



PROPOSED COMPREHENSIVE PLAN AMENDMENT

ITEM: SSPA 2023-III-18UP
October 28, 2026

GENERAL LOCATION: North of Dulles Toll Road, south and west of Reflection Lake Community, east of Innovation Avenue.

SUPERVISOR DISTRICT: Dranesville

PLANNING AREA: Area III

PLANNING DISTRICT: Upper Potomac Planning District: UP4 - Greater Herndon Community Planning Sector

SPECIAL PLANNING AREA:

Dulles Suburban Center, Innovation Center Transit Station Area; Land Unit L-4

PARCEL LOCATION: 16-1 ((1)) 11A and 11B

For additional information about this amendment call (703) 324-1380

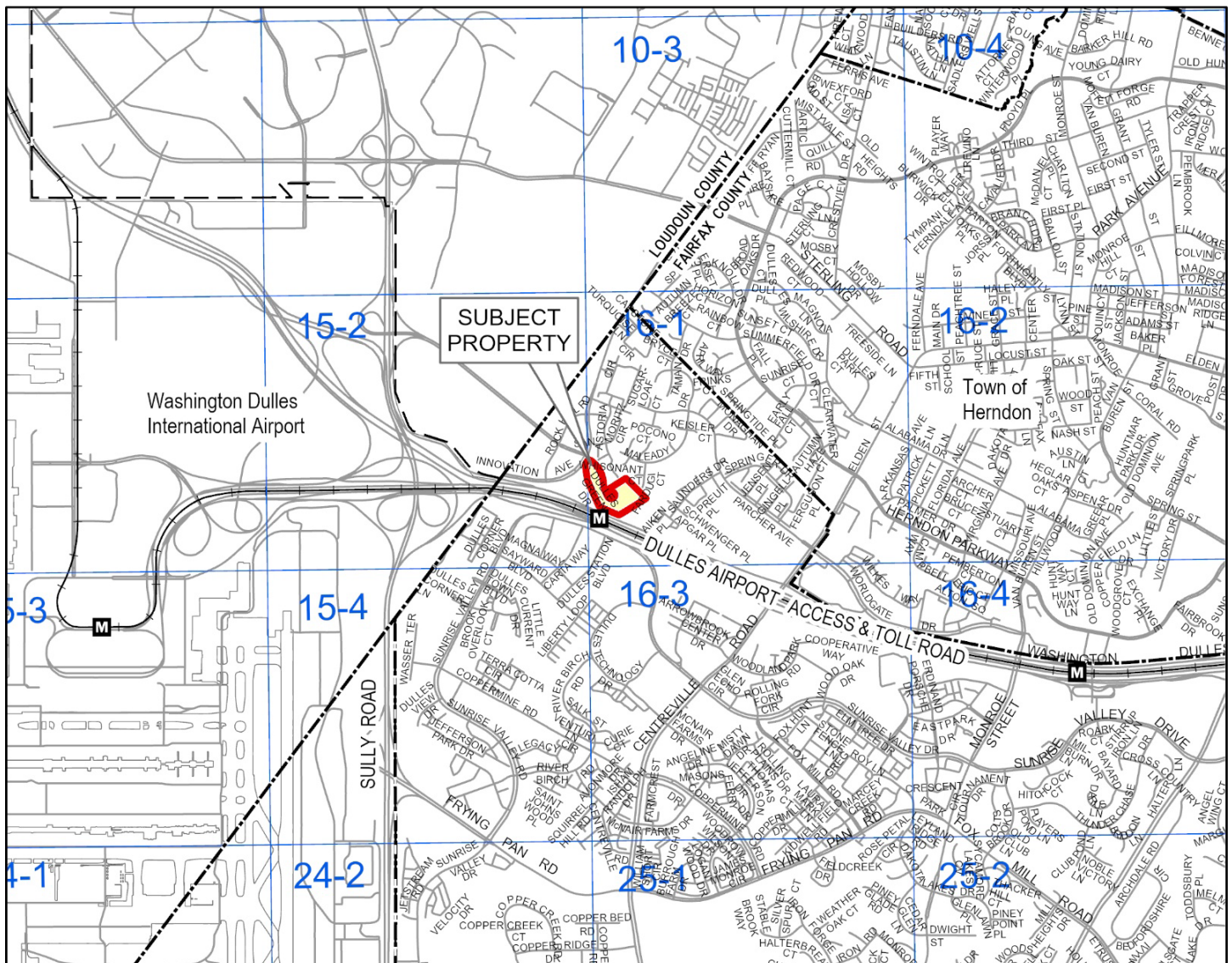
PLANNING COMMISSION PUBLIC HEARING:
Wednesday, November 18, 2026 @ 7:30 PM

BOARD OF SUPERVISORS PUBLIC HEARING:
Tuesday, December 8, 2026 @ 4:00 PM

**PLANNING STAFF DOES RECOMMEND
THIS ITEM FOR PLAN AMENDMENT**



Reasonable accommodation is available upon 48 hours notice. For additional information about accommodation call the Planning Commission office at (703) 324-2865, or the Board of Supervisors office at (703) 324-3151.



3000 FEET

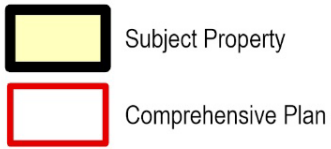
PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
SSPA 2023-III-18UP Dulles Greene



CURRENT PLAN AND PROPOSED CHANGE

PARCEL LOCATION MAP SHOWING CURRENT PLAN AND PROPOSED CHANGE FOR
SUBJECT PROPERTIES AND CURRENT PLAN MAP FOR ADJACENT AREAS

ITEM:
SSPA 2023-III-18UP



SUBJECT PROPERTY

Current Plan: Planned for residential use
at a density of 16-20 du/ac

Proposed Plan: Add an option for multifamily
residential use up to 440 dwelling units,
inclusive of affordable housing bonus.

2-3 DU/AC

Public Parks

8-12 DU/AC

Public Facilities

Mixed Uses

400 FEET

PREPARED BY THE DEPARTMENT OF PLANNING AND DEVELOPMENT USING FAIRFAX COUNTY GIS
PARCEL INFORMATION CURRENT TO JULY 2026



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STAFF REPORT FOR SITE SPECIFIC PLAN AMENDMENT 2023-III-18UP

BACKGROUND

On April 11, 2023, the Fairfax County Board of Supervisors (Board) authorized Site Specific Plan Amendment (SSPA) 2023-III-1UP for the Innovation Center Transit Station Area (TSA) North Study, covering Land Unit L of the Dulles Suburban Center. The Board asked staff to consider new land use guidance related to land use mix, density, and intensity within Land Unit L of the Dulles Suburban Center to include three proposals submitted during the 2022-2023 Countywide SSPA process: Dulles Greene (2023-III-18UP), Rock Hill Development (2023-III-20UP) and Rivana (2023-III-19UP).

After the authorization of the Plan amendment, and based on nominator interest and timing, the study area was further divided into three separate Plan amendments, one for each of the three SSPA nominations. This staff report pertains specifically to the review of Dulles Greene (SSPA 2023-III-18UP) for Tax Map 16-1 ((1)) Parcels 11A and 11B, located southeast of Dulles Greene Drive, north of the Dulles Airport Access and Toll Road, and within ¼ mile of the Innovation Center Metrorail Station. The Board adopted SSPA 2023-III-20UP for Rock Hill Road on November 18, 2025; additional study of SSPA 2023-III-19UP for Rivana is ongoing and will be considered separately in the future.

The initial 2022-2023 SSPA nomination considered approximately 500 multifamily units with the consolidation of both a county owned parcel, Parcel 11B, and the privately owned Parcel 11A. At the time, the nominator proposed units at 80% Area Median Income (AMI). In addition to the residential units, the proposal included the possibility of support uses, such as a childcare center.

Subsequently, Parcel 11B was transferred from the county to the Fairfax County Redevelopment and Housing Authority (FCRHA) who, jointly with the Department of Housing and Community Development (HCD), issued a Request for Proposals (RFP) for developers to develop, own, and operate an affordable housing development on Parcel 11B. True Ground Housing Partners (True Ground) was selected in January 2026. True Gound proposes approximately 440 multifamily units across the two consolidated parcels.

