



**2008-2009 North County
Area Plan Review
Task Force Report
VDOT Review Items**

APR #08-III-7UP, 08-III-11UP and 08-III-12UP

**Dranesville
Supervisor District**

Planning Commission Public Hearing

February 25, 2010
8:15 PM

Board Auditorium
Fairfax County Government Center
12000 Government Center Parkway
Fairfax, Virginia 22035

This document contains the recommendations made from the 2008-2009 North County APR Dranesville Task Force to the County of Fairfax Planning Commission, for items which required Virginia Department of Transportation review of transportation impacts. Previous Task Force recommendations for items which did not require VDOT review were previously published as a separate document.

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.

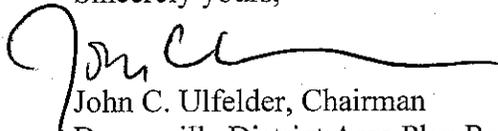
During its consideration of these nominations, the Task Force invited presentations as well as regular participation by representatives of the planning and transportation staffs of the Town of Herndon and Loudoun County. These representatives along with the Fairfax County staff working with the Task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

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,

A handwritten signature in black ink, appearing to read "John C. Ulfelder", with a long horizontal flourish extending to the right.

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

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 20. 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.

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.

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:

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

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. 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.

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

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

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:

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, and recreation) are constructed on the currently designated bridge access pad, separate direct pedestrian access to them is also encouraged.

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.
- 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.

- 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.

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.

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.

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.

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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.

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.

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.

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.

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.
- 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.
- 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.

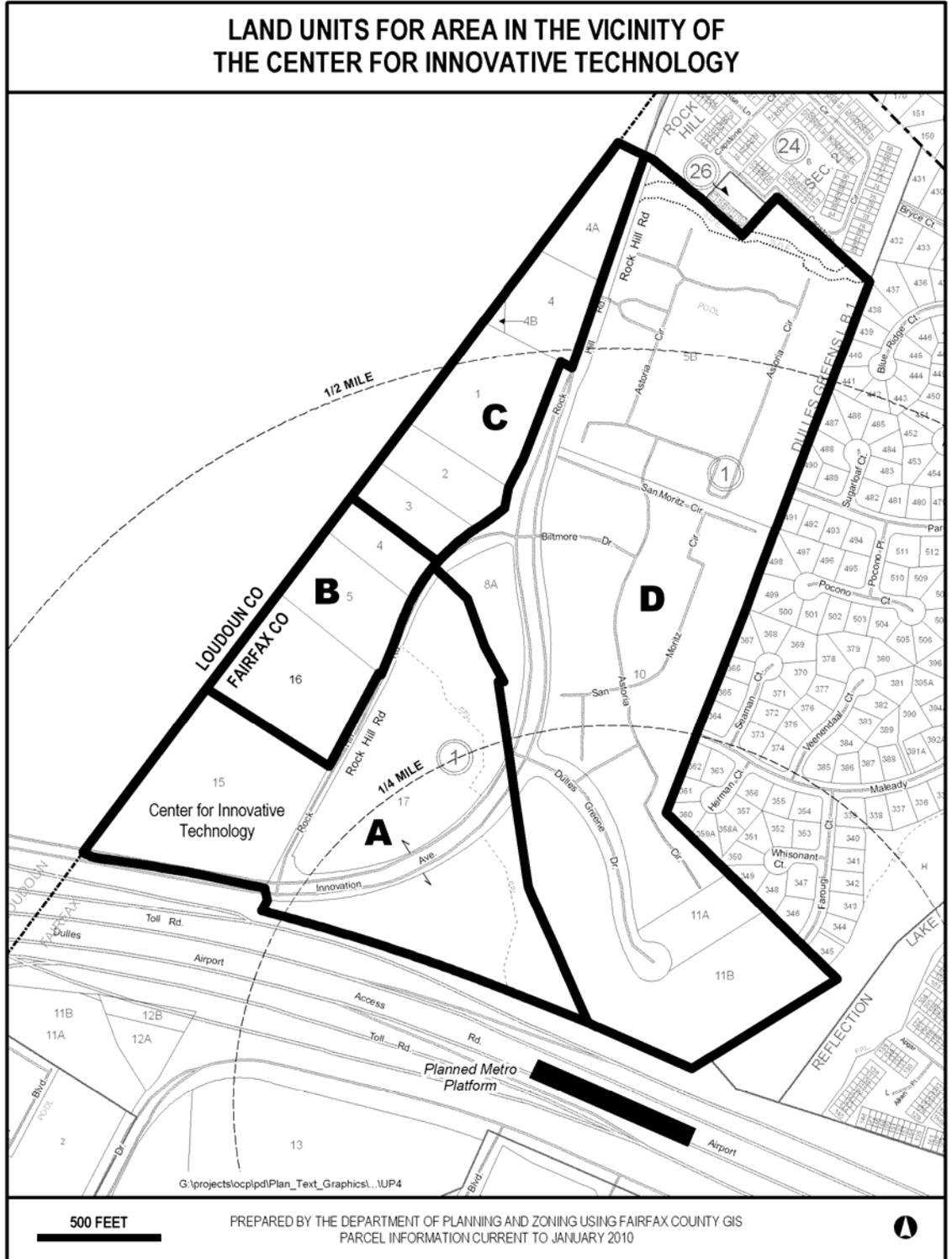
Only a portion of the parcels in these areas are located in Fairfax County. Consolidation of land or parcels should occur such that the development results in well-designed, high-quality uses that are functionally and visually integrated into the larger mixed use area planned in Loudoun County. Proposed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

