and abrupt patchwork development on isolated parcels;
- Create a transition area that is both stable and cohesive; and
- Transportation improvements for all land units in this area should be provided as shown on Figures 32 and 33.

To meet these objectives, the Dulles Transition Area is planned for a mixture of interrelated residential and non-residential uses that will create a community where people can live, work and shop in a pedestrian-oriented environment. These uses include multi-family residential, office, research and development, as well as community-serving uses and hotel and conference center uses. This variety of uses will allow the flexibility to create an effective transition in density and intensity from higher intensity uses planned for Loudoun County and the CIT to the existing low density residential communities. In addition it will take advantage of the proximity of the CIT complex, Dulles Airport, the Dulles Access and Toll Road, existing and future employment opportunities in the vicinity of Route 28, and potential future transit services.

The CIT complex is located within the Route 28/CIT Transit Station Area. It is planned for institutional use. As an option, upon completion of the extension of Rock Hill Road across the Dulles Access and Toll Road, joint development between CIT and other projects may be appropriate for the area within ¼ mile of the transit station platform to develop as a mixed-use development up to a 1.0 FAR with residential and non-residential uses. Development under this option is 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.
- 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.

ATTACHMENT I

- 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 non-residential component of the development should include office, hotel, and support retail uses. Institutional uses are also appropriate. 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 Guidelines located in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan, after the land unit recommendations.

Although the entire area is planned to create an integrated development, the area has been divided into separate land units for the purpose of organizing Plan recommendations. These land units are shown on Figure 29. Land Units A, B and C constitute the northern portion of the Route 28/CIT Transit Station Area (as shown in Figure 27). Areawide Recommendations for the four Transit Station Areas in Fairfax County located in the Dulles Corridor are shown in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan and apply to this Transit Station Area. In addition, the Urban Design guidelines in the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan apply to Land Units A, B and C.

Area West of Rock Hill Road (Land Units A and B)

The portion of the Dulles Transition Area located west of Rock Hill Road, Land Units A and B, is planned for office and research and development use. Land Unit A (Parcels 15-2((1))4, 5, 16) is planned for a maximum intensity of .50 FAR to create a transition from higher intensities in Loudoun County. A hotel or conference center use up to .50 FAR which would complement the CIT is also appropriate in Land Unit A. In any development, community-serving retail use incorporated on the ground level of buildings is desirable and appropriate. Land Unit B (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 to create a transition to the planned residential areas east of Rock Hill Road and Loudoun County. Community-serving retail use on the ground level of office structures is desirable and appropriate. Development of these land units should address the following conditions:

- Only a portion of the parcels that make up Land Units A and B are located in Fairfax County. Consolidation of land or parcels should occur such that development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area

ATTACHMENT I

planned in 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;

- Development of these land units should result in uses that are functionally and visually integrated into the residentially planned areas of Land Units C and D. Such integration would enhance the mixed-use character and the land use transition that is the Plan objective for this area;
- 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 Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area; and
- Provision of active recreation areas for employees is desirable.

As an option, mixed-use development at a higher intensity may be appropriate for Land Units A and B, 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.
- The proposed development is part of a project that incorporates a substantial and contiguous area in Loudoun County and is consistent with the uses and intensities planned by Loudoun County.
- The proposed development should be oriented toward the transit station area with additional vehicular access provided through Loudoun County.
- Appropriate transitions should be made to residential development in Fairfax County through tapering of building heights, substantial landscaping and berming and other techniques as necessary.
- 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 Urban Design guidelines for the Reston-Herndon Suburban Center and Transit Station Areas section of the Plan also apply here at the Route 28/CIT Transit Station Area.

...”

