

**PRELIMINARY
STAFF REPORT
2008-2009 AREA PLANS REVIEW**

SUPERVISOR DISTRICTS:Dranesville **APR ITEM:**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 three nominations are within the Dulles Transition Area which is planned to protect the integrity of nearby Herndon residential communities and to blend with more intensive planned Loudoun County development to avoid “patchwork development on disparate parcels.” APR 08-III-7UP: Office, research and development, hotel or conference center at .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 up to 1.0 FAR. APR 08-III-12UP: Land Unit A: office, research and development, hotel or conference center up to .50 FAR. Community serving retail is encouraged. Land Unit B: office, research and development up to .25 FAR. Both Land Units A and B: mixed use at 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.

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

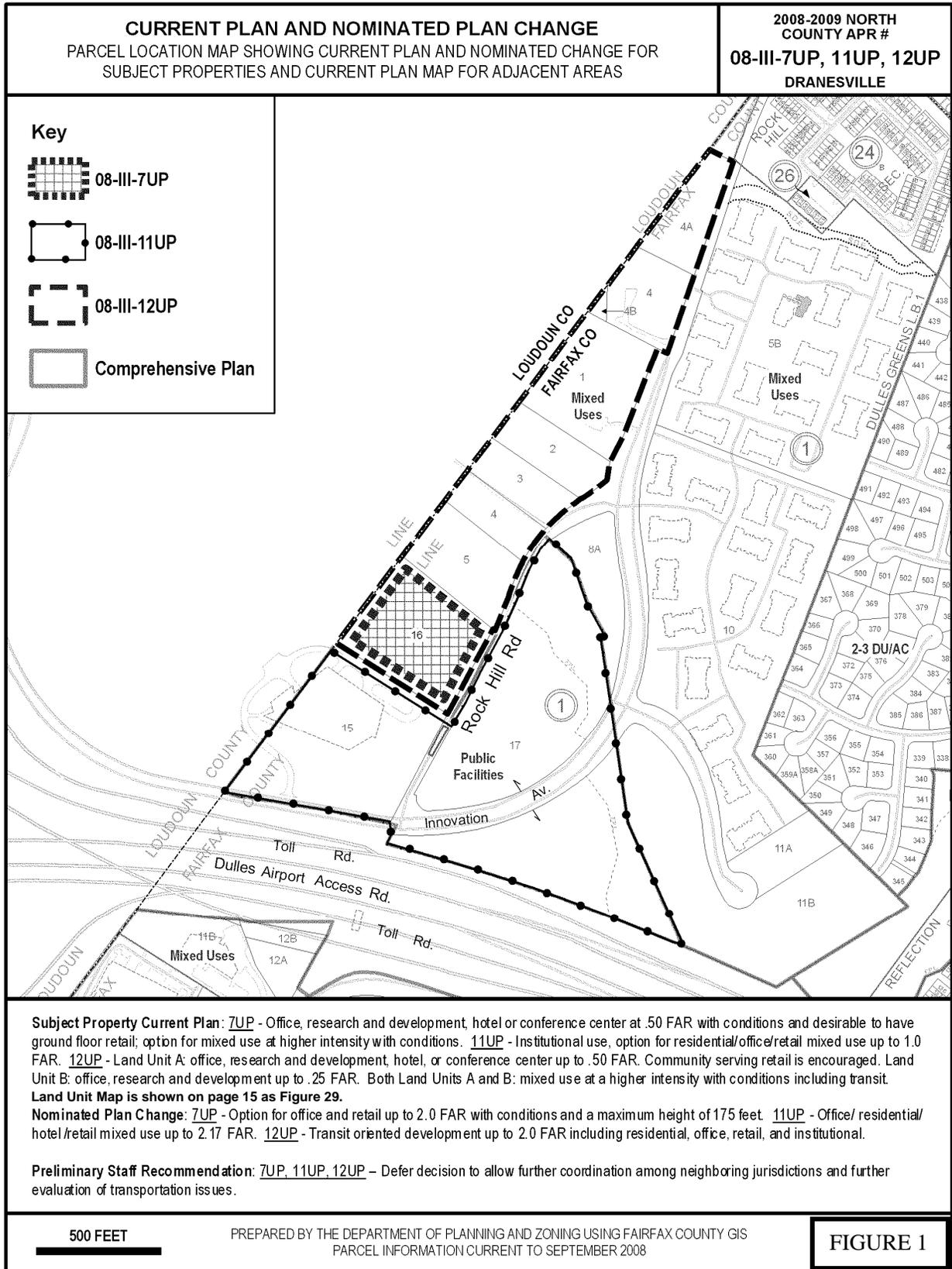
Retain Adopted Plan

Defer

CONCLUSION

These three nominations propose high intensity development which is to be located in close proximity to the planned Route 28 Metro Station. The Comprehensive Plan stresses the importance of achieving coordinated development among these parcels and Loudoun County. Specific Plan goals are to achieve appropriate land use transitions from the Town of Herndon to Loudoun County, to avoid piecemeal development and to provide a high quality living and working environment served by transit.