This Plan amendment is being reviewed concurrently with a rezoning application (RZ 2026-DR-00009). Any recommendation for this Plan amendment should not be construed as a favorable recommendation by the Board, the Planning Commission, or staff on the proposed zoning applications and does not relieve the applicant from compliance with the provisions of all applicable ordinances, regulations, and adopted standards.

CHARACTER OF THE SITE

The subject site is comprised of two parcels, totaling 11.52 acres, located north of the Dulles Airport Access and Toll Road and the Innovation Center Metrorail Station, south of the

Reflection Lake Community, east of Dulles Greene Drive and west of an unnamed stream. No direct vehicle access exists to Farougi Court to the north.

The site's topography gradually increases from west to east, with elevations increasing from roughly 340–350 feet on the western side to approximately 360 feet along the eastern edge near the Reflection Lake Community. Parcel 11B contains 9.6 acres of land, of which, only approximately 2.3 acres are developable, as the remainder of the parcel lies within a delineated Resource Protection Area (RPA). The parcel is undeveloped, although a large area serves as an interim athletic field. Parcel 11A contains 1.5 acres of land, which is currently vacant and partially forested. This is zoned for Planned Development Housing District at 20 du/ac (PDH-20)

The Innovation Station North Neighborhood Access shared use path was completed in February of 2026 and runs along the south side of the site, providing the area with a 10-foot paved pathway with direct access to the Metrorail Station, including a bridge over Horsepen Creek, as seen in Figure 1. Abutting neighborhoods, such as Reflection Lake Community have connections to the trail, and the trail was sited in a way to minimize impacts within the RPA. The trail includes substantial replanting along with pedestrian scale lighting. The majority of Dulles Greene Drive leading up to the site is unpaved and currently does not have a formal pedestrian connection to Innovation Avenue.



Figure 1: Aerial imagery highlighting the Innovation Station North Neighborhood Access shared use path; Source GIS with staff annotation.

CHARACTER OF THE AREA

The subject area is surrounded predominately by residential uses, as seen in Figure 2. To the northwest of the site are garden style apartments planned for and developed as residential at 16-20 dwelling units per acre (du/ac) and zoned PDH-20 (Planned Development Housing District, 20 du/ac). To the northeast are detached dwelling units planned for and developed as

residential at 2-3 du/ac and zoned R-3 (Residential District, 3 du/ac). To the east are attached dwelling units planned and developed as residential at 8-12 du/ac and zoned R-8 (Residential 3 du/ac). To the southwest of the site, the area is planned for public facilities, governmental and institutional uses, with options for mixed-use development associated with transit-oriented development, and is zoned I-4 (Medium Intensity Industrial District). To the southeast of the site are Resource Protection areas including Horsepen Creek. As noted, the Innovation Station North Neighborhood Access shared use path, with pedestrian bridges over Horsepen Creek, connects the surrounding residential neighborhoods to the Innovation Metrorail station.

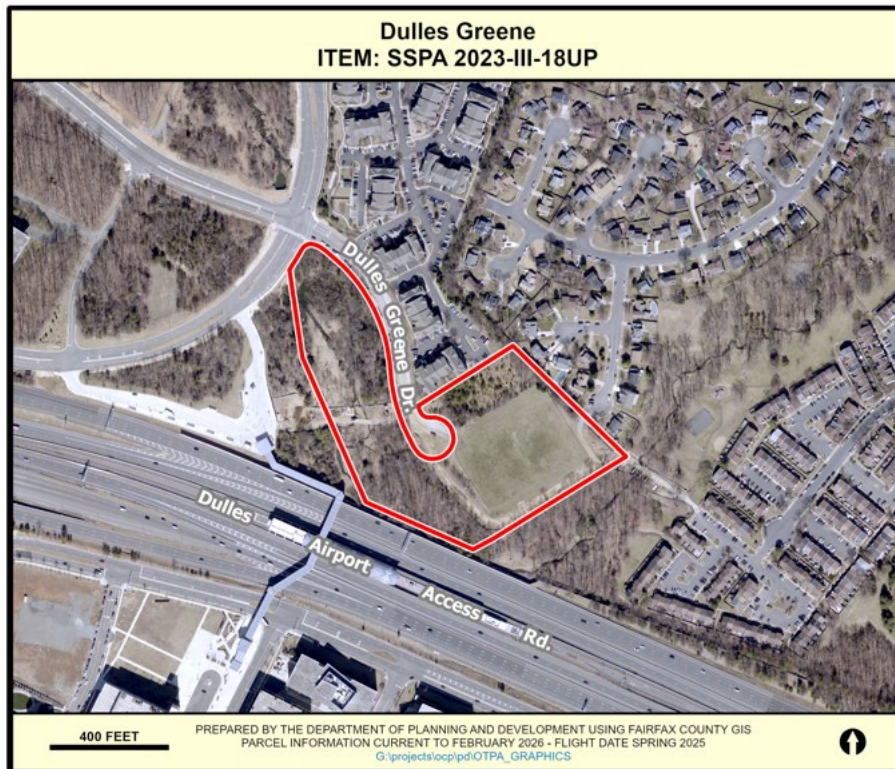


Figure 2: Dulles Greene Aerial Imagery 2026

PLANNING HISTORY

In November 1998, the Board of Supervisors authorized a special study of the Dulles Corridor, “The Reston-Herndon Transit Station Study,” to examine the areas around what would later become the Silver Line transit stations including the Innovation Center Metro Station.

On December 7, 1998, the Board of Supervisors approved PCA 89-C-060, a Boards’ Own Motion, with the Planning Commission having previously approved FDPA 89-D-060 on November 5, 1998. The applications permitted the 9.65 acres in Land Bay 5 (Parcel 11B) to be developed as an interim athletic field until the future transportation facility was constructed.

On May 21, 2001, the Board adopted Plan amendment 2000-01 (S98-CW-4CP) which added a higher intensity mixed-use option for the areas now identified as Land Unit L, including updated

Plan guidance for urban and transit-oriented uses and urban design guidelines. The southern portion of the land unit (including the area developed as the interim athletic field) was identified as the location for the commuter park and ride facility to support bus and rail transit in the Dulles corridor.

In 2014, the Board of Supervisors ultimately selected a different site for the future transportation facility and infrastructure improvements on the south side of the Dulles Airport Access and Toll Road. This site, the Innovation Center Station Parking Garage, was approved for a 2,100 space, eight level parking garage to serve bus and rail commuters.

In 2017, Plan amendment 2016-CW-3CP noted that Innovation Center TSA guidance was contained in two separate small area plans. Guidance for the northern portion was in the Upper Potomac Planning District, UP4 Greater Herndon Community Planning Sector, and guidance for the southern portion was in the Dulles Suburban Center. Since both areas are oriented toward the same Metro station, the Plan amendment relocated the guidance for Innovation Metro TSA (North) to the Dulles Suburban Center as Land Unit L.

ADOPTED COMPREHENSIVE PLAN TEXT

Land Unit L-4 is located east of Rock Hill Road within the Dulles Transition Area and the Dulles Suburban Center, and it comprises part of the northern portion of the Innovation Center Transit Station Area (TSA), as seen in Figure 3. Although physically located in the Dulles Suburban Center, the Upper Potomac Planning District areawide guidance applies to Land Unit L. In addition to land unit guidance for Land Unit L, the adopted Plan designates Land Unit L-4 for multifamily residential use at 16–20 dwelling units per acre, supported by a minimum of 5,000 square feet of neighborhood-serving office, retail, and daycare uses. A mix of low-rise garden apartments and mid-rise structures are encouraged to create appropriate transitions, and development should include a safe, well-connected pedestrian network linking open spaces, surrounding neighborhoods, Metrorail, and the countywide trail system.