ATTACHMENT I

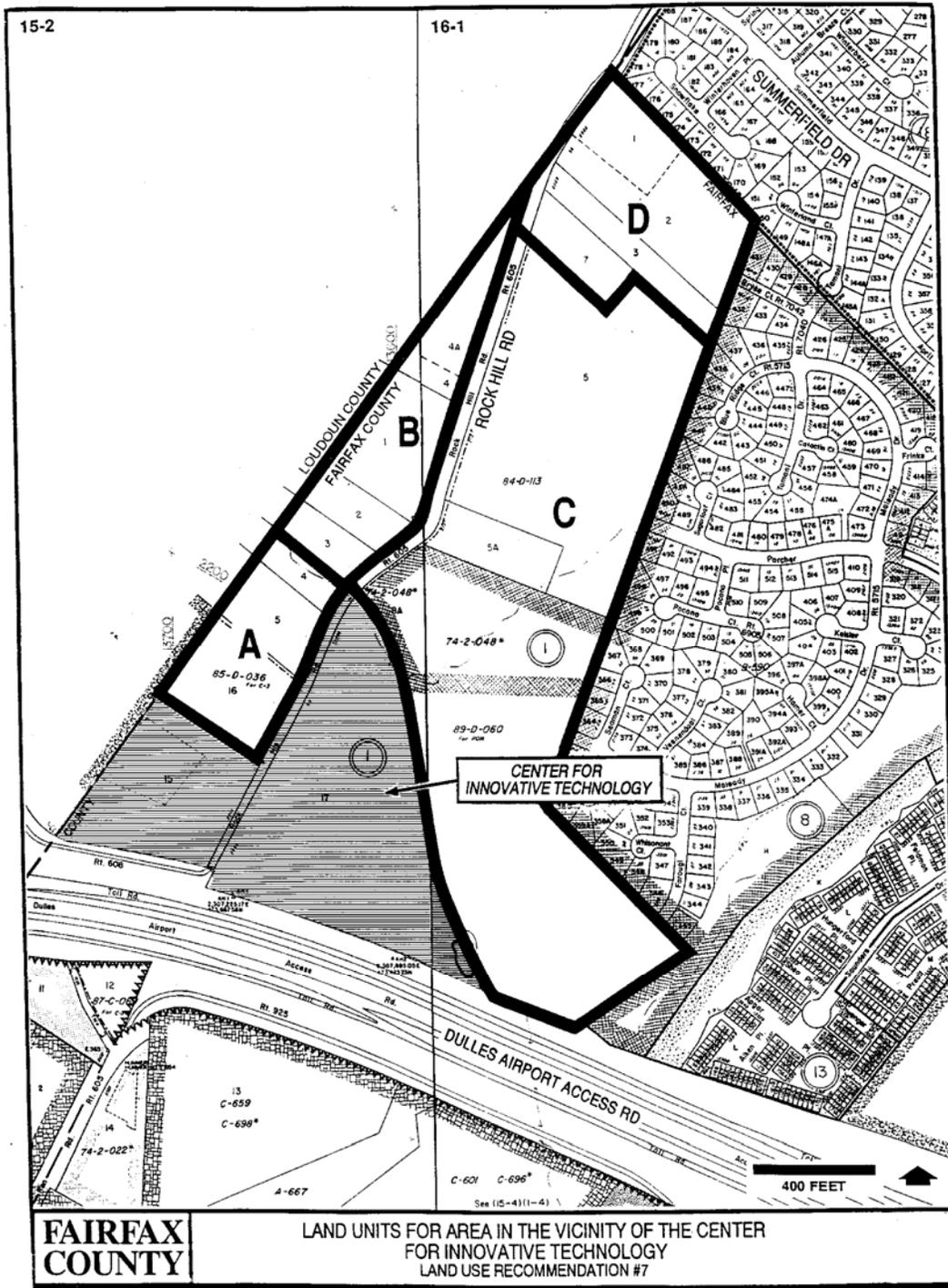


FIGURE 29

ATTACHMENT II**Adopted Comprehensive Plan Text
Reston-Herndon Suburban Center and Transit Station Areas Urban Design Guidelines**

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, Urban Design Guidelines for Transit Station Areas, pp 63-69:

“URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS

Urban design applies to the entire built environment, both physical and natural, and includes aspects such as the appearance of buildings, relationships between buildings, open spaces, roadways, pedestrian paths, vegetative plantings, and signage. In general terms, it includes anything that a person sees and uses to inform themselves about where they are, how to move about an area, and where various activities take place. These urban design guidelines apply specifically to the four Transit Station Areas located within the Dulles Corridor (the Wiehle Avenue, Reston Parkway, and Herndon-Monroe Transit Station Areas located in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area located in the Dulles Suburban Center and the UP 4 Greater Herndon Community Planning Sector). They encourage future projects to be designed to take advantage of the benefits associated with transit-oriented development. In addition, these guidelines apply generally to the areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas to encourage continuity in design between the Transit Station Areas and adjacent areas in the Suburban Center.

Urban Design Objectives

The Transit Station Area Plan recommendations for the Transit Station Areas within the Dulles Corridor seek to encourage the creation of a land use environment which is supportive of mass transit, minimizes the need for the single-occupant automobile, and fosters a vibrant pedestrian atmosphere. They provide the foundation for the creation of transit-oriented development (TOD) centers. Transit-oriented development can be described as pedestrian-friendly, mixed-use developments within walking distance of a transit station. The design, configuration, and mix of buildings and activities emphasize pedestrian-oriented environments and encourage use of public transportation. The Plan recommendations provide opportunities for compact, mixed-use development at higher densities/intensities at locations close to transit station platforms, as well as opportunities to move safely and conveniently about the community by foot or bicycle.

The intent of the following design objectives are twofold. First, to create a pedestrian-friendly environment which will complement the plan recommendations. Creating an environment at a pedestrian scale requires thoughtful consideration of the proportion of spaces that people use, and the types of features within an environment found pleasing to a pedestrian. Success in attracting people to walk depends upon the quality of the walkways, types of destinations, perceptions of safety, and obstacles encountered along the way.

The second objective is to protect the existing high-quality built environment and natural environment which exists within the Dulles Corridor, and ensure the compatibility of future development. The age of development and the maturity of the landscaping and vegetation varies throughout the four Transit Station Areas. Generally, the eastern part of the Corridor has older development and mature landscaping, while the built and landscaped environment in the western portion is more recent, with some parts not yet developed. It is important that the quality of development that has occurred in the eastern portion of the Corridor be continued throughout the entire length of the Corridor.

ATTACHMENT II

The following are general urban design objectives that should be achieved throughout the four Transit Station Areas within the Dulles Corridor.

- Create high quality development which is functionally integrated, orderly, identifiable and attractive.
- Create a pedestrian environment that is enjoyable and provides an experience which is visually diverse and stimulating.
- Design development to allow for public pedestrian access between the transit station and employment and residential destinations.
- Minimize conflicts between vehicular and pedestrian circulation.
- Provide open space for active and passive recreation and visual relief.
- Protect and enhance environmental and historic resources.
- Ensure a more efficient use of the land through strategies such as allowing shared parking for uses which have different peak demand periods.
- Protect adjacent residential neighborhoods from the impact of new development through use of landscaped buffers, berms and/or other landscaping features, maintaining a high standard for architectural quality, and minimizing noise, glare and traffic intrusion.
- Encourage parcel consolidation to realize the benefit of comprehensive urban design and circulation/access principles.
- Create highway corridors that function well, are visually appealing, and provide linkages throughout the four Transit Station Areas within the Dulles Corridor.