There remain many unresolved issues related to the proposed nominations as well as the Loudoun County Dulles World Center and the road network in this area and in neighboring jurisdictions. The preliminary staff recommendation is to defer these APR nominations to allow further coordination among the neighboring jurisdictions and further evaluation of transportation issues.



DESCRIPTION OF NOMINATION

Nomination Land Use Quantification

APR Nomination	Acres	Existing	Zoning	Current Plan	Proposed Plan
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.

⁵ 85-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.

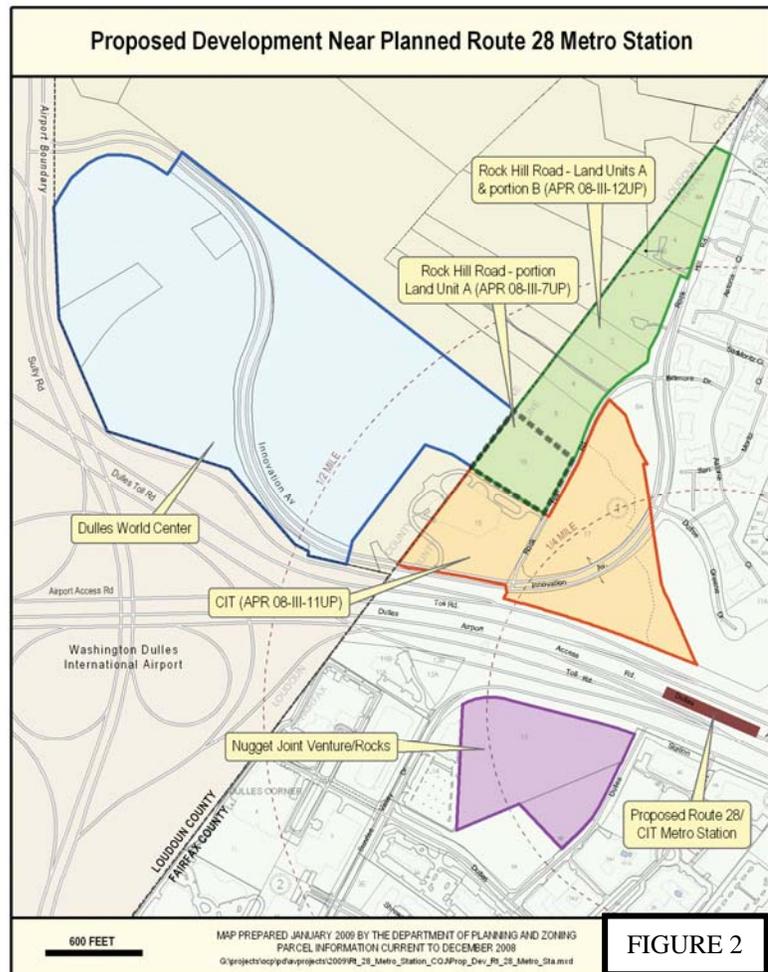
⁶ Totals account for overlap in nominations APR 08-III-7UP and APR 08-III-12UP and assume that parcel 15-2((1))16 is developed as proposed by nomination 08-III-12UP.

The preceding chart shows that under the Comprehensive Plan, almost nine times more development is possible as compared to the existing level. Currently there is about 123,000 square feet of office development with a few older residential structures. The development potential for the current Comprehensive Plan is estimated at 1.2 million square feet of residential and commercial uses. Development of the proposed nominations to the maximum development potential could result in an estimated 4.1 million square feet of residential and non-residential uses.