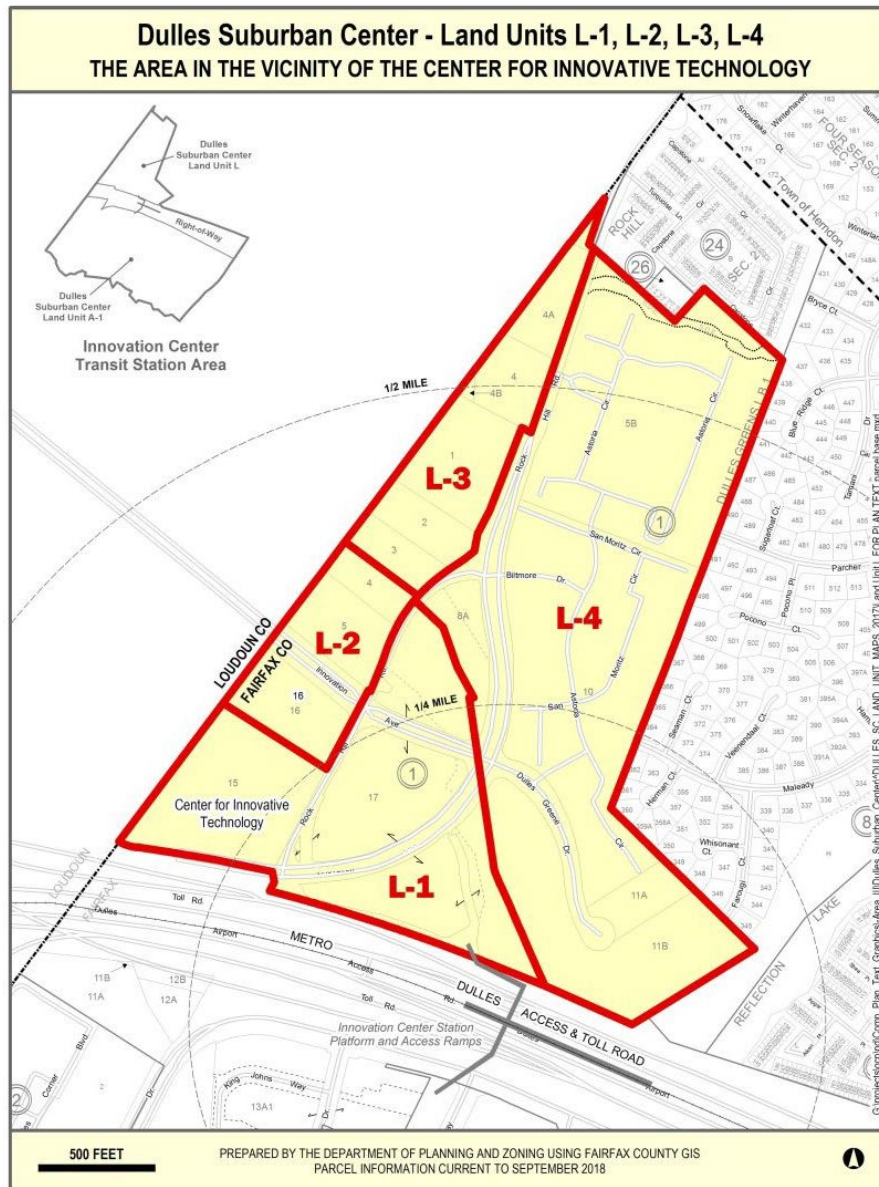


Figure 3: Land Unit L, Source: Fairfax County Comprehensive Plan

Historically, the southern portion of Land Unit L-4 was identified as a potential location for Metrorail-supportive commuter facilities, and the Plan text recommended phasing development from north to south to maintain this option. Although the county selected an alternative site in 2014, the adopted Plan language has not been updated. The text also notes that, if commuter parking were developed, joint public-private development incorporating support retail could be considered.

Site-specific conditions emphasize high-quality design and unified parcel consolidation, requiring that building height, bulk standards, and buffering protect the adjacent Reflection Lake neighborhood. Garden apartments next to existing homes are limited to 40 feet, mid-rise buildings may reach 65 feet facing Rock Hill Road, and all structures should adhere to a 50-degree bulk-plane standard from single-family lot lines. A substantial vegetated buffer of

75 feet, where feasible, and no less than 50 feet, should be provided, with noise-attenuating design if a commuter garage is constructed. Additional guidance calls for the inclusion of affordable housing consistent with county policy, provision of active recreation space, preservation of Environmental Quality Corridors, and interior noise mitigation to DNL 45 dBA. To prevent cut-through traffic, site access is limited to Rock Hill Road and Innovation Avenue, with no connections permitted to Farougi Court, Maleady Drive, or Parcher Avenue.

The Comprehensive Plan indicates that all development within Land Unit L-4 should conform to the Urban Design and Placemaking guidance for Dulles Corridor Transit Station Areas, as outlined in the Reston Transit Station Areas section of the Comprehensive Plan.

Comprehensive Plan text for Dulles Suburban Center, Land Unit L-4 is included as Attachment 1 for reference.

PROPOSED PLAN AMENDMENT

The Plan amendment proposes residential development on two consolidated parcels to support two buildings totaling 440 units. Building heights are proposed to step down from seven stories closer to the Metrorail Station to four stories adjacent to the Reflection Lake Community. A concept plan (Figure 4) submitted with the concurrent rezoning application illustrates how development could be arranged on the site, showing connections to the existing trail network leading to the station and public mews with open space and community amenities. This concept is illustrative and is provided for information only and should not be assumed to be a proposal that would be approved as part of the zoning application.



Figure 4: Dulles Greene Concept Plan submitted during rezoning. Source: True Ground Housing

Table 1 describes the Plan amendment quantification for the adopted and proposed Plan potential and net change.

Tax Map Parcels	Total Acres	Comprehensive Plan Potential* (16-20 du/ac)	Proposed Plan Potential	Net Changes
16- 1 ((1)) 11A and 11B	11.52 acres	222 dwelling units residential 5,000 square feet retail	440 dwelling units residential	+ 218 residential dwelling units - 5,000 square feet of retail

* Parcel 11B was planned for a commuter transit facility, but that transit facility was ultimately built on the south side of Dulles Airport Access and Toll Road.

Table 1: Quantification Table for Dulles Greene Plan Amendment. Source: Fairfax County

ANALYSIS

Staff evaluated the proposed Plan amendment with consideration of county goals for provision of housing and for development at the Innovation Center TSA. Other considerations include

adherence to Transit Oriented Development (TOD) Guidelines, the potential impact of additional residential uses on the transportation network, schools, parks and recreation, and environmental sensitivity.

Land Use

The subject property is located within the Innovation Center TSA, where the Concept for Future Development encourages compact, mixed-use, pedestrian-oriented development within walking distance of Metrorail. The site lies in Land Unit L-4 and is less than ¼ mile from the Innovation Station, an area that is designated for transit-oriented residential growth. The current Plan text has identified this site as the location for commuter facilities that would support Metrorail in the Dulles Corridor, however, in 2014, a site across the Dulles Toll Road was identified for and constructed with a new commuter facility. Therefore, the option to preserve this site as a commuter facility is no longer necessary, and an update to the language has been reflected in the proposed Plan text.

Land Unit L-4 is currently planned for multifamily residential use at 16–20 du/ac. The proposed Plan option would continue to allow for multifamily residential use, with an increase in density, up to 440 units (an increase of 218 multifamily units from the existing Plan potential). The site lies within the Horsepen Creek watershed and contains extensive environmentally sensitive features, including RPAs, FEMA-designated floodplain, county-recorded floodplain areas, and localized sump conditions. These environmental features, concentrated primarily on Parcel 11B along the southern and eastern boundaries, significantly limit the portions of the property that can be developed. This necessitates an innovative site layout to concentrate higher density on the parts of the site that are not encumbered by RPAs or floodplain. As a result, parcel consolidation or coordinated development is essential to protect the RPAs and floodplain, support open space and site design, while advancing improvements to the pedestrian network within the TSA.