Urban Design Guidelines

The design guidelines outlined below have been organized into two categories: general guidelines applicable to all areas within the four Transit Station Areas, and specific guidelines which apply to those areas within one-quarter mile of the transit station platform. In addition, the general guidelines apply to those areas within the Reston-Herndon Suburban Center that are located outside of the Transit Station Areas. The guidelines developed for all areas within Transit Station Areas address the character and form of development, with specific guidelines developed for areas on the periphery of the Corridor to address key issues such as the transition between non-residential and residential areas and maintaining the integrity of existing, nearby land uses. The guidelines developed for areas within one-quarter mile of the transit station platform focus on creating developments which are pedestrian-friendly and supportive of the transit facility.

As noted previously, the built and landscaped environment varies across the Dulles Corridor. To maintain the existing high quality built and natural environments within this corridor, which are particularly evident in the eastern portion of the corridor, it is important that consistency be achieved in the design of future development and redevelopment.

Within the four Transit Station Areas there are two distinct areas that require different types of urban design guidelines - those areas at the edge of a Transit Station Area and those areas internal to the Transit Station Area. In order to preserve the integrity of existing development adjacent to Transit Station Areas, and particularly areas of transition between non-residential and residential areas, special consideration needs to be given to future developments on the periphery of each Transit Station Area. For example, the form of development and extensive landscaping that has occurred along Sunrise Valley Drive between the Washington & Old Dominion park cross-over to just west of the Fairfax County Parkway is a good example of the type of environment that should be created along the edge of a Transit Station Area when adjacent to an existing residential neighborhood. Design features along this stretch of road include low to mid-rise buildings, buildings constructed at grades below street level, sidewalks (for the most part) along both sides of the road, heavily landscaped yards with berms used to assist in the transition between non-residential and

ATTACHMENT II

residential uses, and parking structures with significant landscaping either surrounding the structure or incorporated into the structure design.

Reston Town Center provides a good example of the type and form of development that is envisioned to be found internally to the four Transit Station Areas within the Corridor. The core area of the Town Center can be described as having wide sidewalks, public open spaces, ground-floor storefront uses such as shops and cafes with multiple windows for pedestrians to view into, and buildings constructed to the sidewalk edge. It is also envisioned that this form of development be created along some of the major north-south roads within the four Transit Station Areas such as Wiehle Avenue, Reston Parkway, Centreville Road and Horse Pen Road.

There are a number of major roadways which provide east-west connections across the Reston-Herndon Suburban Center and Transit Station Areas, such as Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road. Since some of these roads when traveled in tandem extend from one end of the corridor to the other, it is important to maintain a level of consistency in the urban design throughout the corridor.

Design Guidelines for Transit Station Areas*Building Design, Height and Mass*

- Building heights should be greatest closest to the Dulles Airport and Access Road, transitioning to lower heights at the outer edge of transit station areas. See specific height limitation in the land unit recommendations.
- Buildings at the outer edge of transit station areas should be sensitive to neighboring development with regard to height and mass.
- Varied building heights and roof lines are encouraged to create interest.
- Building facades should be interesting and varied, with an absence of blank walls. Buildings should be designed with features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be mitigated with landscaping, screening and buffering. Long expanses of blank walls along major roads should be avoided.
- To encourage a more urban environment and pedestrian scale, the bulk and mass of buildings should be minimized through the articulation of the building form, step backs from the building base, and plane changes within the building elevations.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting streets, and give deliberate form to the street and sidewalk areas.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting streets by large parking lots.
- Free-standing retail establishments are prohibited. Retail uses should be integrated into the design of the lower floors of non-residential and residential buildings.

Design Compatibility

- Development on the periphery of transit station areas adjacent to existing residential areas should be maintain or create an effective transition to the surrounding community in terms of layout, design and appearance.

ATTACHMENT II*Open Spaces*

- Small plazas and/or courtyards should be incorporated into the designs of buildings and/or building complexes to serve the daily needs of local employees and visitors. 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.

Trees, Landscaping and Natural Environment

- Existing vegetation and large specimen trees should be preserved and incorporated into the site design when possible.
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months.
- Significant landscaped and/or natural streetscapes, as well as street trees should be provided along all roadways, in particular roadways which form the periphery of the Suburban Center and Transit Station Areas (e.g. Sunrise Valley Drive, Sunset Hills Road, Fox Mill Road, and Coppermine Road).

Pedestrian and Bicycle Access and Connections

- Site designs should balance the needs of both the pedestrian and the automobile; however, the circulation systems for pedestrians and automobiles should remain separate.
- Pedestrian/bicycle access should be provided to facilitate circulation within, to, around, and between each transit station area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian access between buildings is essential to ensure opportunities are available for people to walk to nearby uses.
- Pedestrian/bicycle paths of any one development or site should interconnect with pedestrian/bicycle paths of any adjacent development or site, to create a highly-connected transit station area. In addition, pedestrian/bicycle access should connect to the countywide and regional trail systems, connecting local sites with the larger community.
- Safe and convenient pedestrian street crossings should be designed, and include good lighting as well as access elements (e.g. ramps for persons with disabilities).
- Secure and convenient bicycle storage should be provided as part of all non-residential development.

Transit Access and Connections

- Safe, convenient and direct pedestrian pathways should be provided between all types of transit stops and buildings.
- Pathways should be designed such that pedestrians do not cross parking lots/structures to reach a building.
- Bus shelters should be provided at transit stops that protect patrons from the weather, are safe, easy to maintain, and relatively vandal-proof.

Vehicular Access and Connections

- Avoid direct access from parking structures onto major arterial roads.