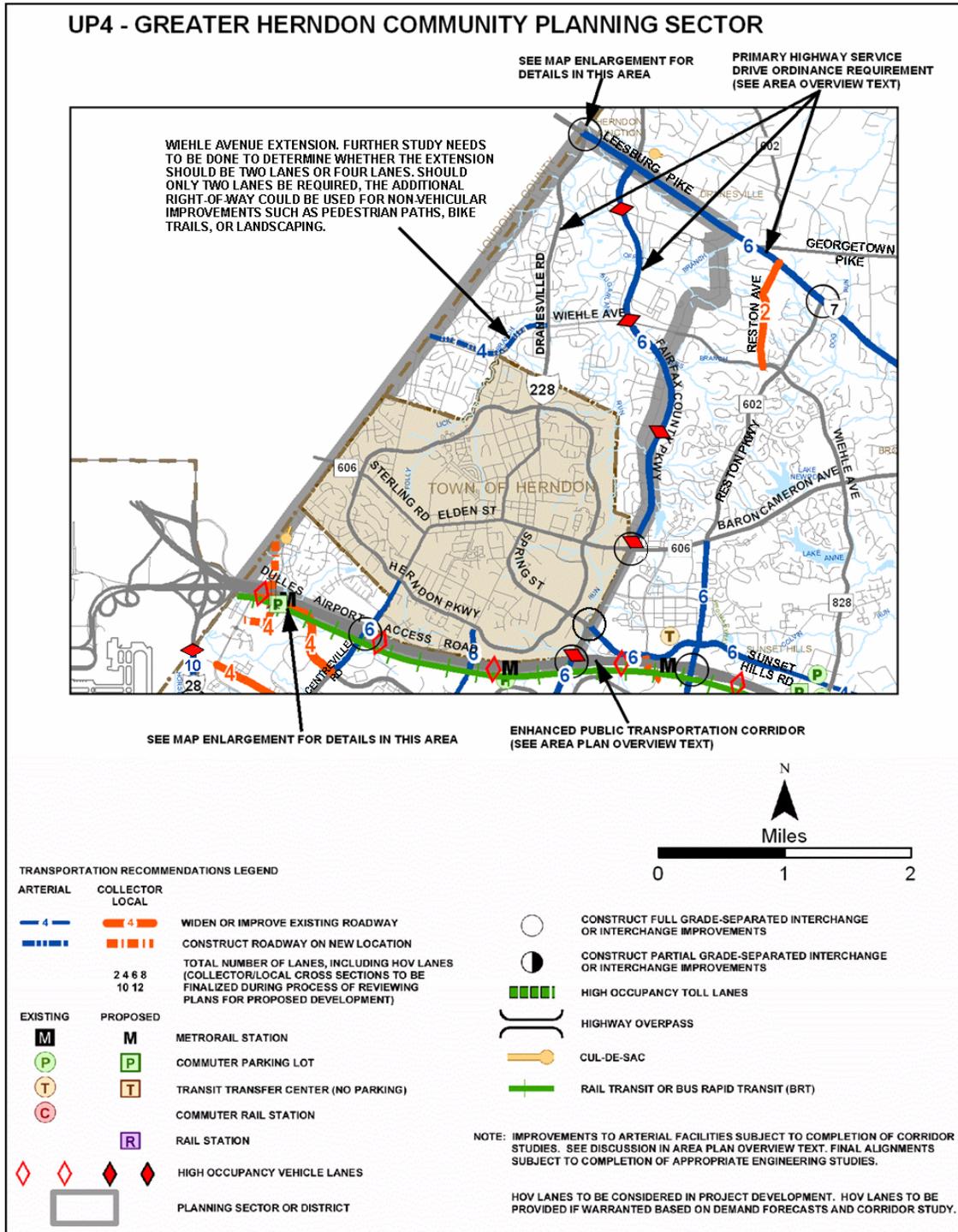
The following recommendations for Ring 2 and Ring 3 should also be addressed with any development proposal:

- 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.
- The non-residential component of the development should include office, hotel, and support retail uses. The office component should be at least 40 percent of the development, but not exceed 50 percent of the total gross floor area. Support retail uses, to be located in office, hotel or residential buildings, should not exceed 2 percent of the total gross floor area. Retail should support the residents' and employees daily needs so as to minimize trips to neighboring communities. Hotel uses are encouraged and may comprise between 5 to 15 percent of the total gross floor area.

- 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.

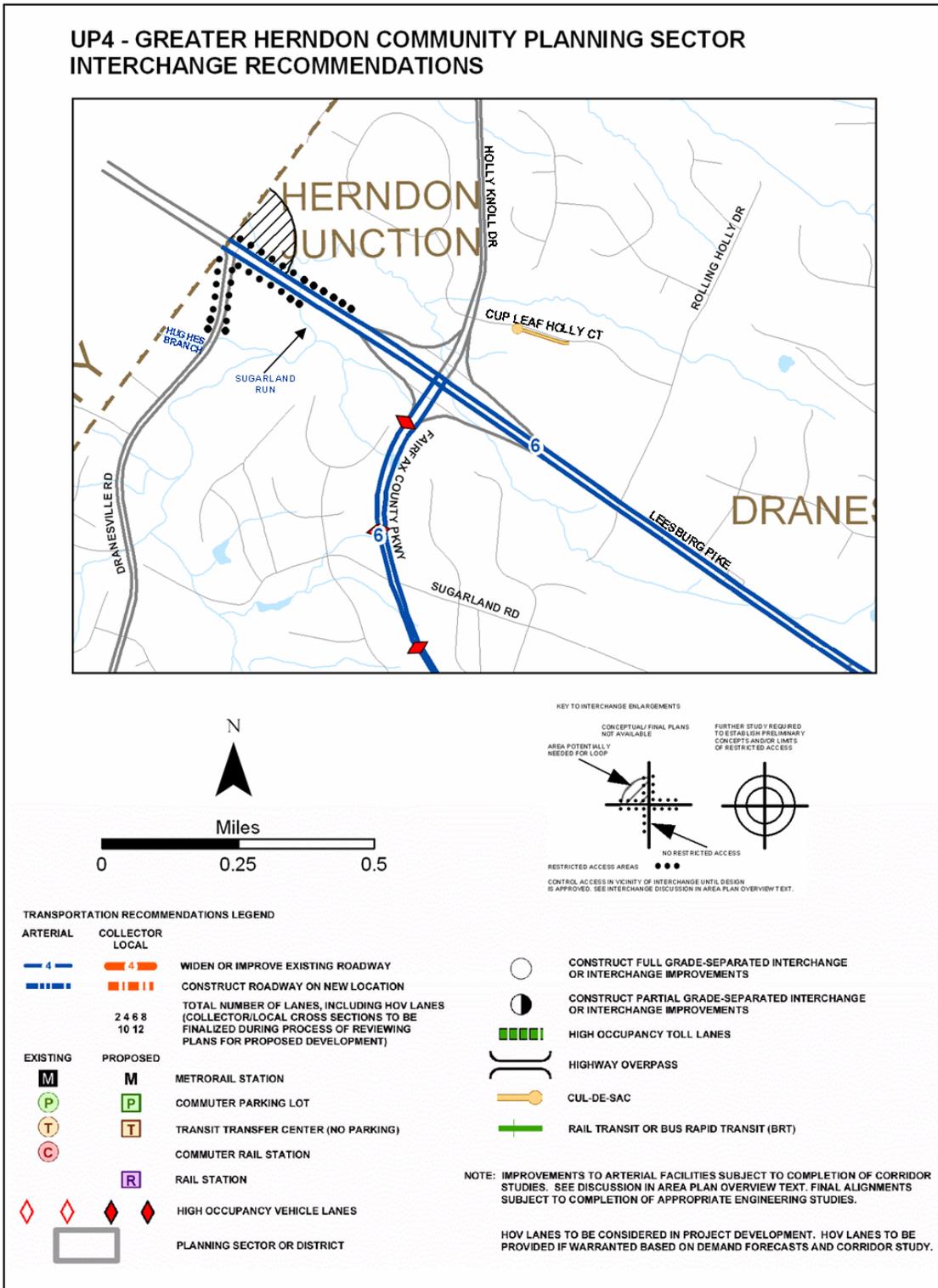
In addition, public facility, including fire police schools and recreation, transportation and infrastructure analyses should be performed in conjunction with any development application. The results of these analyses should identify necessary improvements, the phasing of these improvements with new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