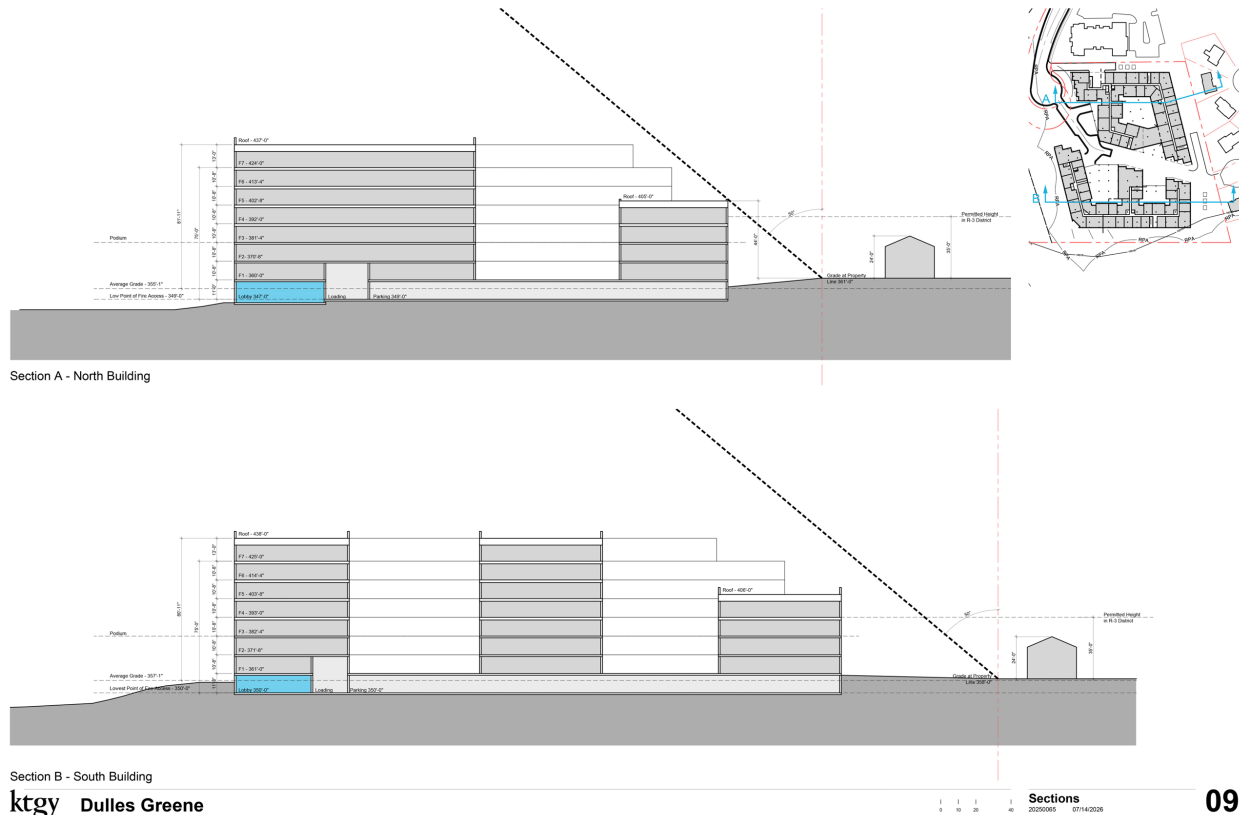
The Plan amendment supports County TOD Guidelines and the Countywide Housing Strategic Plan by locating new housing within walking distance of the Metrorail Station, concentrating the greatest density nearest transit, and expanding opportunities for low- and moderate-income households. It also prioritizes a well-designed public realm with connected, pedestrian-friendly streetscapes and public spaces that integrate natural areas and support environmental resource protection. Consistent with the Upper Potomac Planning District's urban design objectives, development should promote walkability between buildings and amenities, provide publicly accessible open space for recreation and visual relief, offer opportunities for shared parking, and make efficient use of limited land resources.

Compatibility with existing neighborhoods

The area surrounding the subject property includes a mix of detached, attached, and multifamily housing, establishing a varied residential context. The adopted Comprehensive Plan for Land Unit L-4 provides height and transition guidelines to ensure compatibility with the adjacent Reflection Lake community, limiting garden-style buildings to 40 feet and mid-rise buildings to 65 feet oriented toward Rock Hill Road, with all structures meeting the 50-degree bulk-plane requirement. The proposed concept updates heights but maintains the “transition” concept, transitioning from a seven-story, approximately 85 foot building near the Metrorail Station to a

four-story, approximately 45 foot building adjacent to the Reflection Lake homes, which are approximately 35 feet in height.

The site's topography, which rises from west to east, supports this transition. The area proposed for seven stories sits at a lower elevation, while the four-story portion sits on a higher elevation, nearly equal to the elevation of the Reflection Lake homes. This reduces perceived height, minimizes visual impacts, and maintains compliance with the bulk plane standard. This natural elevation strengthens compatibility by limiting prominence at the neighborhood edge, as seen in Figure 5.



Section A - North Building

Section B - South Building

ktgy Dulles Greene

Sections
0 10 20 40
20230005 07/14/2028

09

Figure 5: Building heights and angle of bulk plane; Source, True Ground Housing

Height flexibility may be appropriate where the proposal demonstrates strong compatibility with existing residential development, including clear massing transitions, increased setbacks, and enhanced landscaping or buffering. Additional considerations include context-sensitive building placement, reduced apparent bulk, and a harmonious edge condition that respects existing neighborhood scale. Urban Design and Placemaking guidance for Dulles Corridor Transit Station Areas, as outlined in the Reston Transit Station Areas section of the Comprehensive Plan, should be adhered to.

Affordable Housing

The Fairfax County Housing Needs Assessment, presented to the Board of Supervisors Housing Committee in February 2026, estimates that the county will need between 41,000 and 95,000 additional housing units by 2035 to meet future demand and maintain a healthy housing market.

This underscores the importance of advancing development opportunities that meaningfully contribute to the county's housing supply and affordability objectives. The proposed Plan amendment supports several key Comprehensive Plan policies from the Housing element including Objective 1 policies b, c, and d, by increasing the housing supply and locating new units within a transit-accessible activity center. It also aligns with Objective 1 policy g, which prioritizes the use of county owned land for the development of housing affordable to households earning 60 percent of the Area Median Income (AMI) or below.

The proposal includes approximately 440 multifamily units reserved for households in the 30-60 percent AMI range, representing an increase of more than 200 units above current Comprehensive Plan recommendations. By placing additional affordable housing within walking distance of the Innovation Metrorail Station, the amendment strengthens equitable access to transit, expands affordability in a high-opportunity location, and supports the county's broader economic development and workforce goals.

Transportation

The site is located north of the Dulles Access Toll Road and the Innovation Center Metrorail Station, and east of Dulles Greene Drive. There is no direct vehicular access from Dulles Greene Drive through Farougi Court. Currently, Dulles Greene Drive is not fully constructed, and does not have a continuous sidewalk connection from the subject site to Innovation Avenue.

Trip Generation

In Table 2, Fairfax County Department of Transportation (FCDOT) staff compare vehicular trips generated by development potential in the adopted Comprehensive Plan and the proposed Plan amendment. Staff's analysis determined that the proposed Plan would result in an increase of 759 daily trips as compared to the current adopted Plan. Peak hour trips for the proposed Plan option would increase in the AM (by 12 trips) and PM (by 5 trips) peak hours, as compared to the current adopted Comprehensive Plan.

Dulles Green					AM			PM	
Development Type	Quantity	Unit	Daily	Total	In	Out	Total	In	Out
Adopted Plan									
Day Care Center (565)	5,000	Sq. Ft	238		55	29	26	56	26
Residential (ITE 221)	230	D/U	1,093		74	26	48	67	43
Total			1,331		129	55	74	123	69
Proposed Plan									
Residential (ITE 221)	440	D/U	2,090		141	51	90	128	83
Total			2,090		141	51	90	128	83
Net Change			759		12	-4	16	5	14

* Trip generation estimates are derived from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021). Trip Generation estimates are provided for general, order-of-magnitude comparisons only, and do not account for pass-by, internal capture, or mode-share traffic reductions.