ATTACHMENT II*Parking Areas*

- Parking should be provided in either above or underground structures, with limited parking areas at the sides or back of buildings. If it is not possible to accommodate parking structures behind or beside buildings, minimize parking in front of buildings.
- Locate priority parking spaces for car/vanpools close to the employee entrance of the building or parking structure to encourage ride-sharing.
- Integrate the design of parking structures with that for the building served.
- Parking structures, as well as adjacent areas, should be landscaped to create a visually attractive environment.
- Parking lots should be screened to control the view and visual impact from the street right-of-way, adjacent development, and buildings being served by the lot. Plant materials, walls, fences or earth berms should be used.
- Interior parking lot landscaping should be provided. Large parking lots should be sub-divided into smaller lots by using planting areas as dividers.

Buffers

- Use natural landscaping to create edges and provide a buffer to define developments.
- Provide significant vegetated buffers in situations where non-residential development on the periphery of the Suburban Center or Transit Station Area is adjacent to existing residential neighborhoods.
- Screen from public view rooftop mechanical equipment, materials storage, utility substations and other similar items.

Lighting

- Develop coordinated lighting plans for all development complexes, in order to reinforce the complex's identity and provide a congruent appearance.
- Provide exterior lighting that enhances nighttime safety and circulation, as well as highlights key landmark features.
- Design lighting in a manner that focuses lighting directly onto parking/driving areas and sidewalks, such that lighting for a development does not project beyond the development's boundary. Utilization of fully shielded lighting fixtures is desirable in order to minimize the occurrence of glare, light trespass, and urban sky glow.

Signage

- Coordinated signage plans for all developments are encouraged to emphasize the complex's identity and provide a harmonious appearance.
- Signage should be appropriate for its location and purpose.
- Similar types of signage should be used for developments within a Transit Station Area to facilitate "way-finding" within the TSA.

Design Guidelines for Areas Within One-Quarter Mile of Station Platforms

The design guidelines below apply to those properties within one-quarter mile of the station platform that are the subject of new development or redevelopment. The primary purpose of these guidelines is to create compact developments which foster a lively pedestrian-friendly environment and ensure the access to various uses, in particular transit stations, is convenient, walkable, pleasant and safe.

ATTACHMENT II*Building Design, Height and Mass*

- Building facades should incorporate elements to establish a human scale and foster a pedestrian-friendly environment. Buildings should incorporate features such as multiple windows, doors, and awnings. Blank walls on the side and back of buildings should be avoided, particularly for walls along pedestrian walkways.
- Building heights should be greatest closest to the transit station platform and transition to lower heights at the outer edge of the one-quarter mile area, particularly for areas that are adjacent to established residential neighborhoods.

Arrangement and Siting of Buildings

- Buildings should be arranged so that they frame and define the fronting pedestrian walkways, and give deliberate form to the sidewalk areas, and where appropriate vehicular drives and/or streets.
- Buildings should be arranged in a manner that create a sense of enclosure and defined space.
- Buildings should not be separated from fronting pedestrian walkways/streets by large parking lots.
- Retail uses should be incorporated into the design of the lower floors of non-residential and residential buildings, and should have direct public access and display windows oriented toward pedestrian walkways, and where appropriate, vehicular drives and/or streets.

Design Compatibility

- Within the one-quarter mile area, the design, architecture, building materials, and landscaping should be compatible, harmonious, and adhere to a common design theme.

Open Spaces

- Public art should be incorporated into all open spaces, and along the primary pathways leading to the transit stations.

Pedestrian and Bicycle Access and Connections

- Pedestrian/bicycle access should be provided to facilitate circulation within the ¼-mile area. Pedestrian links could include sidewalks, trails, plazas, courtyards, and parks with path systems.
- Pedestrian connections across major roadways such as Wiehle Avenue, Reston Parkway, and Monroe Street should be provided as grade-separated connections, preferably as above-ground connections (i.e. bridges) due to their perception of being safer.
- Secure and convenient bicycle storage should be provided at points close to the pedestrian bridges which lead to the station platform.

Transit Access and Connections

- Provision of support retail on pedestrian bridges which provide access to the station platform is encouraged.
- Safe, convenient and direct access should be provided between transit station pedestrian access bridges and all buildings within the ¼-mile area

Parking Areas

- Parking should be provided in either above or underground structures. Above ground parking should be integrated into the design of the building served and located preferably at the sides or back of buildings. Parking in the front of buildings should be minimized.

Transit Facility Parking Structures/Areas

- Encourage public-private partnerships to facilitate provision of a mix of uses (i.e. retail uses (dry cleaners), child care centers, and similar uses), in County-owned parking structures.

ATTACHMENT II

- Parking structures should be landscaped to create a visually attractive environment. Structures adjacent to residential uses that are outside of the Transit Station Areas should be heavily screened and/or berms should be used to minimize the visual impact of the structure on neighboring residential communities.
- Design 'Park-n-Ride' lots to be compatible with adjacent development.

Buffers

- Provide significant vegetated buffers in situations where non-residential development on the periphery of the ¼-mile area is adjacent to existing residential neighborhoods.

Signage

- Signage should be provided which illustrates walking directions to transit station access points.”

ATTACHMENT III

**Adopted Comprehensive Plan Text from Policy Plan
Guidelines for Transit-Oriented Development**

Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Amended Through 9-22-2008, Land Use Section, Appendix 11, Guidelines for Transit-Oriented Development, pp 33-38:

APPENDIX 11**GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT**

Fairfax County seeks to accommodate future residential and employment growth and expand choices for residents and employees by encouraging transit-oriented development (TOD) as a means to achieve compact, pedestrian-oriented, mixed-use communities focused around existing and planned rail transit stations.