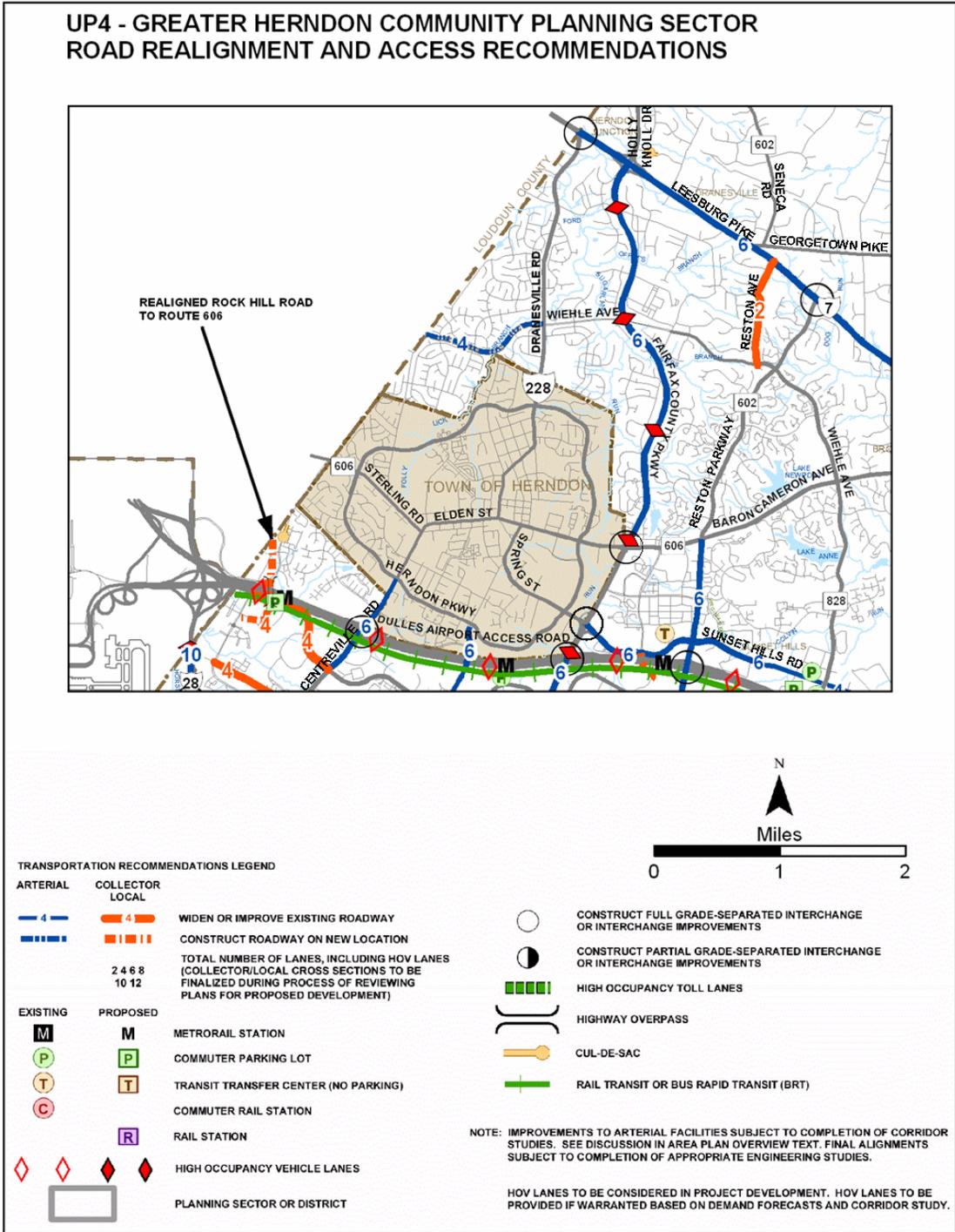
TRANSPORTATION RECOMMENDATIONS

FIGURE 32



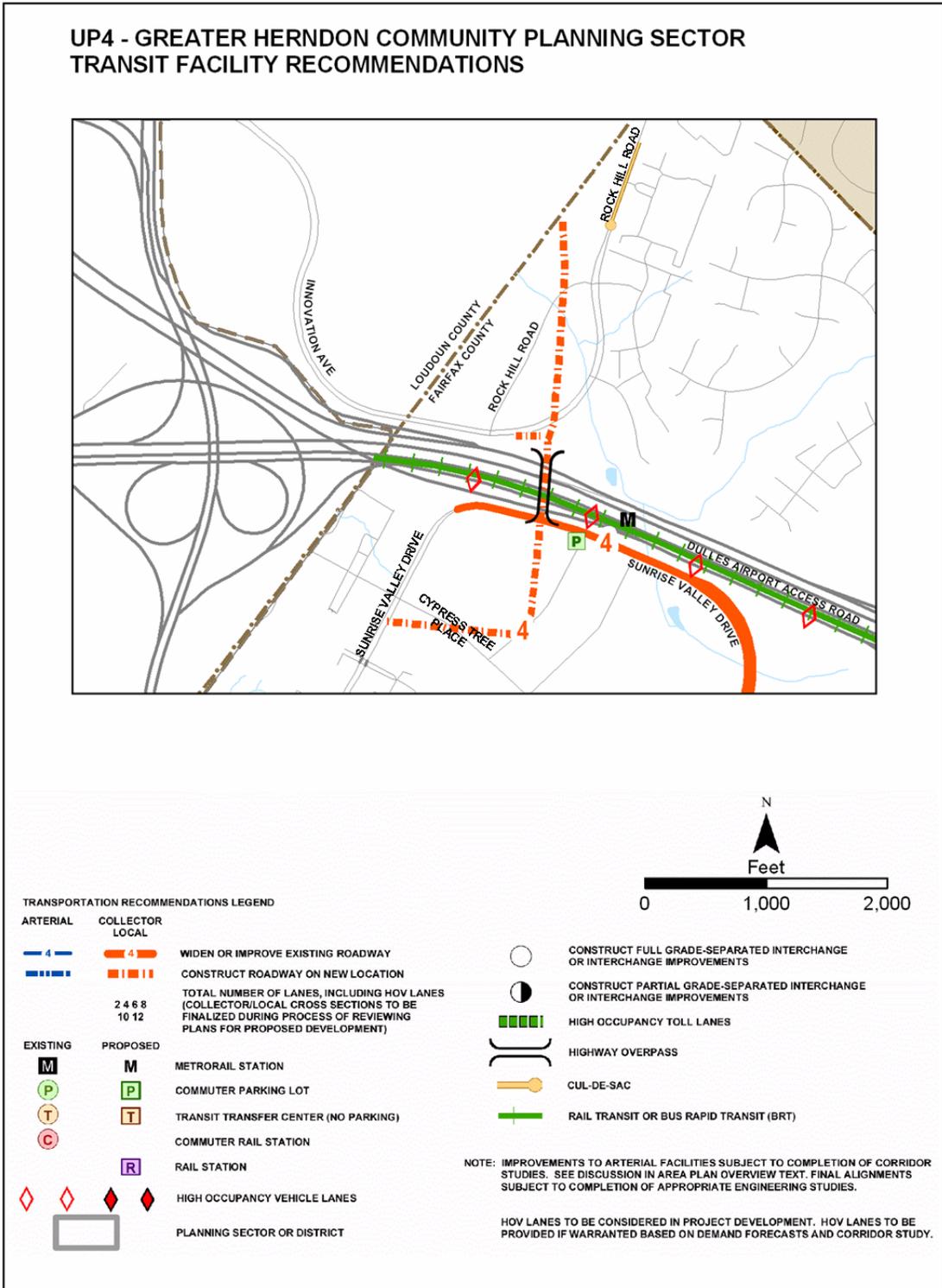
**INTERCHANGE RECOMMENDATIONS
 UP4 GREATER HERNDON COMMUNITY PLANNING SECTOR**

FIGURE 33



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

FIGURE 34



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

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
 - regional transportation improvements and investigate transportation implementation, timing and funding strategies.
 - traffic calming solutions and signal coordination in the Town of Herndon
 - 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
 - realigning Innovation Avenue in Loudoun County to foster the creation of a grid street pattern.
 - a coordinated approach to preserving environmentally sensitive features especially those associated with the Horse Pen Creek Watershed, which spans Fairfax and Loudoun Counties
 - identification of the best methods to monitor that the TDM measures are being met
 - staggered/distance pricing on Greenway
 - 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.