Table 2: Trip Generation for SSPA Nomination 2023-III-18UP.

The Comprehensive Plan Transportation Plan Map (see Figure 6) shows a four-lane overpass over the Dulles Toll Road, connecting Innovation Avenue with Sunrise Valley Drive, to be constructed to the west of the parcel and neighboring Metrorail Station.

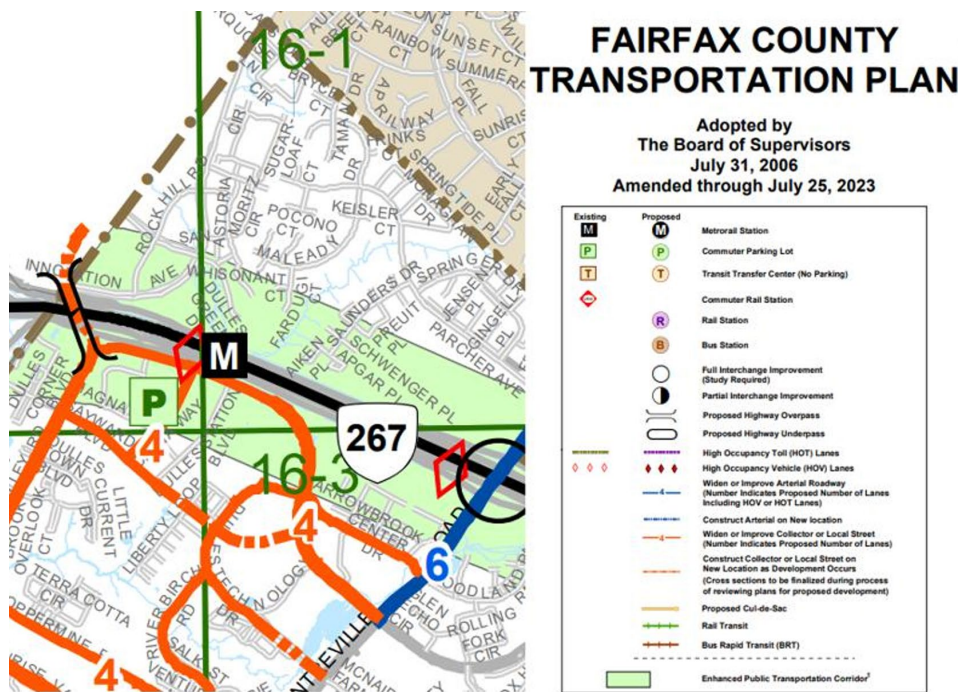


Figure 6: Comprehensive Plan Transportation Map, Source: Fairfax County Comprehensive Plan

Transit

The site is currently serviced by Fairfax Connector Route 552 and Loudoun County Transit Routes 320, 321, 322, and 323. These routes serve the Metro Station bus bay and pass by the site on Rock Hill Road and Innovation Station. The Washington Metropolitan Area Transit Authority (WMATA) Metrorail Silver Line also runs along the Dulles Toll and Access Roads, with a stop at nearby Innovation Center Metro to the west and south of the site.

Fairfax Connector route 552 provides rush hour service only, between Innovation Station and the Wiehle Reston East Metrorail Station, via Herndon Parkway, Reston Town Center and Lake Anne Village Center. Loudoun County Transit Route 320/321 provides service between George Washington University and Innovation Station. Loudoun County Transit Route 322 provides service between Dulles Town Center and Innovation Station. Loudoun County Transit Route 323 provides service between Sterling and Innovation Station. All routes stop at the Innovation Station Bus Bays, which are within a quarter-mile walk.

Active Transportation

Currently, there is a 5 to 7-foot paved path (shared-use path) for pedestrian and bicycle use on the southern side of Innovation Avenue. The Innovation Station North Neighborhood Access shared use path was also recently completed, providing the site with a 10-foot paved pathway with direct access to the Metrorail Station, including a bridge over Horsepen Creek. The trail was sited to minimize impacts to the RPA, retain as much of the existing interim athletic field as possible, and provide substantial replanting along with pedestrian scale lighting. Its purpose is to serve as a pedestrian/bicycle connection from the surrounding communities to the Metrorail station.

The Fairfax County [Active Transportation and Trails Plan](#) (ATTP), as shown in Figure 7, recommends 12-foot special area plan trails within the Innovation Center TSA, including along both sides of Dulles Toll Road, Innovation Avenue, Dulles Greene Drive, and Rock Hill Road. The ATTP also offers alternative recommendations for cycle tracks with enhanced sidewalks, if there is a need to separate pedestrians from bicycles. Trails through the open space are also recommended east and west of the site, connecting with neighboring communities and the Innovation Station Metrorail Station.

To the west of the site, there is a pedestrian connection planned over the Dulles Airport Access and Toll Road, which would likely come with the planned roadway overpass. There are also pedestrian bridges across the Dulles Airport Access and Toll Road already in place, accessing the Metrorail platforms.

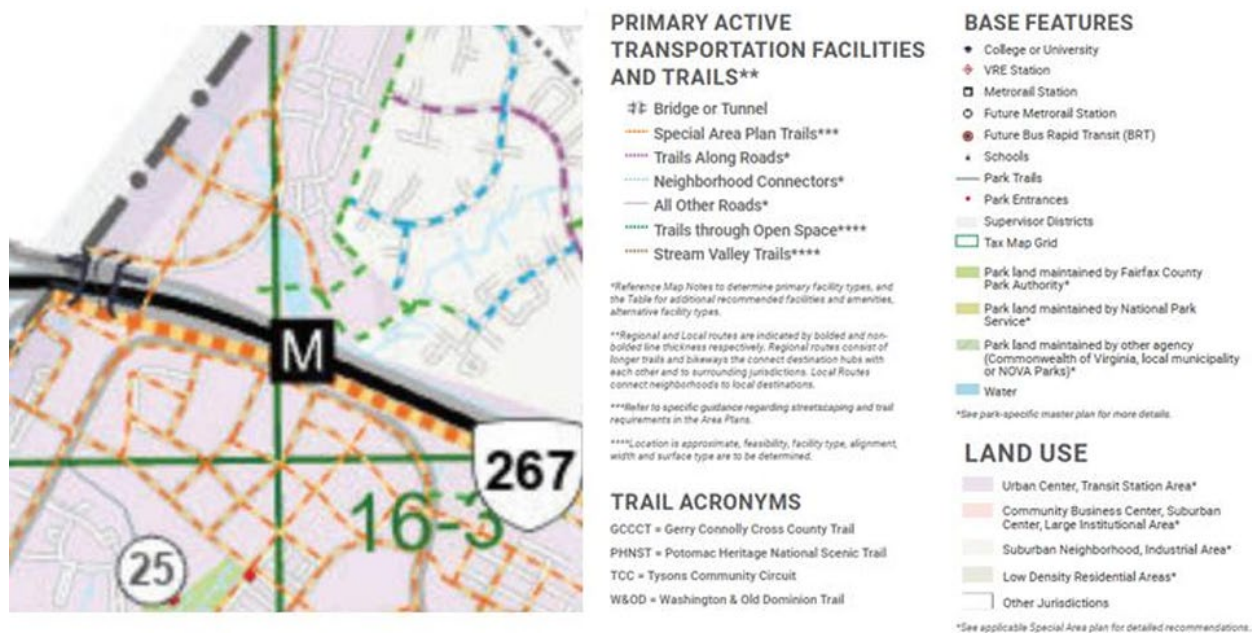


Figure 7: Active Transportation and Trails Plan map

Recommendations

Fairfax County Department of Transportation staff recommend the following items to address anticipated transportation impacts regarding the subject site which may be implemented with a future zoning application for the subject property:

- Urban trails are recommended on both sides of Dulles Greene Drive, if feasible.
- Local trails through open space, per the ATTP, should be planned and accommodated with potential future connection points.
- Pedestrian crossings at the intersection of Innovation Avenue and Dulles Green Drive, in proximity to the Metrorail Station, should be upgraded with high visibility crosswalks, on all four legs, with raised medians or refuge islands, if feasible.
- Pedestrian circulation should be developed to facilitate pedestrian movement, safety, and connectivity.
- Pedestrian and bicycle facilities should be developed and improved to facilitate a cohesive network that is safe and comfortable, and a less stressful environment, by providing upgraded

pathways, additional buffering and/or distance from the roadway. Street trees that provide shade to these facilities and pedestrian scale lighting could also improve conditions.