The following guidelines and design principles are intended to effect well-planned transit-oriented development and should be considered in planning efforts as new station areas are identified and when an existing station area is subject to a major replanning effort. When applicable, these principles should be used in the review of major rezoning cases for development around planned and existing rail transit stations. These guidelines are intended to provide guidance for TOD in addition to the specific guidance found in Area Plans for each station area.

1. Transit Proximity and Station Area Boundaries:

Focus and concentrate the highest density or land use intensity close to the rail transit station, and where feasible, above the rail transit station.

This TOD area may be generally defined as a ¼ mile radius from the station platform with density and intensity tapering to within a ½ mile radius from the station platform, or a 5-10 minute walk, subject to site-specific considerations. Station-specific delineations should allow for the consideration of conditions such as roads, topography, or existing development that would affect the frequency of pedestrian usage of transit and therefore affect the expected walking distance to a station within which higher intensity development may be appropriate. Higher intensities within the delineated area may be appropriate if barriers are overcome and demonstrable opportunities exist to provide pedestrians a safe, comfortable and interesting walk to transit. To protect existing stable neighborhoods in the vicinity of transit but not planned for transit-oriented development or redevelopment, and to focus density toward the station, Area Plans should include clearly delineated boundaries for transit-oriented development based upon these criteria and a recognition of the respective differences in service levels and capacity of heavy rail, commuter rail and light rail transit which influence the overall density and intensity appropriate for a particular station area.

2. Station-specific Flexibility:

Examine the unique characteristics and needs of a particular station area when evaluating TOD principles to ensure the appropriate development intensity and mix of land uses relative to the existing and planned uses for the surrounding areas.

ATTACHMENT III

Each of Fairfax County's planned and existing rail transit stations has a unique character in terms of surrounding land uses, transportation infrastructure and roadways, environmental and topographical characteristics, and location within the rail system. Although each individual station should balance node and place functions to some extent, the value of the system as a whole can be enhanced if there is some degree of specialization, which can enhance the goals of TOD. Implementation of TOD within Transit Station Area (TSA) boundaries established in Area Plans, should consider the characteristics of the larger area surrounding the TSA (e.g., stable residential neighborhood, revitalization area, urban center). Transit station areas within a larger mixed-use center should be integrated into the overall planning fabric of the mixed-use center.

3. Pedestrian and Bicycle Access:

Provide safe pedestrian and bicycle travel to and from and within the station area.

Non-motorized access and circulation are critical elements of successful TODs and should be encouraged. Techniques to promote maximum pedestrian and bicycle access must include an integrated pedestrian and bicycle system plan with features such as on-road bicycle lanes, walkways, trails and sidewalks, amenities such as street trees, benches, bus shelters, adequate lighting, covered walkways, pedestrian aids such as moving sidewalks and escalators, covered and secure bicycle storage facilities close to the station, shower and changing facilities, a pedestrian-friendly street network, and appropriate sidewalk width. Conflict between vehicles and pedestrians/bicyclists should be minimized. This may be achieved through the appropriate location of parking facilities including kiss-and-ride facilities, and the appropriate location and design of access roads to the rail transit station. Planning for accessible trail systems should consider distances traveled by both pedestrians and cyclists and should provide usable trails and other systems beyond the Transit Station Area.

4. Mix of Land Uses:

Promote a mix of uses to ensure the efficient use of transit, to promote increased ridership during peak and off-peak travel periods in all directions, and to encourage different types of activity throughout the day.

A balanced mix of residential, office, retail, governmental, institutional, entertainment and recreational uses should be provided to encourage a critical mass of pedestrian activity as people live, work and play in these areas. The appropriate mix of uses should be determined in the Area Plans by examining the unique characteristics and needs of each station area. Specific development plans that conflict with the achievement of the mix of uses planned for that station area are discouraged.

5. Housing Affordability:

Provide for a range of housing opportunities by incorporating a mix of housing types and sizes and including housing for a range of different income levels.

ATTACHMENT III

Housing within TODs should be accessible to those most dependent on public transportation, including older adults, persons with disabilities and other special needs, and persons with limited income. Housing should be provided within the residential component of a TOD for low and moderate income residents. Affordable and workforce housing should be provided on-site or, if an alternative location can provide a substantially greater number of units, in adjacent areas within the TOD. Housing for seniors is encouraged to the extent feasible.

6. Urban Design:

Encourage excellence in urban design, including site planning, streetscape and building design, which creates a pedestrian-focused sense of place.

A pleasant pedestrian environment can contribute to the quality of a transit experience, which is also a pedestrian activity. Urban design elements to achieve an appropriate sense of place and a pleasant pedestrian environment may include any or all of the following: well-landscaped public spaces such as squares and plazas; urban parks; courtyards; an integrated pedestrian system; street-oriented building forms with a pedestrian focus; compact development; appropriate street width and block size; measures to mitigate the visual impact and presence of structured parking; and, high-quality architecture.

7. Street Design:

Provide a grid of safe, attractive streets for all users which provide connectivity throughout the site and to and from adjacent areas.

The street grids around transit station areas should be designed at a scale that facilitates safe pedestrian and cyclist movement and provides for vehicular circulation and capacity. Street design should incorporate elements such as lighting, appropriate street width, sidewalk width and intersection dimensions to allow for pedestrian, bicycle and vehicular use, and should be designed to provide universal access to people with a range of abilities and disabilities. The design of streets should encourage lower traffic speeds and superior pedestrian circulation through provision of on-street parking, street trees, and other features and amenities.

8. Parking:

Encourage the use of transit while maximizing the use of available parking throughout the day and evening and minimizing the visual impact of parking structures and surface parking lots.