CRITICAL ISSUES

Interjurisdictional Coordination

The three subject APR nominations are located at the boundary of Fairfax County and Loudoun County. They are also located close to the Town of Herndon which is about 1/8th of a mile from the nomination area. A zoning application for the Dulles World Center project, located adjacent to the Fairfax County boundary, as shown in Figure 2, is under review in Loudoun County. The Dulles World Center Project consists of 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. Development proposed for this area will have land use, transportation and public facility impacts for Fairfax County and possibly the Town of Herndon. The total development potential when combined with the three nominations is almost 3,300 dwellings, 4.7 million square feet of office, 850,000 square feet of retail and 600,000 of hotel. Taken



in the aggregate, the Fairfax and Loudoun County proposals are of significant regional impact.

On January 15th 2009, planning and transportation staff from the three jurisdictions met to exchange information and discuss the development proposals, and the review steps and timing. Coordinated planning efforts among the three jurisdictions are imperative to insure that each jurisdiction is able to understand and offer comments as these development proposals evolve.

Transit Oriented Development

Nominations 08-III-7UP and 08-III-12 UP propose development intensity up to 2.0 FAR and nomination 08-III-11UP proposes up to 2.17 FAR at the CIT location. All cite as a part of their justification proximity to the planned

Route 28 Metro Station which is estimated to be completed mid to late 2016 if there are no unexpected delays related to funding or construction. 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 to within a ½ mile radius. The Route 28/CIT Station Area map, Figure 3, shows the ¼ mile and ½ mile radius. 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:

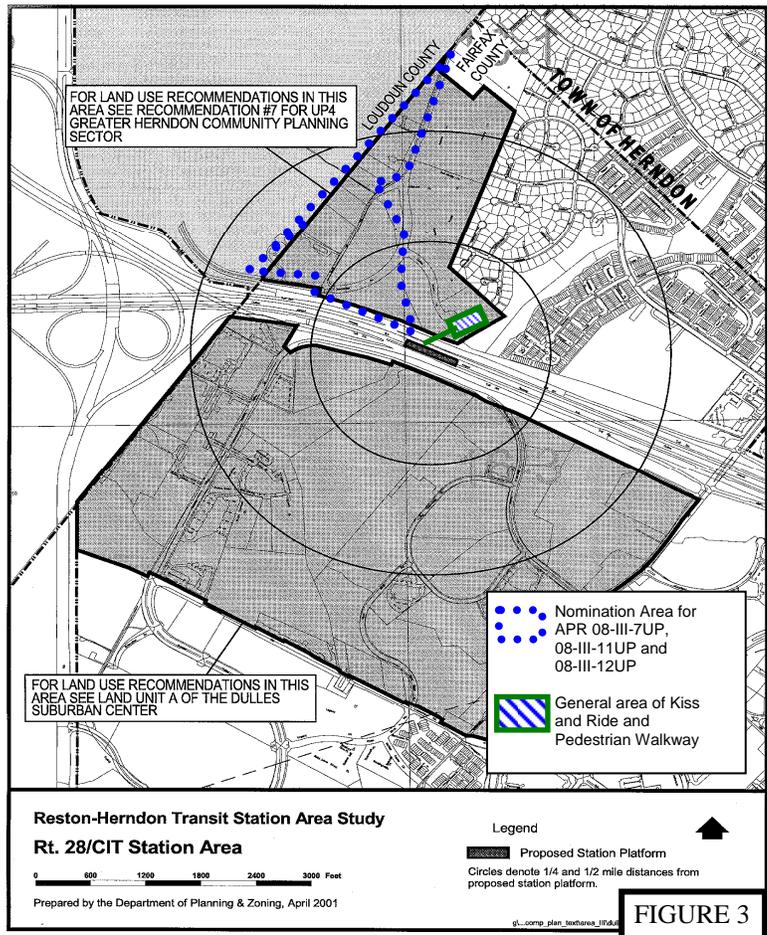


FIGURE 3

“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.”

Although a large portion of the subject area is a relatively short distance to the platform, access is severely constrained by the lack of direct connection as well as the presence of a stream valley area between the subject areas and the proposed walkway to the platform, which is currently planned to be located a significant distance east of the subject areas, as shown on Figure 3.