- The intersection of Innovation Avenue and Dulles Green Drive should be monitored and evaluated to determine if additional transportation improvements are needed, such as a roundabout or a traffic signal, with coordination with VDOT.
- The recently completed Innovation Station North Neighborhood Access shared use path should be maintained as a pedestrian and bicycle connection.

Schools

For School Year (SY) 2025-26, the schools serving the subject property are Herndon High School (HS), Herndon Middle School (MS), and Hutchison Elementary School (ES). Figure 8 shows the following projections that were published in the Fairfax County Public Schools (FCPS) Adopted Capital Improvement Program (CIP) Fiscal Year (FY) 2027-31 and do not reflect the increase in the number of students resulting from the Comprehensive Plan amendment.

School	Program Capacity SY 2025-26	Membership SY 2025-26	Capacity Utilization SY 2025-26	Projected Membership SY 2030-31	Projected Capacity Utilization SY 2030-31
Herndon HS	2,677	2,074	77%	1,911	71%
Herndon MS	1,005	902	90%	776	77%
Hutchison ES	939	922	98%	760	81%

Figure 8: Source, Adopted Capital Improvement Program FY 2027-31, February 2026.

The school capacity table shows a snapshot in time of student membership and school capacity balances. The five-year student membership projections and individual school capacity evaluations are updated annually by FCPS. Potential school expansions and new schools are included in the FCPS CIP for future consideration based on the most recent five-year projections and capacity evaluations from SY 2025-26. Any option(s) chosen for implementation will be discussed and decided through a transparent process in accordance with Fairfax County School Board Policies and Regulations. At this time, Herndon HS is considered to have a capacity surplus, Herndon MS is considered to have sufficient capacity for current programs and future growth, and Hutchison ES is approaching a capacity deficit. If development occurs under the existing zoning, Herndon HS, Herndon MS, and Hutchison ES would be considered to have a capacity surplus by SY 2030-31. Beyond the five-year projection horizon, membership projections are not available.

Impact

The tables below show the potential student yield by school level, calculated using the FCPS 2022 countywide student yield ratios based on the number of housing units proposed in this Comprehensive Plan amendment. The type of multifamily is yet to be decided at this stage of the process. For this analysis, the potential student yield was calculated for both low-rise multifamily housing units and mid/high-rise multifamily housing units. The higher end of the range assumes mostly low-rise multifamily housing units whereas the lower end of the range assumes mostly mid/high-rise multifamily housing units.

Potential Student Yield – Adopted Comprehensive Plan

School Level	Planned Number of Housing Units	Potential Student Yield
High	230	6-23
Middle	230	4-13
Elementary	230	14-46
Total Student Count		24-82

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

Potential Student Yield – Proposed Comprehensive Plan

School Level	Proposed Number of Housing Units	Potential Student Yield
High	440	12-43
Middle	440	8-25
Elementary	440	27-89
Total Student Count		47-157

Source: FCPS, 2022 Countywide Student Yield Ratios, June 2022.

Summary:

Based on the FCPS Adopted CIP FY 2027-31, the high school is considered to have a capacity surplus, the middle school is considered to have sufficient capacity for current programs and future growth, and the elementary school is approaching a capacity deficit. For projected membership, assuming no change to programs and boundaries, the high school, the middle school, and the elementary school would be considered to have a capacity surplus, prior to consideration of any comprehensive plan amendment or rezoning. This analysis is a snapshot in time for student membership and school capacity balances.

With a Comprehensive Plan amendment that proposes an increase in residential density, the membership at these schools will necessarily increase. Any future development applications or Comprehensive Plan amendments would need to be analyzed along with this Comprehensive Plan amendment to determine the future impact on capacity. The impacts of a Comprehensive Plan amendment may occur beyond the five-year projection horizon and conditions of a school and/or school boundaries may change by the time the residential density proposed by this Comprehensive Plan amendment is realized.

Capital Improvement Program Potential Solutions

The FCPS Adopted CIP FY 2027-31 includes potential solutions to alleviate current and projected school capacity deficits. Any option(s) chosen for implementation will be discussed and decided through a transparent process in accordance with Fairfax County School Board Policies and Regulations. Based on the identified capacity needs for current and projected programs and growth, the FCPS Adopted CIP FY 2027-31 identifies the existing need for one new school in this region to alleviate overcrowding. This new school is identified as Silver Line ES.

Parks and Recreation

The Parks and Recreation element of the Policy Plan and Dulles Suburban Center Comprehensive Plan describes the need to mitigate adverse impacts to park and recreation facilities caused by growth and development; it also offers a variety of ways to offset those impacts, including contributions, land dedication, development of facilities, and others (Parks and Recreation, Objective 6, p.8). The Parks and Recreation element of the Policy Plan includes an Urban Parks Framework that provides urban parkland standard and detailed guidance on urban park development.

The Innovation Center TSA and surrounding area are substantially deficient in both parkland and other recreational facilities. Existing nearby parks (FCPA's Alabama Drive, Arrowbrook, Bruin, Chandon, Dulles Station Community, Frying Pan Stream Valley, Merrybrook Run Stram Valley, Stratton Woods as well as the Herndon Centennial Golf Course, NOVA Park's Washington & Old Dominion, Reston's Colts Brook, and Tournament Rec Area, and the Town of Herndon's Bready, Cuttermill, and Trailside) meet only a portion of the demand for parkland generated by residential development in the service area of the nomination. Given the existing deficiency, it is important that any future development of the subject property consider and address the needs of future residents onsite. Development of urban parks such as pocket parks, plazas, common greens and recreation focused urban parks should be integrated into the development to provide onsite recreation and strengthen the sense of place.

Consistent with the Urban Parks Framework, parks should be located in visible, easily accessible areas with high pedestrian activity. The conceptual plan for Dulles Greene illustrates a pedestrian mews that enhance the public realm and creates future connections from existing neighborhoods to the Metrorail Station; any such connections should ensure safe pedestrian crossings. Proposed park spaces should include active amenities such as fitness equipment, playgrounds, and multigenerational recreation areas, along with passive elements like shaded seating, walking trails, and native plant gardens. Detailed implementation of these features will occur during the zoning stage in accordance with the Urban Parks Framework.

Environment

The site is located within the Horsepen Creek Watershed and contains several notable hydrologic features, as shown in Figure 9. These include Resource Protection Areas (RPA, shown in red), floodplain (shown in blue), and Environmental Quality Corridor (EQC, shown in green). Surface water flows generally to the northwest. Within the study area, Parcel 11B contains a large graded and cleared athletic field, while Parcel 11A includes partially forested areas with early successional vegetation. The site's topography gradually increases from west to east, with elevations increasing from roughly 340–350 feet on the western side to approximately 360 feet along the eastern edge near the Reflection Lake Community.