Proper size and location of parking facilities contribute to creation of a pedestrian- and transit-supportive environment. The use of maximum parking requirements, shared use parking facilities, incentive programs to reduce automobile usage, carpooling, metered parking, car-sharing programs, neighborhood parking programs, and other techniques can encourage the use of transit while also maximizing the use of parking spaces at different times of day. Efforts to provide urban design elements such as on-street parking, placement of parking structures underground and minimizing surface parking lots are encouraged. Wherever possible, ground floor uses and activities should be incorporated into structured parking, particularly where parking structures are located along streets where pedestrian activity is encouraged. Location

ATTACHMENT III

of commuter garages should be sensitive to pedestrian and bicycle activity within and adjacent to the Transit Station Area and adjacent neighborhoods.

9. Transportation and Traffic:

Promote a balance between the intensity of TOD and the capacity of the multimodal transportation infrastructure provided and affected by TOD, and provide for and accommodate high quality transit, pedestrian, and bicycle infrastructure and services and other measures to limit single occupant vehicle trips.

A TOD should contain the following characteristics relating to transportation and traffic:

- A multimodal transportation infrastructure, with an emphasis on pedestrian and biking facilities, that offer a choice in transportation modes providing convenient and reliable alternatives to driving to a station area, particularly those station areas without parking.
- A design that accommodates, but minimizes single occupant vehicle trips. Additional measures to minimize single occupant vehicle trips, including Transportation Demand Management measures, should be identified and applied.
- Traffic-calming measures, design techniques and road alignment that balance pedestrian and bicycle accessibility and vehicular access.

The cumulative impacts of TOD on transportation infrastructure should be evaluated in the TOD area, and improvements provided where needed. *The impacts on roads:* Where applicable, a higher level of delay is acceptable for vehicular traffic within TOD areas. A non-degradation policy should be applied to areas immediately adjacent to a TOD area and to arterials serving the TOD area. This policy requires that traffic flow in these adjacent areas and on arterials serving the TOD area perform no worse after development of a TOD takes place. Where it is not possible or appropriate to maintain a non-degradation policy, in lieu of additional road capacity, there can be improvements, measures and/or monetary contributions to a fund to enable the application of techniques to reduce vehicle trips by an appropriate amount in and around the TOD area. *The impacts on transit, pedestrian, and bicycle facilities:* A high level of service should be maintained for transit users that minimizes delay, the need for transfers, and transfer delay. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service can be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless should be maintained during TOD development. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections.

10. Vision for the Community:

Strive to achieve a broadly inclusive, collaborative, community participation process when evaluating TOD plans that propose substantial changes in use, intensity or density for existing or new transit station areas planning efforts.

ATTACHMENT III

Broad-based support and collaboration can be achieved through planning processes that encourage involvement and participation. These processes should utilize a range of tools and techniques for engaging the community and other interested stakeholders. While the particulars of the process should relate to each station, planning processes should include the use of citizen task forces, the Area Plans Review process and other means to result in the following: (1) a collaborative and interactive formulation of a cohesive vision for the transit station area before specific development proposals are formally considered; (2) a TOD vision that is integrated with and complements surrounding neighborhoods; (3) incorporation of a broad range of aspirations and needs of those communities; (4) active participation by county planning officials, supervisors, community groups and developers to identify, and encourage broad-based involvement and participation by, a wide range of stakeholders, including all interested citizens' associations; and (5) continuing stakeholder involvement on a collaborative basis in framing development proposals ultimately considered for specific parcels.

11. Regional Framework:

Provide a more efficient land use pattern by concentrating growth around existing and planned transit station areas.

Maximizing development around transit can provide a regional benefit by accommodating some of the region's projected employment and residential growth, as well as making jobs accessible by transit. In instances where substantial changes in use, density or intensity are being considered as part of station area planning, the implications and impacts on the transit system should be considered. Cumulative impacts on transit service and capacity as well as on traffic capacity should be evaluated in a transit-oriented development, and improvements evaluated where needed. These planning efforts should include coordination and cooperation with adjacent jurisdictions, regional organizations, and transit providers, such as WMATA and VRE. The use of Transfer of Development Rights (TDR's) should be examined as a technique to relocate zoned density to TOD areas if it results in future development that agrees with Comprehensive Plan recommendations.

12. Environmental Considerations:

Seek opportunities for mitigating environmental impacts of development.

The environmental benefits of compact, mixed use development focused around transit stations can include improved air quality and water quality through the reduction of land consumption for development in other areas. The utilization of land near transit and the existing infrastructure allows the County to accommodate increasing growth pressures in a smaller area served by infrastructure. Improvements in air quality due to reduced vehicle miles traveled and reduced automobile emissions can also be viewed as a benefit of TOD. Environmental impacts (such as impacts on mature trees and stormwater runoff) of proposed development should be examined and mitigated to minimize potential negative impacts. Low Impact Development Techniques, such as rain gardens and green roofs, should be incorporated into proposed developments to reduce potential impacts of stormwater runoff from these areas. Development in TODs should be designed in a manner that conserves natural resources; the application of energy and water conservation measures should be

ATTACHMENT III

encouraged. Sites undergoing redevelopment should optimize stormwater management and water quality controls and practices for redevelopment consistent with revitalization goals.

13. Economic Benefits:

Create an employment base and encourage commercial revitalization adjacent to transit facilities.

Development around transit stations can help to address housing and transportation costs in the County by providing opportunities to balance these costs in TODs. Employment uses near transit can provide opportunities for lowered transportation costs for employees. Additionally, housing near transit offers similar transportation savings and opportunities for housing near employment. Opportunities to create new small business opportunities as well as assist in the retention of existing small businesses should be evaluated as part of TOD planning.