Transportation

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. Any amendment to the Comprehensive Plan that would generate 5,000 additional vehicle trips per day, assuming the highest density permissible, would trigger a review by VDOT. This review is also commonly referred to as “VDOT 527” or “Chapter 527”. Upon review of the highest density currently allowed under the Comprehensive Plan, two of the nominations require a VDOT 527 review, as shown in the tables in Attachment III. These nominations are 08-III-11UP and 08-III-12UP. As such, a traffic impact study would be required to be prepared and submitted for review by each nominator.

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	0	In	Out	0	Daily
Res. High Rise (222)	345	26	78	0	75	48	0	1,556
Office (710)	871,810	1,067	146	0	193	941	0	8,247
Retail (820)	34,521	<u>50</u>	<u>32</u>	<u>0</u>	<u>153</u>	<u>159</u>	<u>0</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	0	In	Out	0	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

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

The trip generation calculations estimate 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. Individual trip generation charts for all three nominations are included in Attachment III.

Due to the geographic clustering of the APR nominations and the Dulles World Center proposal, two analyses must be completed. The first is an individual analysis focusing on 08-III-11UP and 08-III-12UP separately. The second is a cumulative analysis. Both nominators' cumulative Chapter 527 Traffic Impact Analysis must take into account all three nominations and the Dulles World Center proposed development in Loudoun County.

Although APR nomination III-08-7UP will not require a Chapter 527 review, this nomination should not move forward until the Chapter 527 analyses have been completed for the other two nominations. Also, due to the amount of trips that could be generated by nomination III-7UP alone, FCDOT will request that the nominator provide additional traffic impact analysis to the County.

The proposed Plan amendments would permit significantly higher traffic generating uses on the subject properties and would affect the surrounding roadway network. The Transportation Plan Maps (Figures 4 and 5) identify the following transportation improvements that directly affect the nominated site. A summary of the issues associated with the improvements follows:

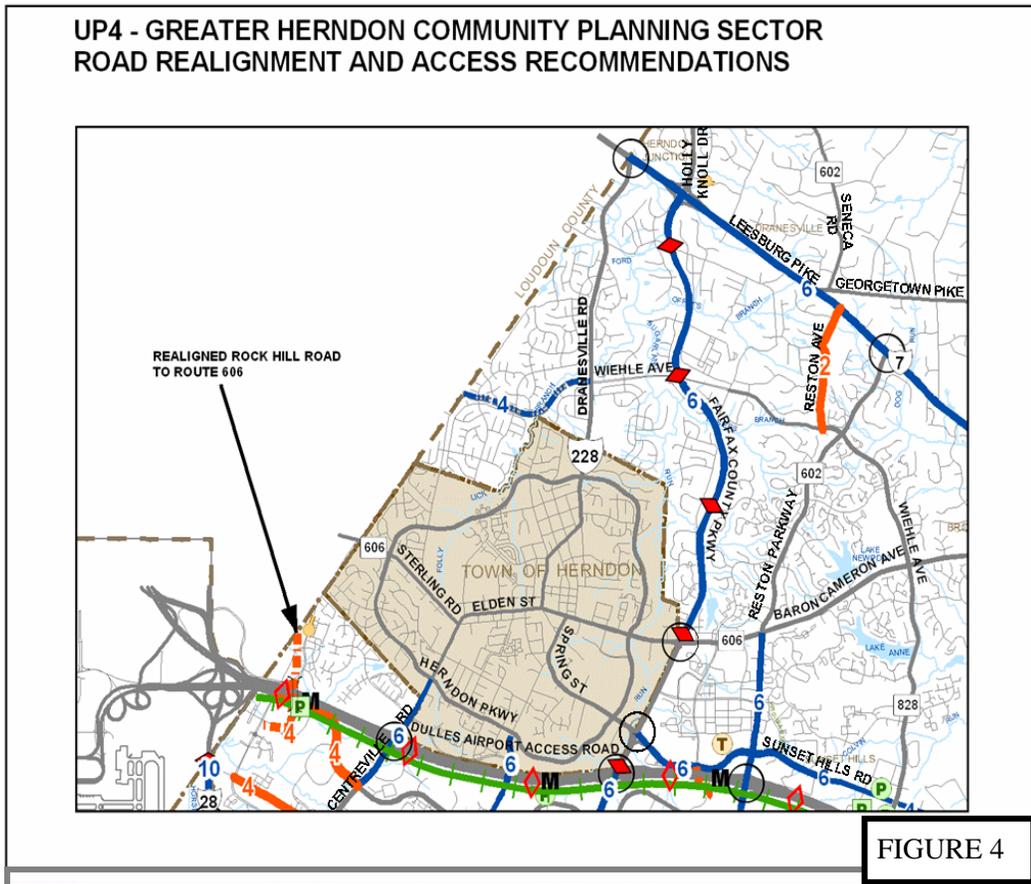
- Rock Hill Road is shown to be a 4 lane improved collector. Additionally, this road is also shown on the Map to be realigned should Davis Drive in Loudoun County be extended south. Issues to be considered include:
 - A proposed cul-de-sac is shown approximately adjacent to parcel 15-2((1))1 on Rock Hill Road. Should existing Rock Hill be realigned as shown on the Map, then the proposed cul-de-sac would be implemented.
 - If Rock Hill Road is realigned, it could conflict with potential development proposed in the APR nomination 08-III-12UP.
 - The Loudoun County Transportation Plan Map does not show Rock Hill Road being realigned with the extension of Davis Drive. This is possibly due to the existing rock quarry as well as other factors. However, Loudoun County's Transportation Map is currently being reevaluated. If the realignment of this road is shown on the Loudoun County Transportation Plan Map, then the potential realignment should still be accommodated on the affected parcels.
 - Regardless of Rock Hill Road being realigned, existing Rock Hill Road north of Biltmore Drive and Innovation Avenue should be improved prior to any development. The road in its current condition cannot support any additional development; especially the magnitude being proposed by the three APR nominations and the Dulles World Center site in Loudoun County.