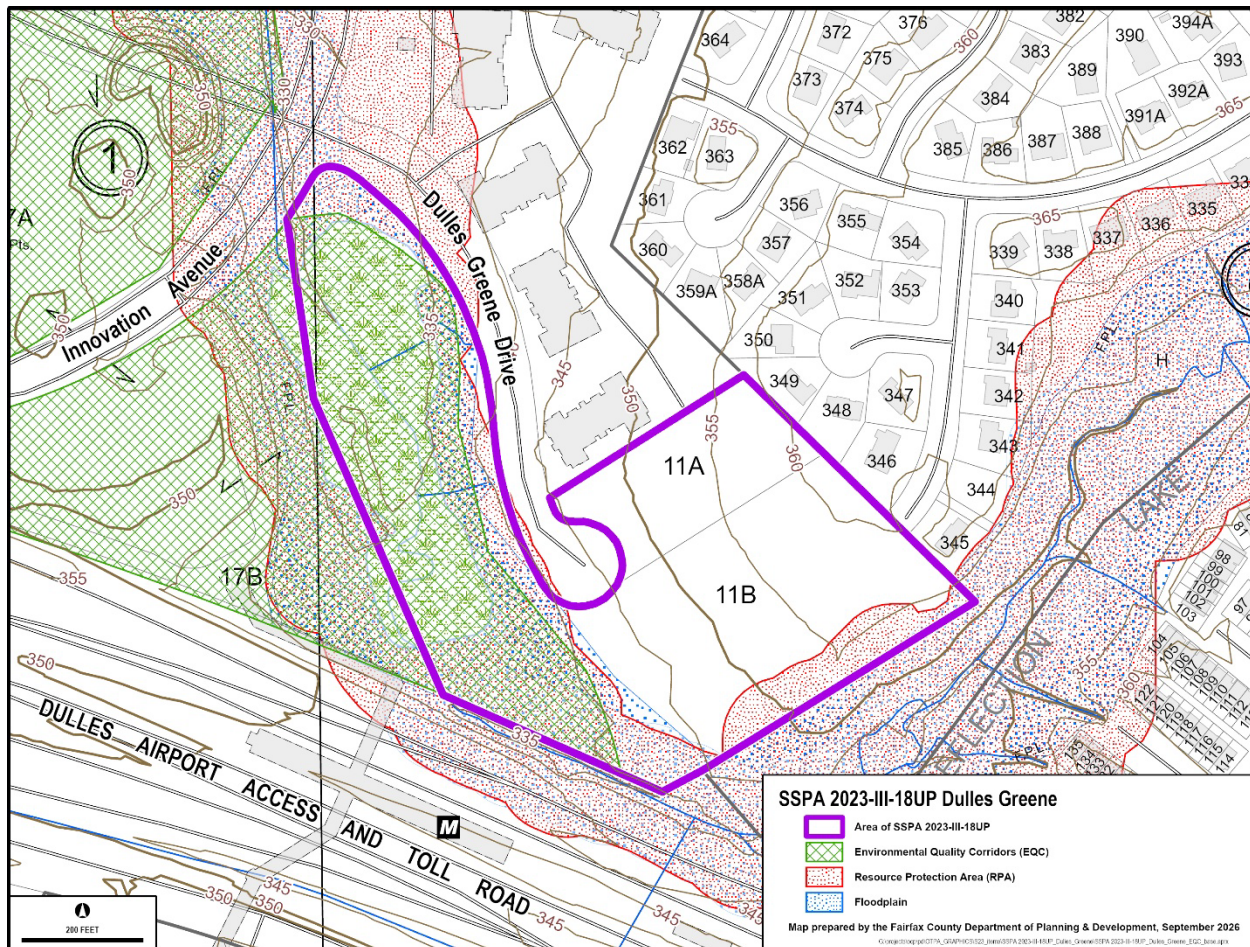


Figure 9: Source: Fairfax County GIS

Existing environmental policies in both the Environment element of the Policy Plan and the Dulles Suburban Center are generally adequate to address issues related to stormwater management, forest resources, green building, electric vehicle charging, and lighting. Implementation of this guidance would be demonstrated with a future development application.

Resource Protection Areas (RPA), Environmental Quality Corridors (EQC), and Floodplain

The study area contains portions of RPA south of Innovation Avenue and immediately west of Dulles Greene Drive. Countywide policy provides guidance pertaining to EQCs and the delineation process which occurs during the review of zoning applications. However, any future development should avoid encroachment in the RPA and any EQC to the extent possible; disturbance within the RPA and potential EQC should be limited to restoring and enhancing the environmental features.

The Environment element of the Policy Plan has policies that address RPAs, EQCs, and floodplains; those standards apply fully to this site and would need to be addressed during the rezoning stage. To avoid redundancy and ensure consistency with the Policy Plan, the existing

site-specific EQC language is recommended for removal, as the countywide guidance provides the necessary direction for protecting these resources.

Noise Impacts

The study area lies outside the mapped Airport Noise Contours but is adjacent to the Dulles Airport Access and Toll Road, where transportation noise levels may exceed DNL 65 dBA, triggering mitigation requirements for noise-sensitive uses such as residences and outdoor recreation areas. The Policy Plan's Environment element, Objective 4, emphasizes minimizing exposure to unhealthful transportation-generated noise. Under this guidance, development exposed to DNL 65–75 dBA must provide a noise study and implement appropriate mitigation to achieve interior noise levels of DNL 45 dBA and outdoor levels of DNL 65 dBA. Residential uses are generally discouraged when highway noise exceeds DNL 75 dBA or aircraft noise exceeds DNL 65 dBA; however, in more urbanized settings, particularly near major highways and Metrorail, broader planning objectives may support residential or other noise-sensitive uses even where projected noise levels exceed DNL 75 dBA, provided that mitigation and disclosure requirements are met.

The Policy Plan's Environment element already provides comprehensive countywide standards for addressing transportation-generated noise, including guidance for noise studies and mitigation to achieve interior levels of DNL 45 dBA. These standards fully apply to this site and will be implemented during the rezoning review. To maintain consistency and avoid redundancy, the existing site-specific noise attenuation language is recommended for removal, as the Policy Plan guidance sufficiently addresses noise mitigation for future development.

Wastewater

Sewage generated within the Plan amendment area is treated at the Blue Plains sewage treatment facility in Washington D.C. The county's existing allocation at Blue Plains is sufficient to accommodate projected sewage flows through 2050 for all adopted and proposed land use scenarios. Sanitary sewers serving the Plan amendment area have adequate sewer conveyance capacity to serve the additional flow for the proposed Plan option at present. Applications proposing new development within the Plan amendment area will need to evaluate wastewater conveyance capacity needs during the land development review process per the Zoning Ordinance.

CONCLUSION

The Dulles Greene Plan amendment proposes to add an option under Land Unit L-4 of the Dulles Suburban Center for multifamily residential use up to 440 units within ¼ mile of the Metrorail Station. The subject site is located within the Innovation Center TSA, where the Concept for Future Development encourages compact, walkable, higher intensity development in proximity to Metrorail. Updating the Plan to remove outdated commuter facility references enables the county to capitalize on the site's strategic location within ¼ mile of Innovation Station and reflect TOD objectives and current development.

The proposed amendment indicates that height flexibility may be considered if the development clearly demonstrates compatibility with surrounding residential areas through scale and form, enhanced buffering and landscaping, and techniques to minimize building massing such as utilizing existing topography, building setbacks or step backs in height, or other design techniques. The Plan amendment further considers strengthening pedestrian connections within the Innovation Center TSA and improved open space to enhance public benefits. The amendment aligns with countywide TOD and Housing objectives by expanding affordable housing opportunities within walking distance of Metrorail and establishing expectations for a high-quality public realm.

Environmental policies in the Policy Plan address stormwater management, noise mitigation standards, floodplain constraints, RPA and EQC protection, tree cover, and green building practices. As these policies will apply during rezoning, redundant site-specific environmental language has been removed to ensure consistency with countywide guidance and streamline implementation. The Plan amendment considers the potential development and potential impacts on the transportation network, public schools, parks, and open space, the environmental impacts and compatibility with the existing low density residential uses.

RECOMMENDATION

Staff recommends the Comprehensive Plan be modified as shown below. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Text shown to be replaced is noted as such.

MODIFY: Fairfax County Comprehensive Plan, 2026 Edition, Area Plan III, Dulles Suburban Center [July 14, 2026], Dulles Suburban Center Land Unit Recommendation, Land Unit L

Area East of Rock Hill Road (Land Unit L-4)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit L-4, is planned for multifamily residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

Land Unit L-4

Land Unit L-4 is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These nonresidential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned countywide trails system.