14. Open Space:

Provide publicly-accessible, high-quality, usable open space.

Urban parks and open space contribute to a development's sense of place and are integral amenities offered to residents, workers and shoppers. Transit-oriented development plans should provide amenities such as public gathering spaces, civic focal points, plazas and open green space and offer a variety of activities such as dining, casual games and recreation, performances, visual arts and special events. These spaces should be accessible to the larger community as well as the immediate transit-oriented development area. Development plans should also incorporate open space preservation, such as stream valleys, where appropriate, and provide access to the County's network of parks and trails.

15. Public Facilities and Infrastructure:

Evaluate opportunities to include public facility improvements and services within the TOD area.

TOD may provide opportunities to improve public facilities. Locating public facilities in station areas provides important public services in areas accessible to public transportation and can increase activity within the TOD. Cumulative impacts of development in a TOD on public facilities and transit access facilities should be identified and offset. Such impacts include those on schools, parks, libraries, police, fire and rescue, water and sewer, stormwater management and other publicly owned community facilities. Current data on station access facilities and demand should be used as available, to assess needs for replacement or enhancement of facilities such as bus bays, taxi access, substations and parking.

16. Phasing of Development:

Ensure that projects are phased in such a way as to include an appropriate mix of uses in each phase of the development.

ATTACHMENT III

A balanced mix of residential and non-residential uses should be provided to encourage a critical mass of pedestrian activity. However, concurrent development of all uses may not be feasible due to market conditions. In instances where a certain mix of uses is critical to the success of the TOD, the development should include a commitment to phase the project in such a way as to include an appropriate mix of uses in each phase to help ensure the long-term success of the mixed-use development. It may also be appropriate, when a project's overall success depends on certain specific elements, to make later phases contingent on completion of those elements. Phasing the development can minimize the potential impacts on the surrounding community and increase amenities for residents, employees, and visitors within the transit-oriented development area. Phasing plans should include pedestrian and bicycle access plans to allow proper non-motorized access throughout the development phases. Provision of open space and recreational amenities should be phased as well so that provision of these facilities is not postponed until final phasing of a development.

ATTACHMENT IV

Trip Generation Charts for Individual Nominations

**Trip Generation Estimates for APR 08-III-7UP
Dranesville District**

Current Comprehensive Plan

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	90,605	153	21	31	150	1,236

Proposed Amendment

Development Type	Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Spec. Retail (820)	23,235	110	119	65	51	1,032
Drive-in Bank (912)	5,000	48	39	68	65	741
HT Sit Down Rest (932)	8,000	56	52	80	68	1,017
Office (710)	326,113	<u>425</u>	<u>58</u>	<u>75</u>	<u>369</u>	<u>3,315</u>
Total		639	268	289	553	6,104

Net Impact of Proposed Amendment Above Comp Plan					Trips
	487	247	258	404	4,868

¹⁾ Trip rates and formulas are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of transit.

ATTACHMENT IV

**Trip Generation Estimates for APR 08-III-11UP
Dranesville District**

Current Comprehensive Plan

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Res. High Rise (222)	345	26	78	75	48	1,556
Office (710)	539,687	636	87	116	567	4,886
Retail (820)	34,521	<u>50</u>	<u>32</u>	<u>153</u>	<u>159</u>	<u>3,402</u>
Total		712	197	344	774	9,844

Proposed Amendment

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Res. Apts (220)	1,000	75	224	203	130	3,765
Office (710)	1,210,000	1,213	165	244	1,190	9,097
Retail (820)	40,000	<u>55</u>	<u>35</u>	<u>169</u>	<u>176</u>	<u>3,743</u>
Total		1,342	424	615	1,495	16,606

Net Impact of Proposed						Trips
Amendment Above Comp Plan	1,316	346	540	1,448		6,762

¹⁾ Trip formulas are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of transit.

ATTACHMENT IV

**Trip Generation Estimates for APR 08-III-12UP
Dranesville District**

Current Comprehensive Plan

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Office (710)	332,123	431	59	77	374	3,362

Proposed Amendment

Development Type	Units/Sq Ft	AM Peak Hour		PM Peak Hour		Average
		In	Out	In	Out	Daily
Res. Apts (220)	800	3	0	14	66	4,972
Office (710)	766,656	842	115	159	778	6,402
Retail (820)	134,165	<u>112</u>	<u>71</u>	<u>380</u>	<u>395</u>	<u>8,221</u>
Total		957	187	552	1,239	19,594

Net Impact of Proposed

						Trips
Amendment Above Comp Plan		526	128	476	865	16,232

¹⁾ Trip formulas are from the Institute of Traffic Engineers (ITE) Book 8th Edition, 2008

²⁾ Trip generation estimates are provided for general order-of-magnitude comparisons only and do not account for pass-by, internal capture, or traffic reductions as a result of transit.

ATTACHMENT V

January 27, 2010

Peter F. Murphy, Chairman
Fairfax County Planning Commission
12000 Government Center Parkway, Suite 330
Fairfax, VA 22035

**Re: Dranesville APR Task Force Recommendation
APR #s08-III-7UP, 11UP & 12UP**

Dear Mr. Chairman:

On December 14, 2009, the Dranesville APR Task Force voted 14 to 1 to recommend approval of revised Comprehensive Plan text that would serve as an alternative to the three APR nominations submitted for the Route 28/CIT Metro station area. Previously, in the spring of 2009 the original Task Force voted to defer action on these three APR nominations until the required VDOT traffic studies could be completed and analyzed. While the initial Task Force was comprised of residents from throughout the Dranesville District, Supervisor Foust added to the Task Force additional residents from the Herndon area along with four members selected by Mayor DeBenedittis to assure that the Town of Herndon would be adequately represented as these final three APR nominations were considered. After working together for nine months on what proved to be a complex and challenging planning process, the Task Force believes that it has agreed upon a recommendation that will help transform this area into a vibrant, multi-modal center of activity with a strong sense of place for those who choose to live and work in this future transit area as well as for nearby residents, while also adequately addressing the significant transportation challenges posed by these nominations.