- The proposed Route 28 Metrorail Station is shown slightly to the southeast of these proposed Plan Amendments in the median of the Dulles Toll Road. As mentioned in the

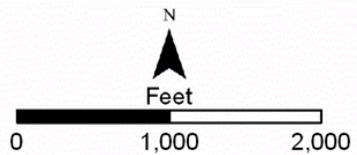
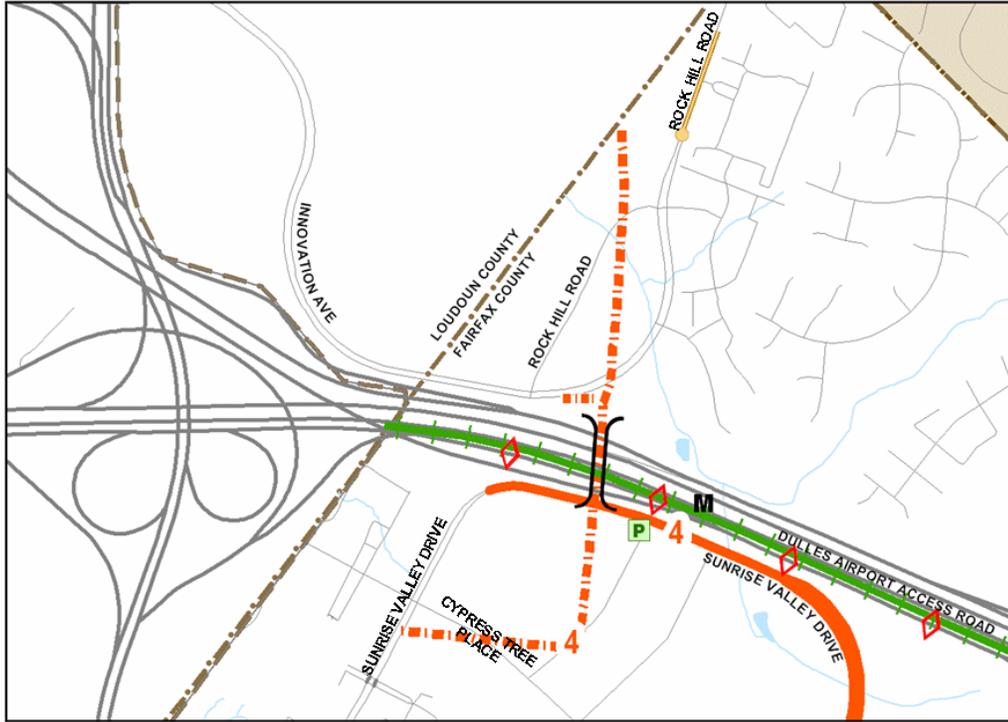
Transit Oriented Development section, the pedestrian link to the platform is currently planned in a location not easily accessible or close to most of the nominated subject areas.