~~The southern portion of Land Unit L-4 has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location, development of Land Unit L-4 should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.~~

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

Site-specific development conditions for Land Unit L-4 include the following:

- ~~• All parcels within the land unit are consolidated or developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;~~
- Development of this land unit should result in well-designed, high quality uses and should be integrated with developments within the land units and the adjacent land units;
- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening.
 - ~~Garden apartment~~ Except as permitted under additional development options below, low-rise multifamily structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise ~~structures-multifamily~~ should not exceed 65 feet in height and should be located to front on Rock Hill Road and Dulles Greene Drive and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single-family homes;
 - A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single-family detached houses. ~~If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;~~
- ~~• Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;~~

- Active recreation uses such as, but not limited to, children's play equipment, and/or multigenerational play and fitness equipment, should be provided to adequately serve the needs of the residents of the development, and surrounding community;
- Preservation and protection of the Environmental Quality Corridors;
- ~~All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and~~
- To prevent cut-through traffic, vehicle access to the area should be via existing and realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 25 of the Upper Potomac Planning District. No vehicular connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.
- The intersection of Innovation Avenue and Dulles Greene Drive should be evaluated to determine if additional transportation improvements are needed.

As an option on Tax Map Parcels 16-1 ((1)) 11A and 11B, multifamily residential use with a maximum of 440 dwelling units, inclusive of affordable housing bonus densities per the county's affordable dwelling unit ordinance and workforce dwelling unit policy, may be appropriate if the two parcels are consolidated, subject to L-4 guidance, and the following additional conditions:

- Establish a cohesive publicly accessible network that links high-quality open spaces through a central pedestrian path or mews, with safe pedestrian and bicycle connections throughout the site.
- Provide a trail connection from Farougi Court and the Reflection Lake Community to the Innovation Center Metrorail Station.
- Pedestrian facilities should be provided on both sides of Dulles Greene Drive, if feasible. If a facility is not feasible on the RPA side of the street, the facility on the other side should be a shared use path. Dulles Greene Drive should not extend to Farougi Court.
- Building heights above 65 feet may be considered if the design demonstrates a high level of compatibility in scale and form with adjacent residential neighborhoods through clear transitions in scale, enhanced buffering and landscaping to reduce visual impacts, and massing techniques to moderate building bulk that sensitively responds to topography. The fifty (50) degree angle of bulk plane limitation for Land Unit L-4 also applies to this option.

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

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.

- In the nonresidential component of the development, office uses should not exceed 50% of the total gross floor area and support retail uses, to be located in office, hotel or residential buildings, should not exceed 15% of the total gross floor area. Hotel uses are encouraged.
- Retail uses located on the ground floor should have direct public access and display windows oriented to pedestrian walkways and where appropriate, vehicular drives and/or streets.
- Pedestrian walkways should be provided to facilitate circulation throughout the land unit and should connect to walkways in adjacent land units and existing sidewalks or trails along major streets in or around the land unit.
- The development should be in conformance with the Urban Design and Placemaking section located in the Reston Transit Station Areas section of the Plan

COMPREHENSIVE LAND USE PLAN MAP

The Comprehensive Land Use Plan Map will not change.

COUNTYWIDE TRANSPORTATION PLAN MAP

The Countywide Transportation Plan Map will not change.

Fairfax County Comprehensive Plan, 2026 Edition, Area Plan III, Dulles Suburban Center [July 14, 2026], Dulles Suburban Center Land Unit Recommendation, Land Unit L

Land Unit L

Land Unit L consists of approximately 103 acres and is located east of the Loudoun County boundary, bounded on the south by the Dulles Airport Access Road (DAAR), on the east by the Reflection Lake community and on the north by the Town of Herndon (see Figure 39). The Transit Station Area (TSA) includes Land Units L-1, L-2 and L-3 within ½ mile of the center of the station platform area. Land Unit L makes up the northern portion of the Innovation Center TSA while the southern portion is located in Land Unit A-1. A portion of Land Unit L is planned for transit oriented development (TOD) focused on the Innovation Center Metrorail Station. Land use options in support of TOD follow the baseline recommendations.

Plan guidance in the Dulles Suburban Center Overview, Area-Wide, Land Unit, and Design Guidelines does not apply to Land Unit L. For area-wide guidance for Land Unit L, please refer to the Upper Potomac Planning District.

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Area East of Rock Hill Road (Land Unit L-4)

The portion of the Dulles Transition Area located east of Rock Hill Road, Land Unit L-4, is planned for multifamily residential use. In order to meet the planning objectives of the Dulles Transition Area it is necessary that new development be responsive to site-specific conditions that are outlined below for the land unit.

Land Unit L-4

Land Unit L-4 is planned for residential use at 16-20 dwelling units per acre. Office, retail and other uses, such as a daycare center, designed to serve the residential community are also appropriate. These nonresidential uses should total a minimum of 5,000 square feet including a daycare center. Office and retail uses should be incorporated into the ground floor of residential structures, while a daycare center may be in a free-standing structure. A mix of building types to include low-rise garden style and mid-rise structures is encouraged as a way to facilitate a visual transition. A safe, attractive pedestrian circulation system should be provided. This system of sidewalks and trails should be integrated with passive and active open space and promote pedestrian access to all uses, elements and land units of the area and provide for connections to the existing residential community and to the planned countywide trails system.

The southern portion of Land Unit L-4 has been identified as the location for commuter facilities that would support Metrorail in the Dulles corridor. A development plan should be submitted that shows the area planned for residential use but noting that a portion of the site may be used for commuter facilities. In order to preserve the option for transit facilities in this location,

development of Land Unit L-4 should be phased to progress from north to south so that the southern portion of the land unit remains vacant for as long as possible. In no case should units proposed for the southern portion of the site be transferred to the northern portion.

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

Site-specific development conditions for Land Unit L-4 include the following:

- All parcels within the land unit are consolidated and developed as part of a unified development plan. However, it is recognized that the development of a possible transit facility is consistent with this condition;
- Development of this land unit should result in well-designed, high quality uses and should be integrated with the adjacent land units;
- Visual impacts on existing low-density residential neighborhoods are minimized through height control, building setback, and transitional screening. Garden apartment structures should be located adjacent to the Reflection Lakes community and heights of these structures should not exceed 40 feet. Any mid-rise structures should not exceed 65 feet in height and should be located to front on Rock Hill Road and will not be adjacent to the Reflection Lake community. Any structure should be controlled by a fifty (50) degree angle of bulk plane as determined from the rear lot line of the adjacent single-family homes;
- A substantial buffer, 75 feet wide as far as practicable but 50 feet wide at a minimum, is provided next to the Reflection Lake community. This buffer should incorporate existing vegetation and be supplemented with additional landscaping as appropriate to screen the higher density residential areas from the existing single-family detached houses. If a commuter parking facility is developed on the southern portion of the site, a 75-foot buffer to the Reflection Lake community must be provided and the height of the structure should not exceed the height of any adjacent residence. Noise barrier measures should be incorporated into the garage design;
- Provision is made for affordable housing either through compliance with the Affordable Dwelling Unit ordinance, if applicable, or an appropriate proffer of units or land for affordable housing as defined by the ordinance;
- Active recreation uses should be provided to adequately serve the residents of the development;
- Preservation and protection of the Environmental Quality Corridors;
- All residential structures should incorporate noise attenuation measures as appropriate to meet the Interior Noise Level Standard P3, to achieve an interior noise level not to exceed 45 dBA Ldn; and
- To prevent cut-through traffic, vehicle access to the area should be via existing and

realigned Rock Hill Road and Innovative Avenue only, as shown on Figure 25 of the Upper Potomac Planning District. No connection from Rock Hill Road shall be made to Farougi Court, Maleady Drive or Parcher Avenue. A vehicle turn-around should be provided at the terminus of Parcher Avenue and elsewhere as appropriate.

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

- This option may be considered at such time as a funding agreement for Bus Rapid Transit (BRT) or rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached.
- A high quality living environment can be created through the provision of well-designed residential and mixed-use projects which provide active recreation, entertainment and other site amenities. Each residential development should include on-site affordable housing that is well integrated and dispersed throughout the development.
- The mixed-use development should have a residential component that is at least 35% but no more than 50% of the total gross floor area of the development.
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- 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 and Placemaking section located in the Reston Transit Station Areas section of the Plan.