The recommended intensity in the Task Force alternative is lower than what was proposed in the APR nominations to achieve a better balance between transportation needs and land use. It includes a Transit Oriented Development ("TOD") option based on the condition that the transit facilities, including the pedestrian bridge from the Metro Station platform, are connected to and integrated into future development on the CIT property. It seeks to achieve the goal of creating a successful pedestrian oriented, mixed-use community with the highest intensity focused around the Metro station in an area that includes present and future transportation challenges. In addition to planning for a balance between the development of new housing and employment opportunities, provision is made for pedestrian linkages to the existing and future uses in the surrounding area.

During its consideration of these nominations, the Task Force invited presentations as well as regular participation by representatives of the planning and transportation staffs of the Town of Herndon and Loudoun County. These representatives along with the Fairfax County staff working with the Task Force provided extensive information and detailed

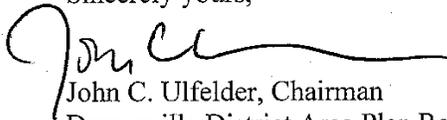
ATTACHMENT V

analysis to the Task Force. Frankly, their input and involvement were critical in helping the Task Force sort through these complex and detailed nominations to reach a consensus on the proposed alternative. Thus, the Task Force strongly supports continued inter-jurisdictional collaboration on future development in this area in order to assure that a proper balance between land use and transportation is achieved.

The Task Forces goal of inter-jurisdictional collaboration is expressed through Plan guidance that encourages partnering with other jurisdictions to agree on and implement approaches ranging from local, walkable, interconnected street grids to developing and implementing regional solutions to transportation issues. The Task Force alternative also recommends phasing road, pedestrian and transit infrastructure so that needed transportation measures are in place or substantially completed before development of subsequent phases. This will require continuous inter-jurisdictional communication and cooperation during all phases of transit oriented development in this area. The Task Force has also approved a list of recommendations for the ongoing inter-jurisdictional work that it is transmitting with this letter in addition to the approved Plan text. These include recommendations for continuing collaboration on regional transportation improvements, the realignment of Innovation Avenue, the preservation of environmentally sensitive and valuable areas and the prioritization of transportation improvements.

The Dranesville APR Task Force respectfully submits its recommendations for the Planning Commissions' consideration.

Sincerely yours,



John C. Ulfelder, Chairman
Dranesville District Area Plan Review Task Force

Enclosures: Task Force Comprehensive Plan Text of Route 28/CIT Transit Sta. Area
Dranesville APR Task Force Follow-On Recommendations

ATTACHMENT VI

**Dranesville Area Plans Review Task Force
Follow-on Recommendations for Consideration**

January 27, 2010

The Dranesville Area Plan Review Task Force respectfully requests the Fairfax County Planning Commission and Board of Supervisors to favorably consider the following recommendations:

1. The proposed Route 28/CIT Plan text recommends the northern pedestrian landing connecting to the rail station, and the bus and kiss and ride facilities are located in Land Unit A (CIT property). If this recommendation is supported by the Board of Supervisors, the Task Force recommends the immediate authorization of a Plan amendment to replan the County-owned three acre parcel in former Land Unit C (now Land Unit D) for public parks or public facilities use. Currently it recommended as the site for commuter facilities to serve transit. The evaluation of the parcel for public parks should include analysis of whether the parcel is suitable for a recreation center or alternatively, a police station.
2. Continue the interjurisdictional collaboration among Fairfax County, Town of Herndon and Loudoun County to consider
 - o regional transportation improvements and investigate transportation implementation, timing and funding strategies.
 - o traffic calming solutions and signal coordination in the Town of Herndon
 - o a regional trails planning effort to provide better connections from the Rt 28/CIT Metro station to areas beyond the immediate station area, the adjacent residential areas, the Town of Herndon and Loudoun County
 - o realigning Innovation Avenue in Loudoun County to foster the creation of a grid street pattern.
 - o a coordinated approach to preserving environmentally sensitive features especially those associated with the Horse Pen Creek Watershed, which spans Fairfax and Loudoun Counties
 - o identification of the best methods to monitor that the TDM measures are being met
 - o staggered/distance pricing on Greenway
 - o The Task Force recommends that inter-jurisdictional collaboration be specifically extended to include a coordination and prioritization of all traffic adjustments (road expansion, extensions, traffic signal coordination, traffic calming devices, road additions, etc.) that will affect the projected "Level E and F" intersections within a two-mile radius north, east, and west of these nominations. These should include prioritizing the timing and use of the funds allocated by the member jurisdictions and the developers of these nomination properties to phase identified enhancements to the identified needs
3. Confirm that adequate police, fire, rescue and parks and recreational services will be provided in the RT/28 CIT area, based on adopted standards in the Fairfax County Comprehensive Plan (such as location or response time). If needed, investigate the option of pursuing agreements with Loudoun County to provide these service, while also considering the possibility of providing as many of these services as possible on site.
4. Investigate the possibility of establishing an interjurisdictional design/architectural review committee representing Fairfax County, including the Town of Herndon, and Loudoun County to comment on development proposals in the area bounded by Route 606 and Route 267 to the north and south, and Rock Hill Road and Route 28 to the east and west.