- An overpass (bridge) is shown directly to the south of the nominations traversing Dulles Toll Road.
 - Currently no funding (local, state or federal) designated for the construction of the bridge.
 - The construction of the bridge presents serious engineering obstacles due to the construction of the Route 28 Metrorail Station which include 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 ramps and/or the Metro Station.
 - Options are still being explored for the location of the bridge, assuming it is feasible to construct. Without construction of the bridge there are only two entry and exit points for vehicular traffic coming to and from the subject properties. They are the Route 28 and Innovation Drive interchange and the Rock Hill Road to Sterling Road. Any traffic analysis conducted should be done with and without the planned bridge.

- The Countywide Trails Plan shows a major regional trail system along the Dulles Toll Road.



**UP4 - GREATER HERNDON COMMUNITY PLANNING SECTOR
TRANSIT FACILITY RECOMMENDATIONS**



TRANSPORTATION RECOMMENDATIONS LEGEND

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

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.

FIGURE 5

Environment

The nomination areas are located in the Horsepen Creek Watershed and a significant portion of the 08-III-11UP and 08-III-12UP nomination areas include 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 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 6, 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 also located within one half mile of the DNL 60 dB noise contour for Washington Dulles International Airport. Furthermore, some of the nomination area may be affected by noise from the quarry located to the northwest in Loudoun County.

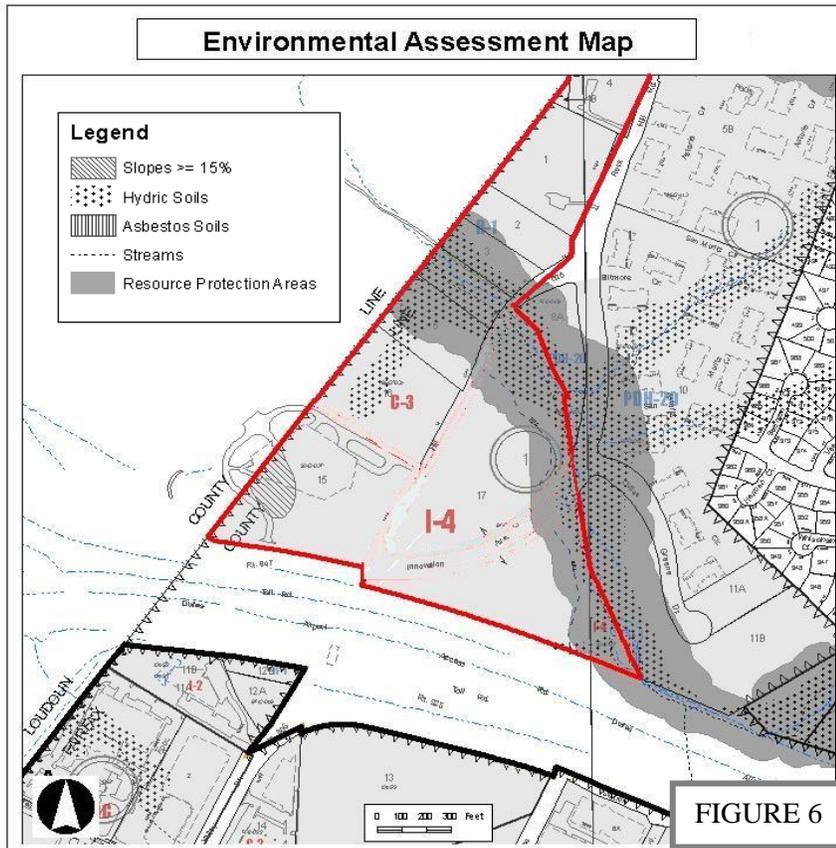


FIGURE 6

Fire and Rescue

There are concerns about current Fire and Rescue stations being able to meet response times that meet the objective stated in the Comprehensive Plan. 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. In addition, 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. Other stations to the south or east, Frying Plan and Reston Fire and Rescue Stations may need to respond to this site in future. 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 including the location of the planned north/south bridge over the Dulles Toll Road.

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 projected to be a capacity deficit at the high school level as shown in the chart below.

School	Capacity	Enrollment (9/30/08)	2009-2010 Projected Enrollment	Capacity Balance 2009-2010	2013-14 Projected Enrollment	Capacity Balance 2013-14
Hutchison ES	850	605	622	228	654	196
Herndon MS	1108	1039	1026	82	1094	14
Herndon HS	2084	2180	2247	-163	2108	-24

Using the County-wide student yield ratio, the charts below shows that a total of 140 students would be anticipated if the nomination areas are developed under the APR nomination proposals. It is noted that there is currently an on-going elementary school boundary study that includes Hutchison Elementary School and which is considering moving a portion of the McNair Elementary school boundary to Hutchison Elementary.

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	0.043	345	15	0.043	1000	43
Middle	0.011	345	4	0.011	1000	11
High	0.024	345	8	0.024	1000	24
			27 total	78 total		

APR Nomination Proposal: 08-III-12UP			
School level	Mid/High-rise multi-family ratio	Number of units	Maximum student yield
Elementary	0.043	800	34
Middle	0.011	800	9
High	0.024	800	19
			62 total

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.

- 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). Area-wide 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 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

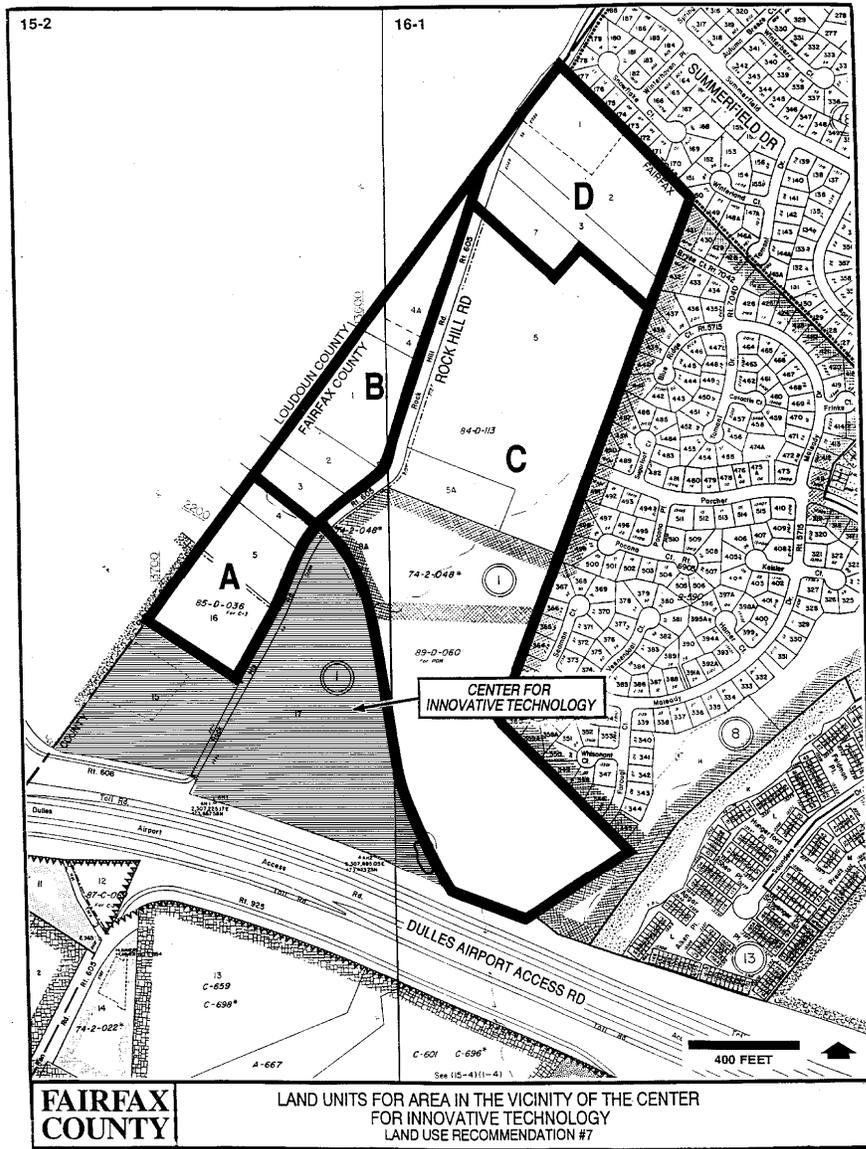


FIGURE 29

- 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 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.

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 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.

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.

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.

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.
- 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

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.

**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 Amendment Above Comp Plan	1,316	346	540	1,448	Trips 6,762
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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.

**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 Amendment Above Comp Plan						Trips
		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.